



Tow Bitts



**A HOLIDAY GREETING:
OUR ACHIEVEMENTS
IN SAFETY AND
ENVIRONMENTAL
PROGRAMS WERE THE
HIGHLIGHTS OF 2007**

By Gary Faber
President and Chief Operating Officer

Most of us are spending time with our families during the holidays, and I'm sure the thoughts of our Foss mariners at sea are with those at home.

So it's an appropriate time to point out that we all have the highest calling to act safely and responsibly for the sake of our families. They should be secure in their thoughts that when we come home, we'll be as fit and healthy as when we left for work.

At Foss, the safety of our people and protecting the environment are the top priorities, and we made important gains in those areas in 2007, even as we reorganized management and grew significantly.

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Beefing up the Fleet

Foss has embarked on one of the most extensive fleet improvement programs in the company's history. The effort includes building new tugs and barges, modernizing older boats and expanding Foss Rainier Shipyard to build a new generation of big tugs.

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Getting into Gas

Foss' East Coast subsidiary, Constellation Maritime, helped set the anchors for a major offshore LNG terminal near Boston last summer, and the company that led the project had nothing but good things to say about the performance of the tugs *Orion* and *Leo* and their crews.

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Meet Chukchi the Walrus

An orphaned walrus bonded with the Foss lightering barge *Kivalina* in the arctic last summer, regularly sunning himself on the deck before he was rescued by crewmembers and shipped to a wildlife center in Seward.

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Training a New Generation of Mates

A mate-training program in Seattle, supported by Foss and other towing companies, is becoming a much-needed source for deck officers while providing career opportunities for capable cadets.

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Good Samaritans

Safety training paid off for two Foss employees who went to the aid of injured people in a pet store and on a highway in November. One of the good Samaritans, a deckhand, was credited with saving the life of at least one accident victim.

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On the Cover

A watercolor by artist **Clarence Miller** of Port Ludlow, Wash., is the image on this year's Foss holiday card. An article about Miller, and reproductions of the winning paintings in the 2008 Foss calendar art contest, appear on pages 12 and 13.

Job in New York Harbor is a First for Constellation Maritime Company

Constellation Maritime, Foss' growing Boston-based subsidiary, is performing its first harbor job in New York City.

Under a contract with Great Lakes Dredging, Constellation dispatched a tug to New York Harbor in mid-September for a maintenance dredging project near Staten Island.

"We've picked up barges there, but this is really our first local job in New York," said Constellation President **Marc Villa**. "We personally don't think

of it as an entrée into New York. It's just a job and it happens to be in New York."

The tug on the job is The 77-foot-long *David Foss*. Constellation has chartered the tug from Foss and is manning it. The *David* is a conventionally powered, twin-screw tug rated at 2,379 horsepower.

Expansion-minded Foss bought Constellation Maritime last year, giving the company its first outpost on the East Coast.

The *David Foss* pushes a barge in the Hudson River near the George Washington Bridge.



A HOLIDAY GREETING

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We did have setbacks. A tragic accident in Southern California took the life of **Piper Cameron** last February, and our hearts go out to her family during this holiday season. We are forever diminished by the loss of our shipmate. Our follow-up investigation of the accident continues, to ensure that we keep learning from this tragedy as we work tirelessly to prevent a fatal accident from ever occurring again.

Gathering information from incidents and using it to improve safety going forward creates a “continual improvement loop” that is an important part of an Event Information System we developed in 2007. The new system is also bringing uniformity to investigations and reporting, while creating a database for trending and analysis. However, incidents are the result of a failure in our safety systems. The more difficult task facing us is to identify the behaviors and conditions that create exposure to incidents.

Other internal efforts have included ramping up our communications on safety and increasing the number and quality of safety training sessions in our shipyards and on vessels. In addition, we received a report from a premier safety consulting group hired to assess our safety culture. This



Gary Faber

company will assist us going forward in identifying at risk behaviors and strengthen our safety culture.

At least partly because of those programs, our marine side has reported a 19 percent drop in its recordable incident rate and a 23 percent reduction in the lost-time incident rate.

On the environmental side, we announced in March of 2007 that we would build the world's first true hybrid tugboat, a “green” vessel that will significantly reduce harmful emissions. The tug, a modified Dolphin-Class vessel, is now under construction at Foss Rainier Shipyard in Oregon. (See article, page 5.)

We also brought two new double-hull bunkering barges to our Bay Area operations, bringing the total there to four. Foss, already with the West Coast's largest double-hull barge fleet, has three more on order for service in Southern California.

In a further commitment to improving the environment, Foss joined the SmartWay Transport Partnership, a voluntary collaboration between the U.S. Environmental Protection Agency and the freight industry. Members of the group pledge to increase energy efficiency while significantly reducing greenhouse gasses and pollution. Foss was the first carrier accepted into the group for marine

transportation services.

And in November, we announced that our vessels were switching immediately to ultra-low-sulfur diesel fuel, significantly reducing pollutants.

Our efforts have not gone unnoticed. The Chamber of Shipping of America, in separate award presentations, singled out two of our tugs for years of injury-free operations and 59 tugs for their environmental records. (See photo, page 20.)

This safety and environmental progress has occurred in a company that has been growing and changing to adapt to the marketplace and better meet the needs of customers.

Early in 2007, we reorganized our management structure, aligning it with our lines of business, as opposed to our previous, region-based system.

We also purchased America Cargo Transport, an international logistics company that extends our reach and matches our intent to become more active globally.

Meanwhile, our Boston subsidiary, Constellation Maritime, grew quickly with the addition of two tractor tugs, one of them a new Dolphin-Class boat.

Thanks go not only to our employees and their families, but to our customers and vendors for their part in our 2007 successes.

And to all, I hope you have a happy and safe holiday season.

CHANGES ANNOUNCED IN TOP MANAGEMENT JOBS

Foss President and COO **Gary Faber** recently announced several changes in top management, effective Dec. 1, designed to improve senior management flexibility and development while easing retirement transitions over the next several years.

Scott Merritt, formerly senior vice president for domestic services, becomes senior vice president for

operations. **Bruce Reed**, formerly vice president for operations, becomes vice president for marine transportation.

Don McElroy, formerly senior vice president for marine transportation, is now senior vice president for special projects and will transition the marine transportation job to Reed.

Faber also announced creation of a new position, vice president for oil



Scott Merritt



Bruce Reed

field services. That job will be filled by **Mike O'Shea**, who most recently was director of business development for Crowley Marine Services Alaska.

Unique Needs of West Coast Ports Drive Foss Upgrades; New-Build Program is Most Extensive in Two Decades

Applying its commitment to world-class service to the vastly different requirements of West Coast ports, and with the unwavering support of its ownership group, Foss is investing tens of millions of dollars in one of the most extensive fleet improvement programs in the company's history.

Not since Foss introduced tractor tug technology to the U.S. marketplace in the early 1980s, with construction of six new Voith-propelled tugs, has the company embarked on such a bold new-build program.

Over the last two years, two new Dolphin-Class ship-assist tractors have been introduced into the Southern California market and a third, a hybrid-powered dolphin, is scheduled to enter service in the fall of 2008. All are being built at the Foss Rainier Shipyard in Oregon, where the company is now expanding to construct larger, escort tractors and ocean-going tugs.

At Foss Shipyard in Seattle, the company has added third drives — ASD units — to three of the original Voith tractors, boosting their horsepower and aligning them with customer requirements.

And since 2003, Foss has had four new double-hulled bunkering barges built, all in use in San Francisco. Three more are being built for service in the Los Angeles/Long Beach Harbor.

“Over the last four years, we’ve been drawing from our mission statement and core values to develop a fleet that represents those strategies,” said **Scott Merritt**, senior vice president for operations. “The mission of providing marine services without equal, and our values to ensure the safety of our people and to stay customer focused have led us into developing a mission-specific fleet, harbor by harbor.”

The design requirements are different for boats that assist ships in



Foss' twin Dolphin-Class tugs in Southern California, the *Campbell Foss*, foreground, and *Morgan Foss*.

the crowded Los Angeles/Long Beach harbor and tugs that escort tankers or move oil barges on San Francisco Bay. Puget Sound and the Columbia-Snake River region also have unique needs for the mix of boats in their fleets.

Andy Stephens, vice president for technical services, said the groundwork is being laid at Foss Rainier Shipyard to build larger tugs. Work expected to be completed by the end of March includes construction of a new office and warehouse, demolition of the old office, re-grading the property and installing a storm water management system. In the longer term, the yard plans to expand by moving its bulkhead 50 feet farther into the river.

Merritt said Foss “is where we want to be in terms of fleet improvement, and we are positioning ourselves well for the future, which speaks volumes for our ownership . . . Since 1987 when Foss was purchased by the current ownership, 90 percent of the Foss profit has been put back into the company for investment in growth and

modernization. They really have their hearts into this business—it’s not just another investment to them.”

Here’s a breakdown of the fleet improvement program, by region:

• SOUTHERN CALIFORNIA

The Los Angeles/Long Beach Harbor is the nation’s busiest port complex, and terminal development is pushing into its channels, making them tighter while ships serving the harbor are getting larger. Merritt said it wasn’t that long ago when 5,000-TEU containerships and 120,000 deadweight ton (DWT) tankers were the biggest there. Today the big ships are 10,000 TEUs and 180,000 to 200,000 DWT.

With the addition of the hybrid in 2008, Foss will have three Dolphins in the harbor, and sister company AMNAV Maritime Services also is deploying Dolphins there. At 78-foot long and with 5,080 horsepower, the tugs’ small size, maneuverability and high horsepower make them a perfect

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FOSS HYBRID TUG: HARD-WORKING HARBOR BOAT WITH REDUCED EMISSIONS SCHEDULED TO BE OPERATING IN SOUTHERN CALIFORNIA PORTS NEXT FALL

The Foss hybrid tug, the first of its kind in the industry, is one of the company's most innovative steps to reduce emissions and will exceed the EPA's Tier 2 emissions requirements for marine engines.

Particulate matter and nitrogen oxides are expected to be reduced by 44 percent compared to conventionally-powered Dolphin-Class tugs. Carbon and sulfur emissions—major contributors to greenhouse gases—will also be reduced as the hybrid tug will burn less diesel fuel.

Work has begun at Foss' shipyard in Rainier, Ore., to build the tugboat, which will be modeled on the company's versatile and powerful Dolphin-Class harbor tug. The hybrid tug is scheduled for delivery in California in fall 2008.

Hybrid technology is ideal for harbor tugs since it optimizes the power sources—main engines, generators and batteries—to run only when necessary. The hybrid tug offers the double benefit of reduced fuel con-

sumption and more efficient combustion, both of which result in reduced emissions.

Tugs are capable of providing very high thrust but generally deliver it for very short periods of time. They spend most of their time at the low end of their engines' power curve.

The hybrid tug technology minimizes fuel consumption by using a specialized power management system to match required power to the most efficient combination of batteries, generators and main engines at whatever power level is needed.

Because hybrids deliver power efficiently, the tug will create fewer emissions during slower or idle times but will be able to access full strength and maintain required propulsion when necessary.

Working with Aspin Kemp and Associates and Xeropoint Energy, Foss engineers chose the Dolphin tug as the optimal vessel for hybrid technology. The Dolphin tug is 78 feet long, 34 feet wide and provides 5,080 hp and

60 tons of bollard pull. The hybrid tug will look and perform like its Dolphin class sisters but with a different power set-up.

The main power plants in a conventional Dolphin are two Caterpillar 3512D engines with 2,540 horsepower. The hybrid will have much smaller main engines, Cummins QSK50 Tier 2 at 1,800 horsepower, while the auxiliary generators increase in size from 168 horsepower to 402 horsepower. Like the conventional Dolphin, the hybrid will have azimuthing stern drives, also called Z-drives.

What the hybrid has that the conventional Dolphin does not are two 1,200 horsepower motor generator sets and a 600 horsepower battery bank. Foss will be using nickel metal hydride batteries, which are smaller and weigh less than lead-acid batteries. This supplemental power will give the hybrid the full horsepower and bollard pull of its Dolphin-Class sisters.



Foss Rainier Shipyard Yard Foreman **Troy Schreiner**, foreground and welder **Brian Parsons** ready a bow section bulkhead to be lifted into position for the hybrid-powered Dolphin tug now under construction. Not pictured is lead man **Todd Hall**, operating the crane.



The tug *Point Vicente*, with its new pilothouse tower, assists one of Foss' new double-hull tankbarges, the FDH 35-1.

match for the harbor.

"They can apply that power in small, niche areas where it's difficult for a big tug to operate," Merritt said.

Also for Southern California, Foss Shipyard during the summer completed conversion of one of the original Voith tractors, the *Brynn Foss*, into a Tractor-Plus tug for assisting tankers at Chevron's El Segundo Offshore Moorings. The finesse provided by the Voith drives allow the tug to stay into their line while working in swells, and the added ASD drive gives the tug required extra power.

• SAN FRANCISCO BAY.

In the Bay Area, Foss is primarily involved in tanker escorts and assists, in bulk oil movements and in ship bunkering.

To handle the tankers, Foss has assigned its two 6,250 horsepower ASD tugs, the *Marshall Foss* and the *Lynn Marie*. They are large (98 by 42 feet), heavy and stable. Also working the tankers is the 4,000 horsepower Voith-powered *Arthur Foss*, a proven escort tug capable of large, indirect, steering and braking forces.

To move the new double-hull barges, with their 24-foot-high sides that can reduce visibility, Foss has added a pilothouse tower to the tug



Terry Dawley, left, and Johnny Warnes hoist a new Z-drive into position on the *Brynn Foss*, the company's newest Tractor-Plus tug.

Point Vicente and plans to do the same with a sister tug, the *Point Fermin*.

• COLUMBIA SNAKE RIVER REGION.

The river area is a unique operating environment, where Foss performs ship assist work and operates an upriver barge service for grain and other cargo.

The pusher tugs *Lewiston* and *Clarkston* handle the barge work, along with the *P.J. Brix*, which has a high wheelhouse and pusher knees but is

an ASD tractor tug capable of ship assist work.

Also handling ship work are two other tractor tugs, the 3,000 horsepower Voith-powered *Pacific Escort* (recently reassigned to Portland) and the 3,300 horsepower ASD-powered *Daniel Foss*. The *Daniel's* extra power and double-drum winch allow it to augment the ocean towing fleet, as necessary.

• PUGET SOUND

With larger container ships call-

ing the ports of Tacoma and Seattle, but without the space constraints of the southern California ports, Foss handles ship assist work with two Tractor-Plus tugs, the *Henry Foss* and *Wedell Foss*. They are supplemented by the conventionally powered *Shelley Foss* and *Benjamin Foss*.

In north Puget Sound, Foss uses the Enhanced Tractor Tugs *Garth Foss* and *Lindsey Foss* for tanker escort and assist work, supplemented by the 4,000 horsepower Voith-powered *Andrew Foss* and the 4,300 horsepower conventionally powered *Barbara Foss*.

Foss is planning the construction of one, and possibly, two large ASD tugs at the Rainier yard to free up the *Barbara* for ocean and regional towing and to release the *Andrew* for other ship-assist work. In the interim, there are plans to charter two 6,600 horsepower ASD tractor tugs in 2008.

• OCEAN FLEET

The current ocean fleet is anchored by seven tugs built for Foss by the McDermott Shipyard group in Louisiana from 1969 through the mid-1970s plus two built by Main Iron Works, also in Louisiana. The 8,000 horsepower *Corbin Foss* and *Lauren Foss* were added several years ago.

Rainier Shipyard will be the primary new-construction facility for fleet renewal programs for the ocean boats of Foss and its sister companies. Foss already has a design in hand for a large, ocean-going tug.

"We really can look out 10 years from now and see a continuous and sustained replenishment of our equipment," Merritt said. "Our owners are re-investing in the business we have today, allowing us to match world-class equipment with our world-class mariners. I have to think it's great to see for the crews on the vessels. It's sure great to see from the office."



FOSS SWITCHES TUGS TO ULSD FUEL; MOVE APPLAUDED BY NORTHWEST PORTS, EPA

Foss Maritime Company announced in November that, effective immediately, it was switching tugs outside California to ultra-low-sulfur diesel fuel (ULSD) from low-sulfur diesel fuel, significantly reducing emissions of particulate matter and other pollutants.

The company already uses ULSD in California, where it is required by the state.

The U.S. Environmental Protection Agency (EPA) and port officials in Seattle and Portland lauded the Foss announcement, saying the company is taking an important step to reducing air emissions in Elliott Bay, Puget Sound and the Columbia and Snake rivers.

"Foss is stepping up to improve our air quality," said **Gary Faber**, Foss president and COO. "The next time our tugs fill their tanks, it will be with ultra low sulfur diesel fuel, the cleanest diesel fuel on the market. The maritime industry has to do its part."

Foss's switch to ultra-low-sulfur diesel from low-sulfur diesel will reduce sulfur dioxide emissions by about nine tons per year in the Seattle/Puget Sound region and eight tons per year in the Columbia and Snake Rivers area including Portland. Use of ultra-low-sulfur diesel by Foss will also reduce particulate matter by about 0.7 tons per year for Seattle/Puget Sound and 0.6 tons per year for Columbia Snake River.

"In the Pacific Northwest, one of EPA's top priorities is to protect the environmental health of the Puget Sound and the Columbia River basins," said **Elin Miller**, Region 10 administrator in Seattle. "We applaud the action that Foss Maritime is taking to reduce diesel pollution at Northwest port operations. Actions like these lower emissions, resulting in cleaner air. We encourage other companies to follow Foss' lead in reducing their impact and ensuring the environmental and economic health of the region."

The Foss switch to ULSD was applauded by officials at the Port of Seattle.

"Foss is well ahead of the curve in helping the port achieve early reductions in advance of national regulations so that we can make this a cleaner, healthier environment for Puget Sound area citizens," said **Tay Yoshitani**, port chief executive.

Sam Ruda, director of marine and industrial development for the Port of Portland, said "We encourage companies that work in and around our port to practice responsible environmental stewardship, and we support this proactive decision by Foss."

Except in California where the state already mandates use of ULSD, most Foss vessels have been fueled by low-sulfur diesel. Foss was immediately switching to ULSD for the remainder of its fleet, except in rare cases of refueling in remote locations where ultra-low is not available.

"Foss is stepping up to improve our air quality."
Gary Faber

Constellation Maritime Pulls Off Successful LNG Job Near Boston; Tugs Help Set Huge Buoys that will Link Tankers with Pipeline



A subsurface buoy, to which LNG tankers will link and offload their cargo, is lowered from a heavy-lift ship into the Atlantic Ocean near Boston.

Foss subsidiary Constellation Maritime, making important in-roads into the LNG terminal construction business, safely and successfully assisted recently with completion of an offshore transfer facility that will be a major conduit for natural gas destined for Massachusetts and New England.

The Northeast Gateway Energy Bridge is an offshore terminal about 13 miles southeast of the Boston suburb of Gloucester, Mass. LNG tankers will moor at the terminal, “regasify” their liquid cargo, and hook up to underwater pipelines that will carry it into the New England natural gas grid.

Constellation used two tractor tugs, the *Leo* and *Orion*, to assist with installation of two massive subsurface buoys that will provide the link between the tankers and the pipelines. The tugs, one on each side of a buoy,

were tasked with maintaining position while passing mooring wires to a third boat, which rigged them to 200-ton anchors about 300 feet below the surface.

“Our job was to hold these five-inch wires and pass them over when they needed them,” said **Bob Manning**, Constellation operations manager. “Each tug had four wires, and there was a six-ton load on each wire.”

Tor-Andre Remoy, who oversaw the buoy installation project for Norway-based Global Mooring Services, complimented Constellation’s performance.

“They got all the equipment we needed for the job, did some of the engineering, installed it on the boats, and came out and did a fantastic job on location,” Remoy said. “They had a clear understanding of how to per-



Deck-mounted cranes lift a 200-ton anchor, preparing to place it in about 300 feet of water.

form the job and everything went as it should have.”

In preparation for the work, Manning oversaw construction and installation of three-ton steel cradles on each tug. The cradles, built on a Constellation barge in Boston, were designed to secure steel beams called “spreaders” rigged to the buoy mooring lines.

“Bob’s an executive, but he got in



The tractor tugs *Orion*, left, and *Leo* maintain tension on the anchor lines attached to the subsurface buoy.

there with the welders, helped design them, did the safety tests and fit them onto the boats,” said **Conti Coluntino**, Constellation sales and marketing vice president. “And then, because it’s his baby, he went out there for days at a time and made sure everything was perfect.”

Manning said he used a scale model of the cradle for crew training, enabling people to think about the operation and ask questions about it before the actual cradles were completed.

“We worked from day one on what was going to happen and how and where the danger spots were,” he said. “The planning paid off enormously. Some of the wires were different than what we expected, and we had to change procedures while the job was in progress, but we could do it because we knew what was going to happen.”

Foss Supervisor of Vessel Rigging **Joel Altus** was on-scene to assist while the project was underway. From start to finish, installation of the buoys took about three weeks.

“I was personally thrilled with the way our people performed,” said Constellation President **Marc Villa**. “I was also pleased to see the interaction with Foss on the project, particularly



A beam attached to four anchor wires is lowered toward a framework built on the bow of the Dolphin-Class tug *Leo*.

having Joel here. His input added a high degree of professionalism and gave a lot of confidence to our people.

Remoy said two more buoys will be installed at the terminal in 2009 and added:

“Hopefully, we can make another contract with Constellation.”



The *Leo* stands by as a subsurface buoy is lowered into the water.

Weather Helps Foss Deliver Record Tonnage at Red Dog; Production was Excellent in Eighteenth Arctic Season

Foss completed a banner year in its ore-lightering operations at the Red Dog Mine Port in Arctic Alaska on October 24, exceeding the previous loading record by more than 90,000 tons and equaling the highest number of ships ever handled.

“Overall it was the best weather we’ve ever seen up there for the entire season,” said **Don McElroy**, senior vice president for special projects. “We were able to take advantage of that and (mine operator) Teck Cominco’s production was excellent.”

Total volume was 1,462,000 tons, compared to the previous record of 1,368,000 tons. This year’s ore went onto 26 bulk carriers.

“As always, crews did an excellent job with that much volume and activity,” McElroy said. “And with an ever-increasing vigilance for safety paramount all season long, Manager **Paul Wooden**, shoreside and tug crews had a tremendous focus in that area and had a very safe season overall.”

Team members were:

Sandra Foss. Captains **Jeff Crooks** and **Bob Farrell**, Mates **Chuck Hammer** and **Joe Noverr**, Chief Engineer **Russ Barker**, Able-bodied Seamen **Andy Warfield**, **Alan White** and **Rob Alexander**, Cook **Doug Bender** and Ordinary Seamen **Jason Adams** and **Ricky Edwards**.

Stacey Foss. Captains **Doug Engdahl** and **Stan Stromme**, Mate **Eric Watson**, Chief Engineers **Jim Greenlund** and **Dave Atkins**, Able-Bodied Seamen **Steve Creech**, **Nathan Nelson** and **Tyee Robinson**, Cook **Tom Gibbons** and Ordinary Seaman **Nate Impson**.

Iver Foss. Capt. **Gary May**, Mates **Nate Jansma** and **Greg Johnson**, Chief Engineers **Jake Rosenberg** and **Don Daigle**, Able-Bodied Seamen **Steve Winter**, **Mike Helt** and **Jason Hudkins** and Cook **Greg Rankin**.

Jeffrey Foss. Captains **Todd Wilson** and **Mark McKinley**, Mates **Frank Huber** and **Mark Bechtel**, Chief Engineers **Mike Denton**, **Jack Hagey**,

Jeff Durette and **John Wade**, Able-Bodied Seamen **Jason Reese**, **Wayne Jines**, **Jeff Hedges** and **Dave Floyd** and Cook **Ron Wolf**.

Tug Relief. Mate **Dean Pappas**, Captain **Jack Finney** and Cook **Steve Phillips**.

Support. **Scott Olson** (tug crew support), **Paul Wooden** (shoreside support) and **Herb Gazeley** (shoreside/tug crew support).

Dispatch. **Cody Pearson** and **Gary Aristo**.

Shoreside Crew. **Ray Schaeffer**, **Stan Tidyman**, **Bob Rowan**, **Dave Buckley**, **Mark Worsham**, **Val Alonzo**, **Vitaliy Fetsek**, **Bogdan Fetsek**, **Carl Horten**, **Shane Kennedy**, **Ed Goebel**, **John Routh**, **Neftali Alas**, **Kinuwan Sharpe**, **Chad Yates** and **Nathan Henry**.

Also, **Brandon Carter**, **Ken Defrancesc**, **Conan Sampson**, **Rafael O’Connor**, **Roger Fallon**, **Wynn Davis**, **Lowell Ramoth**, **Dan Foster**, **Mike Paholsky**, **Jake Ramoth**, **Darrell Tebbits** and **Eric Howarth**.

ORPHANED WALRUS BONDS WITH FOSS LIGHTERING BARGE KIVALINA IN ARCTIC; CREWS HELP WITH RESCUE AND TRANSPORT TO SEALIFE CENTER IN SEWARD

Foss employees helped rescue an orphaned walrus late last summer after the ailing young animal apparently bonded with the ore lightering barge *Kivalina* at the Red Dog Mine port in arctic Alaska.

The animal, a 400-pound yearling since named “Chukchi,” first appeared at the port near the end of August, appearing exhausted and lethargic. Workers saw no sign that his mother was in the area, so they contacted the Alaska SeaLife Center in Seward out of concern for his well-being.

The *Kivalina* had become the walrus’s favorite haul-out spot, and it spent much of its time hanging out on the barge’s stern deck. **John Martinisko**,

environmental technical supervisor for mine operator Teck Cominco, said the animal was creating a safety hazard for the barge crewmembers.

“At first he was very aggressive and did not want to be captured,” said **Paul Wooden**, lighterage operations manager, “but after we started to herd him into the cage he went without incident.”

Tim Lebling, stranding coordinator at the Alaska SeaLife Center, said the walrus is believed to have been born last year and noted that walrus depend on their mother’s milk for up to two years. Scientists have been monitoring walrus populations, because the animals depend on seasonal availability of pack ice, which has become less consistent

with climate change.

SeaLife Center employees brought a transport cage and other gear to the port but failed to capture him in several attempts. They left the gear and capturing instructions with Foss personnel, and after he climbed onto the *Kivalina* on the morning of Sept 20, they successfully herded him into a cage.

Initial assessments found the walrus somewhat dehydrated but otherwise in good health. He was flown to Kotzebue on a plane chartered by Red Dog, and then to Anchorage by Northern Air Cargo. SeaLife Center employees met the walrus in Anchorage and trucked him to their facility in Seward.

“The SeaLife Center and Red Dog

ACT and Saltchuk's 'Blue Water' Companies Work Together in Middle East Cargo Service

Foss subsidiary America Cargo Transport (ACT) and two other Saltchuk Resources-owned companies are collaborating to operate a steamship service carrying military and commercial cargo between ports on the U.S. Gulf and East coasts and the Arabian Gulf.

The two ships in the service, both under charter to ACT, are the *Great Land*, owned by Totem Ocean Trailer Express (TOTE), and the *El Faro*, owned by Sea Star Line. Both are U.S.-Flag roll-on, roll-off vessels, ideal for shipments of wheeled military cargo, said **Rob Wagoner**, ACT director of cargo operations.

"This service is a great example of how our sister companies, although entirely separate operating entities, can work together to create these kinds of opportunities," Wagoner said. "I think you're going to be seeing more of this in the future."

TOTE's normal business is carrying cargo between Tacoma and Anchorage. Sea Star links the U.S. East and Gulf

coasts with San Juan, Puerto Rico, and other Caribbean ports. Both are part of Saltchuk's "blue-water" division.

Foss' parent company is Marine Resources Group, a group of tug-and-barge companies, also owned by Saltchuk.

The Middle East service began in April 2007 with the *El Faro*, and was supplemented two months later with the addition of the *Great Land*. The ships make round trips of approximately 60 days from Beaumont, Texas, Jacksonville, Fla., or Charleston, S.C., to Kuwait or United Arab Emirates.

From there, ACT uses two integrated tug and barge (ITB) vessels to shuttle the cargo to Umm Qasr, Iraq, Wagoner said. The combinations are the *Thunder and Lightning* and the *Strong Mariner* (former *Strong American*).

The principal customer is the U.S. Army's Surface Deployment and Distribution Command. Cargos include new armored HMMWVs (humvees) and MRAP armored fight-



The Tote ship *Great Land* docked at Jebel Ali, United Arab Emirates.

ing vehicles, which are stowed on lower, weather-proof decks. The rest of the ships are filled with other military cargo, including rolling stock for entire units being deployed to Iraq, as well as commercial freight, including project cargos and humanitarian aid.

Commercial customers have included Ford Motor Co. and logistics companies Panalpina and GeoDis.

"We are a very vital link to the U.S. military," Wagoner said.

want to thank everyone who helped in this rescue, especially Foss, which put up with visits for a long time before capturing him," Martinisko said.

Foss employees helping with the rescue effort were: **Wooden, Scott Olson, Nate Jansma, Steve Winters, Jason Hudkins, Steve Creech, Rafael O'Connor, and Andy Warfield.**

Jeff Crooks, Gary May, and Chuck Lott helped in transporting and craning from the barge and onto the beach, enabling Teck Cominco to transport the walrus to the mine for his flight to Anchorage.

Chukchi the walrus, swimming next to the *Kivalina* at the Red Dog Mine port.



Art Contest Winner has Been in Calendar Many Times, but Painting on the 2007 Holiday Card is His First

The artist who painted the image on the 2007 Foss holiday card, reproduced on the cover of this issue of *Tow Bitts*, is an 85-year-old professional and frequent entrant in the annual competition used to select paintings

for the card and the Foss calendar.

Clarence Miller's holiday card image is a water color of the *Henrietta Foss* with three Christmas trees above its pilothouse. Miller, who lives in Port Ludlow, Washington, also made

the painting selected for the month of November in the calendar.

"I had a slide of the *Henrietta*," Miller said. "Years ago I saw a tugboat in the Seattle harbor with a Christmas tree on it and that's where I got the idea."



January, Austin Dwyer, *The Second Assist*



February, James R. Williamson, *Container Ship Assist*



March, John Pinney, *Jeffrey Foss*



April, Mervyn Pearson, *Business as Usual*



May, Sally Ohlsen, *Another Day for Brynn Foss*



June, Mike Corcoran, *Five O'Clock Shadow*

Miller put his creative talents to work in the sales department at Boeing for 29 years until his retirement in 1987. He said his paintings have been in the calendar a number of times, including the first time the contest was held, in 1970, but this is the first time his work has been selected for the card.

“I always have liked boats, and I enjoy painting them,” Miller said

His paintings were among 33 submitted by 28 artists this year. The winners receive a \$500 reproduction fee and retain the right to sell their paintings. The 2008 calendar images are reproduced on this page and the adjoining page.

The 77-year-old *Henrietta* is retired from Foss and is maintained as a yacht by **Mike Garvey**, one of the principal owners of Foss parent Saltchuk Resources.

Laurie Zuvich



Artist **Clarence Miller**, left, and his painting with Marine Transportation Vice President **Bruce Reed**, center, and Human Resources Vice President **Gil Graham**.



July, Janne Matter, *Long Beach Evening*



August, John Christensen, *Eastward Passage*



September, Gene Erickson, *Alaska Bound*



October, Georgia Candelaria Wells, *Job Done*



November, Clarence Miller, *Evening Departure*



December, Marshall Johnson, Andrew Foss and Desh Guarav

Mate-Training Program Provides Opportunities for Young People and Fills a Growing Need for Towing Companies

A little over a year ago, **Michael Mann** was in career limbo.

He spent two years at the University of Hawaii but got island fever and wanted a change. Becoming an officer in the maritime industry looked good to him, but he didn't want to take the four-year academy route.

And then his dad saw an ad for the Pacific Maritime Institute (PMI) in Seattle, and everything changed. Today, the 21-year-old Anacortes, Wash., resident is enrolled in a two-year PMI program that will land him a workboat mate's license in January, 2009. In conjunction with the program, he's accumulating the required sea time as a deckhand with Foss.

"Without this program, I wouldn't have taken the step forward or known how to start," Mann said recently before going about his chores on the *Emma Foss* in Seattle. "I was trying to find a path, and this is exactly what I was looking for."

The mate program — offered by both PMI and by the Maritime Institute of Technology and Graduate Studies in Maryland — aims to help fill a shortage of workboat deck officers that has grown more serious since federal training requirements were tightened in 2002.

The shortage has been aggravated by growth in the industry, much of it in the offshore supply sector, and by an aging current group of deck officers near retirement, according to **Gregg Trunnell**, PMI Director.

"With the new federal standards," he said, "someone who wants to be a mate following the traditional route would have to work about seven years and have 20 weeks of classroom training costing \$20,000, and individuals see that as too daunting."

But the regulations also provided other pathways, including maritime academies or an approved training program linked to just one year of sea

time, which is the niche that the PMI mates program is filling.

"We see the PMI program as an important way to add deck officers," said Foss Human Resources Vice President **Gil Graham**. "It provides great opportunities for the cadets and fills an important need for the industry."

Applicants must have a high school diploma, its equivalent, or must pass writing, reading and math tests. They also must have a merchant mariner's document, a passport and be at least 19 years old. (Cadets at PMI currently range from 19 to 48 years old.)

Successful applicants are paired with one of a number of workboat companies, including Foss, that are supporting the program. Among other supporters are Sause Bros., Dunlap Towing and Crowley Maritime. (Foss Marine Transportation Vice President **Bruce Reed** is on the PMI Program Advisory Committee.)

If the cadet successfully completes initial phases of the program, he or she becomes an employee of the company and begins a sequence of classroom training periods and sea time.

The first class of six cadets started in June 2006, and Mann entered with the second, numbering 16, in January 2007. He soon embarked on a trip through the Panama Canal to Massachusetts delivering a new Dolphin-Class tug and another tractor tug to Foss subsidiary Constellation Maritime.

Foss has committed to taking two more cadets from the program beginning in January, when 24 are scheduled to start.

The growth of the program has dispelled what used to be a common notion in the industry — that not many people are interested in careers in the wheelhouses of workboats. Trunnell said PMI followed the example of the trucking industry, which



Foss Cadet **Michael Mann** has been working as a deckhand on the *Emma Foss* while training for a mate's position.



Cadets practice with sextants as part of their training at Pacific Maritime Institute. Those in the photo will work for companies other than Foss.

uses the internet to recruit more than a million drivers a year.

"Go to Google and type in tugboat and we're right there," he said, noting that the "huge" number of hits on the PMI web site more than offsets the \$1,500 a month cost of the Google ad.

"The number of people who want to be in this industry is impressive," Trunnell declared. "All we had to do was put the tools in place for them to get there."

For more information, go to workboatacademy.com.

'Big and Heavy' are the Operative Words as the CSR Group Tackles Three Major Projects in Oregon and on California Coast

Columbia River-based tugs carried out three major cargo-moving projects this fall, including towing a prefabricated, 1,600-ton vehicle bridge—jacked about 90 feet above the barge deck—to its installation site over the Multnomah Channel in Portland.

Other jobs included towing a 2 million-pound salmon spillway from Portland to Lower Monumental Dam on the Snake River and moving four 425-ton steam generators from Port Hueneme, Calif., to the Diablo Canyon nuclear plant.

The Foss Columbia-Snake River Group also helped install a power-generating wave buoy off Newport, Ore., and then helped search for it successfully after it sank.

"We had a very busy fall," said Regional Operations Manager **Mike Walker**. "But we got it all done safely and within the prescribed schedules.."

The projects:

- **Sauvie Island Bridge.**

The steel bridge is 365 feet long, 82-feet tall and weighs 1,600 tons. It was built at Portland's Terminal 2 before being loaded on an ocean-going barge, jacked up 90 feet, and moved up the Multnomah Channel by the Foss tractor tugs *PJ Brix*, *Daniel Foss* and *Betsy*.

The new bridge replaces one that was built in 1950 and wasn't capable of handling the heavy trucks that deliver goods to the island today. The new bridge was moved into position in the river, and lowered into its permanent resting place between already-constructed approach ramps.

The Bridge builder was Max J. Kuney Co. of Spokane. Foss was hired by the transportation subcontractor, Dix Corporation, also based in Spokane.

- **Lower Granite Dam Spillway Weir.**

In late winter of 2005, Foss moved a steel guideway for migrating salmon to the Ice Harbor Dam near Pasco,

and this fall's job was almost identical.

The 1,000-ton structure—120 feet high and 80 feet wide—was built in Portland, put in drydock, and attached forward of the Foss grain barges *BMC 460* and *Amber Harvest* for the trip to Lower Granite Dam on the Snake River near Clarkston, Washington. The tugs *Noydena* and *Clarkston* handled the tow.

The salmon "weir" allows migrating fish to pass more gradually through the dam, improving their survival rates. Tug crewmembers were:

Clarkston: Captains **Dane Howard** and **Randy Reinhofer** with Deckhands **Chris Nolan** and **Michael Hughes**. *Noydena*. Captains **Terry Hicks** and **Dustin Johnson** with Deckhands **John Haglund** and **Elijah Waer**.

- **Diablo Canyon Generators.**

In a delivery similar to a job for Arizona Power in the Sea of Cortez early this year, the Portland-based tug *Howard Olsen* towed four 425-ton generators in two trips from Port Hueneme, Calif., 137 miles north to the Diablo Canyon nuclear plant, owned by Pacific Gas and Electric Co.

The power plant near San Luis Obispo opened in 1985 and provides power for more than 2 million customers in Northern and Central California. Foss handed off the barges at the site to assist tugs operated by Pacific Tugboat, based in Long Beach.

Members of the *Howard Olsen's* crew were: Capt. **Ron Walthers**, Mate, **Ben Hartley**, ABs **Curt Dawson** and **Bob Eddy** and Cook **Robbie (Bam) Ackerman**.

Members of the Pacific Tugboat crews were: *Alan G*, Capt. **Ted Griffith**, Capt. **Josh Stuben**, Capt. **John Anderson**, Engineer/Captain



Two Pacific Tugboat vessels bring the barge ZB-240, which they have just received from the Foss Tug *Howard Olsen*, into the inner cove at the Diablo Canyon Nuclear plant.

Tony Jacobsen



The Sauvie Island Bridge span at Terminal 2 in Portland, ready to be moved by Foss

Mike Walker

Bobby Allen and Deckhand/Cooks **Robert Bejarano** and **William Hoffman**. *Jag*, Capts. **Ryan Voci** and **John Karmelich** and Deckhand/Engineer **James Tarin**.

- **Oregon State University Wave Buoy.**

The tug *Betsy L.* assisted Fred Devine Diving and Salvage of Portland in deploying the experimental buoy, designed to generate electricity while rising and falling with ocean waves. It was installed about 2 ½ miles offshore from Newport, Ore., Sept. 6 and sank in late October, one day prior to its planned retrieval. In spite of the sinking, the test were successful.

Members of the *Betsy L.'s* crew were: Capt. **Dan Riser**, Mate **Scotty Parker**, ABs **Dustin Everson** and **Monty McCleary Jr.** and Cook **Tim Michaelson**.

Harbor Marine Group Providing Support for Fisheries Project To Help Salmon at Central Oregon's Round Butte Dam

Harbor Marine Group (HMG), a division of Foss, is performing naval architecture and engineering studies to support the assembly and installation of a large floating fisheries enhancement project in Lake Billy Chinook above the Round Butte Dam on the lower Deschutes River in central Oregon.

Contractors are installing a "selective withdrawal" structure in Lake Billy Chinook. The structure will be approximately 270 feet tall and mostly submerged, except for the floating fish collection and water intake portion at the top.

It will funnel surface water to turbine intakes at the bottom of the lake. The system will combine the warmer surface water with the cooler bottom water to control the temperature of the lake as well as the lower Deschutes River downstream.

The selective withdrawal structure will also be used for restoration and reintroduction of fish species not presently found above the dam. These species include migrating spring Chinook and summer steelhead as well as landlocked Kokanee.

The withdrawal structure will provide a surface current to attract and collect migrating fish. The fish will be collected, sorted and taken down-



An artist's rendering depicts the fisheries enhancement project to be built above Round Butte Dam.

stream of the dam to bypass the effects of decompression and turbines.

The overall effect of the project will be to improve the fisheries habitat above and below the dam as well as improve the transfer of fish from Lake Billy Chinook to the lower Deschutes River.

HMG is performing stability studies for installation of the large components and analyzing mooring systems that will be used during construction of the withdrawal top, a 150-by-90-by-50-foot steel, concrete and foam box that will collect water and fish at the top of the tower.

This is a joint project between Portland General Electric and the Confederated Tribes of Warm Springs. The structural design and engineering is being performed by CH2M Hill in Bellevue, Wash., with naval architecture support from The Glisten Associates of Seattle.

The Prime Contractor for the project is Barnard Construction Company of Bozeman, Mont., and the Dix Corporation in Spokane, Wash., will perform a significant portion of the construction and installation, scheduled for March through August 2008.

HMG WINS TENTH ALASKA STATE FERRY REFURBISHMENT CONTRACT

The Alaska Marine Highway system has awarded a contract to Harbor Marine Group (HMG), a division of Foss, for engineering and design support in the refurbishment of the 296-foot ferry Tustumena. The job is the third Alaska ferry project for HMG as the prime consultant with an additional seven where HMG played a collaborating role.

The Tustumena project includes

general refurbishment and upgrades of portions of the vessel's mechanical systems, interior spaces and lifesaving equipment and also includes the potential for replacing the vehicle elevator.

The vehicle elevator is somewhat unique in that it has a 60,000-pound rating and includes a turntable at the main deck so that vehicles can be offloaded in many of the less devel-

oped ports in Alaska with extreme tidal ranges.

The ferry has a capacity of 36 vehicles (20 feet in length), and operates at a service speed of 13.5 knots. It can carry 174 passengers, and has eight four-berth, and 17 two-berth cabins. Passenger services include a cafeteria, cocktail lounge, solarium, and forward observation lounge.

Personal Protective Equipment and Good Work Habits Are the Keys to Maintaining Safety for Shipyard Welders

Foss Shipyard Safety Coordinator **Ron Sykes**, a former boilermaker himself, can remember the days when burned feet were a common problem for his craft. Their shoes were mostly leather, he says, but the tongues were often nylon and were vulnerable to falling slag.

“It would burn right through to their feet,” he said. “Today, we’re all leather. Our personal protective equipment in this business has gotten a lot better, and everyone is safer because of it.”

The fact that welding injuries are down at Foss Shipyard and elsewhere in the industry is no surprise to Sykes, a result of both the PPE and improved safety awareness among the welders. Common flash burns and burns to the hands and feet are much less common.

“It tells you the people here are familiar with the hazards and protect themselves from the hazards,” he said. But as good as the safety record might be, it can always get better, so welding safety took on a renewed focus this fall at the yard.

Welders were reminded to wear the right protective gear for their eyes and ears, to wear the right clothes and shoes and gloves, to use respirators

when toxic gases are present and to make sure they have the right cartridges in the respirators.

Work practices also are a key to safety for welders.

They need to make sure there is adequate ventilation, avoid working in confined spaces, stay away from combustible materials (including vapors, liquids and dusts) and have a fire extinguisher and fire-watch person on hand.

Also during the welding safety-awareness period at the shipyard, workers were reminded to inspect their gear and equipment, make sure machinery is grounded, handle their gas cylinders right, maintain good housekeeping and keep others at a safe distance.

Workers at Foss understand and follow the rules, Sykes says.

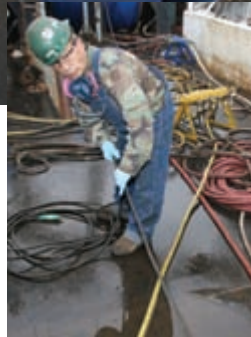
“Everybody takes safety very seriously here,” he said. “Like when I find something needing attention, it’s fixed right away. You don’t have to go through the chain of command, and it doesn’t become a budget issue like it can at other yards.

“Another thing about Foss is that if someone is uncomfortable with the safety of a situation, they’ll come and see me and we try to make it safe. They aren’t afraid to ask questions.”



What’s right with these photos? Above, the welder (**Miguel Rosario**) has a fire watch (**Kathleen Forbes**).

Also, a fire extinguisher is at hand and a shield is being used to contain sparks. On the right, the welder (**Yoo No Yoon**) is coiling cable, performing an important housekeeping chore that will help prevent trips and falls.



GOING DOWN

Line handler **Lance Mulvaney**, left, gets instructions from Ship Repair Superintendent **Mike Port** Thursday, Oct. 11, as Foss Shipyard prepares to lower a drydock and float the *Thea Foss*. The 120-foot yacht, owned by Saltchuk Resources, had been in drydock since last February as part of an extensive refit expected to last until next July. The Ted Geary-designed yacht was built in 1930 for actor **John Barrymore**, grandfather of **Drew**. Foss purchased the yacht in 1950.

Film Will Acquaint New People With Safe Practices on Vessels

The Safety Department is working with a Bremerton, Wash.-based videographer to produce a 40-minute film that will give new marine employees an introduction to Foss and acquaint them with safe practices for working on vessels.

Al Rainsberger, director of safety and health, said every vessel will receive a copy of the video. Each region of the company will be represented either in video footage or still photos edited into the film.

"I hope everybody on the boats will watch it," Rainsberger said. "It will be a good refresher for everyone whether they know the material already or not."

Kent Salo, assistant port captain in the Pacific Northwest, is helping to coordinate production of the video.

The film will include segments on such topics as Human Resources, line handling, personal protective equipment, workplace conduct, first aid and confined space entry. Shooting began about the first of September, Rainsberger said.

The videographer is **Jim Reynolds** of Digital 2, with whom Rainsberger already has produced a video for shipyard workers. The videos are intended to supplement initial employee orientation sessions.



Jim Reynolds of Digital 2 shoots video tape of two crewmembers of the *Henry Foss* demonstrating use of the tug's fire hose. The crewmembers are Deckhand/Engineer **Greg Phillips**, left, and Mate **Brian Jensen**.

SAFETY TRAINING PAYS OFF FOR FOSS EMPLOYEES AS THEY ASSIST INJURED CITIZENS IN PET STORE AND ON HIGHWAY

Two employees put the Foss safety culture to work in their communities recently, becoming good Samaritans following a highway accident north of Seattle and an incident in which an elderly woman fell in a Southern California pet store.

Deckhand **Steve Winter**, in fact, was driving home after a safety training session at Foss headquarters when he came upon the aftermath of an accident involving a truck and two motorcycles, in which both riders were critically injured. The accident was on a rural road near Stanwood, Wash.

Winter said he used first-aid techniques he had just been taught as he helped the injured men and directed passersby who assisted him in stanching the riders' bleed-

ing and stabilizing them until medics arrived about a half hour later.

"I wish to thank everyone involved with our training and refresher courses," he said. "A medic said that without the prompt first aid these men received, at least one of them would be dead."

In Southern California, Commercial Manager **Dave Selga** stopped by a pet store after lunch for supplies and noticed that aisles were dangerously cluttered with pallets full of supplies. No sooner did he suggest to a clerk that the problem should be corrected than a woman in her 70s caught a foot in a pallet and fell face-first to the floor.

Selga took charge, called 911 and the woman's husband while giving her water and putting a new dog pillow under her head to make her comfortable. She was transported to the hospital in a body splint in what Selga described as "pretty bad shape."

"As I stood back in the moment, I was proud of all the first aid training, crisis training and leadership training that Foss has provided me," Selga said.



Steve Winter



Dave Selga



FIRE IN THE HOLE

San Francisco Bay Area Deckhand Don Mason practices putting out a fire during the annual two-day safety training refresher program in Richmond. Run by Seattle-based Fremont Maritime, The training covered topics including firefighting, CPR, and use of automatic external defibrillators. Five separate sessions of the training were held, enabling all Bay Area marine employees to attend.

Laura Rosenberg Photo



ANNUAL INSPECTION

The Lindsey Foss got a thorough going-over Tuesday, Oct. 30, for renewal of its Coast Guard Certificate of Inspection and ABS (American Bureau of Shipping) Certificate. In the photo at right are Mate Kris Seck, left, and Capt. Ron Hedahl, who said inspectors from the two agencies were all over the enhanced tractor tug, including looking into tanks, testing machinery and inspecting fire-fighting equipment. Also as part of the inspection process, the crew performed fire and man-overboard drills. While the tug was down for inspection, Foss shipyard performed some minor repairs, including fixing the bow winch and fending gear. In the photo above, Johnny Warnes, left, and Ramon Johnny place a tire on the stern of the tug.

FOSS WILL REIMBURSE EMPLOYEES WHO NEED FEDERAL TWIC CARDS

In a rare move by a waterfront employer, Foss has decided to reimburse employees for the cost of Transportation Worker Identity Credentials (TWIC cards), which many marine and shoreside workers will need by Sept. 25, 2008.

Foss President and COO **Gary Faber** said the reimbursement program aims to reduce the financial burden for employees who will be required to have the cards.

Under a new federal mandate, all marine employees and shoreside personnel who need unescorted access to secure areas of ports, facilities or vessels regulated by the Maritime

Transportation Security Act (MTSA) must have the government-issued cards.

The new regulations are part of the Department of Homeland Security's efforts to enhance port security by controlling access to secure areas.

Shipyards employees should check with Production Manager **Hap Richards** or Shipyards Director **Gene Henley** to see if they need cards and for details of the program.

Other shoreside employees should direct questions about the cards to their supervisors.

Marine services employees should verify with their supervisor that a TWIC

card is required and obtain approval for reimbursement.

Foss encourages employees required to have TWIC cards to obtain them as soon as possible to avoid any problems with receiving them prior to the September 25, 2008, deadline. Supervisors in each region will provide information on opening schedules for local TWIC-issuing offices.





FOSS COVER GIRL

*This photo of the Seattle-based Shelley Foss will be featured on the cover and will occupy the July slot in the 2008 calendar of the American Waterways Operators (AWO), the trade association of the U.S. tug-and-barge industry. Another Foss photo, of the tug Clarkston with a barge on the Snake River, will be the calendar's August image. The two pictures, selected from entries in the annual AWO calendar photo contest, were taken by Seattle photographer **Bill Sutton**. Sutton is a regular contributor to Foss Tow Bits and has done a number of other photo jobs for the company.*

FIFTY-NINE FOSS VESSELS RECOGNIZED

*Capt. **Dave Shaffer**, second from left, led a group of representatives of Foss and parent company MRG who went to Washington, D.C., on Sept. 19 to receive environmental achievement awards from the Chamber of Shipping of America. Fifty-nine Foss vessels were recognized for outstanding environmental records. In the photo, from left, are Shaffer's wife **Lynn Shaffer**, Capt. Shaffer, MRG Vice President and General Counsel **Skip Volkle**, Foss Senior Vice President for Operations **Scott Merritt** and Foss Vice President for Harbor Services **Dave Hill**.*



Healthier People Make a Healthier Foss Maritime; Company Lifts Support for Mini-Gyms, Club Memberships

With an aim to help create a corporate culture of wellness, Foss has stepped up its reimbursement plan for employee gym memberships and is supporting installation of exercise equipment both on vessels and on land.

Beginning last summer Foss began paying the full \$31 monthly cost of membership dues at 24-Hour Fitness gyms for most employees and will reimburse up to the same amount for dues at other gyms. For union employees, the policy applies to those who have achieved seniority.

“We’re trying to encourage our employees to be healthier,” said Benefits Manager **Angela Pilskog**. “Being healthy makes you more productive and less apt to be injured or sick.”

Under the leadership of Capt. **Doug Hajek**, a small gym has been built on the ground floor of the Foss Tacoma office. In the facility so far are an elliptical trainer, a treadmill, a rowing machine and a recumbent bicycle trainer. It also has a stereo system.

Capt. **Bruce Biddle** is leading the effort in the North Sound area and

said an elliptical trainer has been installed on the *Lindsey Foss*, and the *Garth Foss* now has a used Bow Flex machine as its first piece of equipment. Installation of cardio equipment also is possible, Biddle said.

In Portland, Secretary **Donna Ilg** said she had loaned the office a treadmill, exercise bike and trampoline that had been collecting dust

at her home. Someone else brought in a Nordic Track, and the gym also features hand weights, a TV/VCR for exercise tapes, and a view of the Willamette River.

Pilskog said a few headquarters employees have been using a company van to commute to a gym over the lunch hour.

The company is paying for about



Mycelle Dean, left, and **Dianne Farrier** work out in the gym at Foss headquarters in Portland. The company is supporting establishment of gyms both on land and aboard vessels and has upped its support for commercial gym memberships.

Donna Ilg

two dozen memberships at 24-Hour Fitness and is reimbursing 10 to 15 employees who go to other gyms. In order to qualify, employees must average two gym visits a week.

The gym membership reimbursement program is available to employees at all Foss locations. Contact Pilskog at (206) 281-3878 for more information.

Foss Featured in NPR Series

National Public Radio reporter **Austin Jenkins** took a ride on the Foss tug *Clarkston* and reported on the trip in early October as part of a series on the modern-day Columbia River. To hear Jenkins’ report, which includes a colorful interview with Capt. **Dustin Johnson** and a description of a passage through the locks at Lower Granite Dam, go to the archives at kuow.org, and search with the terms “Modern Day Columbia River.”



HELPING THE NEEDY

Five headquarters employees spent much of their day at Seattle’s Harborview Medical Center on Nov. 20, putting together holiday “Giving Trees” placed at various locations in the hospital. The trees are adorned with cards, each listing a gift for a needy child. People can take the cards from the tree, buy the gift, and return it to the hospital. Standing from left are Laurie Zuvich, Tina Wissmar, Kathie Larson and Ron Sykes. Jennifer Winchester is kneeling in the foreground.



Partnership is Theme of Meeting Between Foss Managers, Union Leaders

Senior managers of Foss met with leaders of unions representing marine and shipyard employees on Friday, Nov. 16, aiming to develop partnerships and improve communications.

Labor Relations Director **Kristie Chorny** said almost every labor group was represented at the “Common Interest Forum,” and she noted that the meeting “was extremely well received.” Additional CIF meetings are planned, including more frequent regional meetings in 2008.

During the meeting, held at the World Trade Center in Seattle, Foss announced that it would pay for Transportation Worker Identity Cards for employees who need them (see article on pge 19). Also, information was exchanged on a variety of subjects of interest to the unions and management, including the recent organization restructure.

Foss President and COO **Gary Faber** explained how the company is reinvesting in its people and assets both ashore and afloat. Chairman **Paul Stevens** said a strong partnership

between labor and management can help earn returns that will sustain that reinvestment.

Foss Vice President for Health, Safety, Quality and Environment **Susan Hayman** spoke on safety, and Mediator **Gary Hattal** of the Federal Mediation and Conciliation Service gave a presentation on communications.

Those attending included:

Inlandboatmen’s Union of the Pacific. President **Alan Cote**, Region Directors **Dennis Conklin**, **Peter Korody** and **Mike Conradi**, National Secretary-Treasurer **Terry Mast** and Portland Region Executive Committee Chair **Matt Davie**.

Sailor’s Union of the Pacific. President and Secretary **Gunnar Lundeberg** and Branch Agent **Vince O’Halloran**.

Seafarer’s International Union. Vice President **Dean Corgey** and Port Agent **Joe Vincenzo**.

International Organization of Masters Mates and Pilots. Capt. **Raymond Shipway**, branch agent.

Marine Engineers Beneficial Association. Branch Agents **Mike Nizetich** and **Karol Kingery**.

Shipyard. Boilermakers Local 104, **Gary Powers**, Electricians Local 46, **Brett Olsen** and **Harry Thompson**, Shipsalers Local 252, **James McGee**, Shipwrights Local 1184, **Bob Scott**, and Teamsters Local 174, **Dave Jacobsen**.

Foss Maritime. Chairman **Paul Stevens**, President and COO **Gary Faber**, Senior Vice President Operations **Scott Merritt**, Vice President Marine Transportation **Bruce Reed**, Vice President Harbor Services **David Hill**. Vice President Human Resources **Gil Graham**, Vice President Health, Safety, Quality and Environment **Susan Hayman**, Vice President Information Technology **Craig Campbell**, Vice President Management Services-**Char McArthur**, Vice President Technical Services **Andy Stephens**, Director Labor Relations **Kristie Chorny** and Executive Assistant **Colleen Liman**.

NEW MAINTENANCE-TRACKING SYSTEM WILL SPEED COMMUNICATIONS, CUT PAPERWORK

Foss is introducing a computerized system, the Vessel Management System, which will be used by vessel crews and shoreside managers to keep track of maintenance inspections and safety checks, speeding communication with shoreside personnel, reducing paperwork and aiming to ensure that deficiencies are tracked to completion.

The new system syncs the tug’s maintenance records with a shoreside database, recording routine periodic checks of everything from liferaft inspections to tow wires and engine maintenance. It also enables tug crews to enter deficiency reports that are routed to the shoreside manager through

an application that is linked with the internet whenever they find something amiss.

Operations Specialist **John Marcantonio**, project manager, said Foss started working on the system about a year and a half ago. After finding that maintenance computer programs developed by the American Bureau of Shipping and others couldn’t be applied easily to tugs, Foss decided to design a custom system, a system designed by tug boaters for tug boaters.

As of mid-November, it had been implemented on every regularly crewed tug in the Pacific Northwest. Training will be conducted over the

next few months with Southern California region, San Francisco Bay region, and in the Columbia-Snake River region.

Marcantonio said PNW Assistant Port Captain **Kent Salo**, Captains **Bob Bezona**, **Bruce Biddle**, **Dave Shaffer**, **Henry “Scooter” Rochon**, and **Dave Corrie**, **Mate Les Scott** and Chief Engineers **Dennis Henry**, **Mel Thompson**, **John Melberg**, and **Rich Easley** were among those who helped develop the program. Consultant **Tina Schaffer** will be training Southern California crews, and in San Francisco, **Steve Hamill**, Manager of Technical Systems and Support, and **Greg Poettgen**, Marine Compliance Coordinator, will conduct training.



John Marcantonio

Floating Bridge Sinking Meant Anything But a Holiday For Foss Tugs and Personnel in 1990 on Lake Washington

By Mike Skalley

The holiday season of 1990 for Foss in Seattle was anything but the quiet time that most of us expect every year. In fact, all of the resources that the company could muster were drawn into action following the partial sinking of the 50-year-old floating bridge between Seattle and Mercer Island on Nov. 25.

The Foss operation in response to the bridge sinking would give the company more public visibility than it has had before or since. And it was an extraordinary demonstration of the company's "Always Ready" philosophy.

A new floating bridge had been built next to the old span, which was being refurbished at the time. When the aging one sank under the weight of storm water that entered its pontoons through open hatches, it severed a dozen anchors cables holding the new bridge in place.

The Lake Washington assignment for Foss involved as many as 11 tugs, two barges and the Foss 300 derrick and lasted three weeks. Two vessels from Foss Environmental Services also were involved.

Foss tugs and crews worked feverishly around the clock to hold the new bridge in position against strong southerly winds while temporary anchors were attached. Foss also assisted with cleanup of the site.

Other than the Prince William Sound oil cleanup following the Exxon Valdez grounding, the Lake Washington emergency response was the largest single project commitment of Foss equipment in the company's history.

"We were able to handle this emergency quite well," said **Tim Brewer**, who at the time was Pacific Northwest sales vice president. (Brewer retired from Foss in the spring of 2007.) "It was a matter of good timing and good scheduling and utilization on the part of Marine Operations and Customer Service."

While some tugs were immediately available, many had to be crewed on a moment's notice. That required people to be called in during their time off, and their response was testimony to their readiness to help a customer in need, Brewer said.

Had it not been for the Foss tugs towing against the wind, the new bridge could have broken up and even endangered the Evergreen Point floating bridge to the north, officials said at the time.

The presence of the tugs also enabled the new bridge to be partially reopened to traffic when the wind was down, meaning Foss helped alleviate the nightmarish commuter congestion that otherwise prevailed.

Brewer said the Foss office received numerous calls and letters from citizens who expressed their appreciation for Foss' valiant effort to help keep the new bridge open to traffic and possibly save it from a calamity.

Tugs assigned to the job were the *Andrew Foss*, *Wedell Foss*, *Iver Foss*, *David Foss*, *Daniel Foss*, *Claudia Foss*, *Carol Foss*, *Myrtle Foss*, *Shannon Foss*, *Deborah Foss* and *Donna Foss*.

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



Floating bridge sinking meant anything but a holiday for Foss tugs and personnel in 1990 on Lake Washington

PEOPLE NEWS

NEW EMPLOYEES

Michael O'Shea

Vice President, Oil Field Services

Steven Richard

Manager, Purchasing and Inventory

Lance Zimmerman

Pipeshop Foreman, Seattle Shipyard





READY FOR THE HOLIDAYS

*The Henry Foss was sporting festive lights on the night of Saturday, Nov. 17, getting an early start on the holiday season at the company dock in Tacoma. The tug's spirited crew included Capt. **Chris Sauer**, left, and Chief Engineer **Rich Easley**, center, photographed with **Terry Williams**, a Shelley Foss mate who assisted. Not in the photograph are Henry Foss Mate **Frank Huber** and Deckhand/Engineer **Kevin Dreitlein**.*



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