



Tow Bitts



Mike Stork

A PERFECT NORTHWEST DAY

Mount Rainier was out, and so was the Henry Foss, amid blue sky and calm water, on August 2 in the Tacoma harbor. The Henry is one of three Tractor-Plus tugs operated by Foss, each of which has a new Z-drive in addition to two original Voith Schneider propulsion units. The sun-soaked members of the Henry's crew were Capt. Scooter Rochon, Second Capt. Brian Jensen, Engineer John Melberg and Deckhand Peter Roney.

DELIVERING 'LESSONS LEARNED' BECOMES HIGH PRIORITY AS FOSS REVAMPS SYSTEM FOR INVESTIGATIONS

Foss mariners, managers and dispatchers are using a newly developed system designed to ensure that accident investigations are consistent and appropriately thorough while producing "lessons learned" that make the company a safer place to work.

Under the "Event Information System" all but the most minor mishaps and near misses are now being investigated and will be entered into a database that will enable easier recognition of continuing unsafe conditions.

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Best Practices: Our New EIS

A newly-developed "Event Information System" will ensure uniformity in our investigations while also guaranteeing that we learn from accidents. A chief goal of the new system is continuing improvement in the safety of our people.

Cover

Foss Heroes

Two Foss crewmen received Coast Guard medals for heroism, recognizing the rescue of Capt. **David Schmelzer** after their tug capsized at the Port of Astoria on Dec. 3, 2005.

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A Pledge for the Environment

Through membership in the SmartWay Transport Partnership, Foss has pledged to significantly reduce its emissions by improving the environmental performance of its marine operations.

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The Route to the Pilothouse

A new training program in the Bay Area is supplying Foss with much-needed captains while providing licensed deckhands with opportunities and a more clearly defined path for advancing their careers.

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Common Sense Still Trumps Technology

While they operate the most advanced tanker fleet on the West Coast, Foss tankermen on San Francisco Bay haven't lost sight of their most important safety tools – common sense and patience.

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Swinging for a Cause

Golf may be the draw for participants, but the end result of the annual Towboat Invitational has been more than \$1 million for charities since 2000. This year's tournament continued a record-breaking tradition.

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The Look Aft

In the first installment of a new *Tow Bitts* column highlighting company history, historian **Mike Skalley** takes a look at the longstanding relationship between Foss and General Construction Company.

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Gary Faber

‘Feedback Loop’ is Key in New System for Investigations

Over the last six months, we've stepped up our efforts at Foss to meet our number-one goal — delivering unsurpassed customer service by relentlessly pursuing perfection in our health, safety and compliance initiatives.

One of the key improvements has been implementation of a new system for investigating accidents, which places more focus on "lessons learned" to give us an added measure of safety going forward. An article about the new investigation protocol appears on the cover and continues on page 4.

Called our "Event Information System," it calls for all but the most minor incidents to be investigated. Each will be classified according to severity, with the rigor of the investigation increasing as appropriate.

Perhaps most importantly, the new system establishes a "feedback loop" to ensure that when lessons learned lead to a new practice after a near-miss in Seattle, crews in Los Angeles, Portland and abroad will all benefit.

With the Event Information System, Foss also will establish a database that will enable us to catch and correct recurring problems before they get out of hand.

The consistency that this system brings to Foss becomes particularly important as we grow, ensuring that the same standards can be applied no matter where we are working and no matter what the project.

Also this year, we received a report from a premier safety consulting group hired late in 2006 to assess our safety culture. Their report, based on input from focus groups and interviews with more than 180 people, gives a snapshot of where we are and recommendations to make our safety program stronger.

We're also seeing results from our safety efforts. So far this year, our marine side has reported a reduction of 19 percent in the recordable incident rate and a reduction of 23 percent in the lost-time incident rate.

Our safety program is my highest personal priority at Foss. It also must be the highest priority of each of our employees. We all are responsible for the safety of our co-workers.

We are establishing a culture in which doing things safely will be second nature, and we will accept nothing less.

President and Chief Operating Officer

Two Foss Crewmen Receive Medals For Rescue in Columbia River: Dawson, Schlect Saved Captain After Tug Capsized in Astoria



Curt Dawson displays the medal presented to him at the ceremony in Astoria.

Curt Dawson received a Silver Lifesaving Medal—one of the Coast Guard's highest and rarely-presented honors—and **Leroy Schlect** received a Distinguished Public Service award Thursday, July 19, for helping to save the life of Foss Capt. **David Schmelzer** after their tug

capsized at the Port of Astoria.

The awards were presented at Coast Guard Air Station Astoria in Warrenton, Oregon, by Rear Adm. **Richard Houck**, Coast Guard Thirteenth District Commander. Three crewmembers of a Columbia River Bar Pilot helicopter also were honored for their part in the rescue.

The tug *Tiger* tipped over while assisting a barge that broke loose from its mooring on Dec. 3, 2005. Schmelzer was pitched into the frigid waters of the Columbia River during the accident, and Dawson jumped into



Photographed after the ceremony were, from left, **Curt Dawson**, Capt. **David Schmelzer**, Foss Senior Vice President for Domestic Services **Scott Merritt**, **Leroy Schlect** and Vice President for Operations **Bruce Reed**.

the river from the barge to rescue Schmelzer.

Schlect threw over a line to bring the two up, but Dawson couldn't bring Schmelzer out of the water because both were injured and were beginning to suffer from hypothermia after 15 minutes in the river.

The tug *Tiger* tipped over while assisting a barge that broke loose.

Dawson pulled himself out, leaving Smelzer on the line with his head above water, and within minutes the Columbia River Bar Pilot helicopter *Seahawk* arrived and pulled Schmelzer from the water with their rescue strap. The copter crewmembers were **Jeremy Youngquist**, **Alan Graham** and **Wayne Simpson**.

SAN FRANCISCO BOUND AFTER RIG RESCUE

The *Craig Foss* towed the brand-new double-hull barge FDH 26-2 from Orange Shipbuilding in Texas on Friday, August 10, headed for San Francisco to supplement what is already the largest double-hull barge fleet on the West Coast. It was a busy trip for the *Craig* and crew, which on Wednesday, August 8, got a mayday call from an oil rig in the Gulf of Mexico, helped fight a fire on the rig and rescued three workers. Crewmembers on the *Craig* were Capt. **Mark McKinley**, Chief Mate **Charlie Schulz**, Mate **David Otterbach**, Chief Engineer **Neil Dews**, Able-bodied Seamen **David Durette** and **George Bold**, and Cook **Chris Cory**.



NEW SYSTEM PROMOTES 'CONTINUAL IMPROVEMENT'

Continued from Page 1

The system also is designed to be easy to use, providing a matrix for mariners to categorize accidents by severity and then prescribing investigative and reporting procedures that are more comprehensive for more serious mishaps.

"The Event Information System, which captures near misses, casualty investigations and lessons learned, is the most critical link to our process for continual improvement, particularly for helping our personnel in hazard recognition and casualty avoidance," said Foss President and Chief Operating Officer **Gary Faber**.

The new procedures also are part of Foss' effort to change the safety culture of the company, and through their emphasis on publicizing "lessons learned," they put a new focus on the importance of communications in that culture shift.

"Our effort to continually improve the safety of our people and our operations encompasses everything we do and cannot be compromised," said **Paul Stevens**, Foss chairman. "Open communications on safety issues is a key to addressing those issues and to making each of us aware of our responsibility, as individuals, to ensure that our working environment is safe."

The Health, Safety, Quality and Environmental staff produced the

Event Information System in conjunction with Operations Vice President **Bruce Reed**. **Sarah Scherer**, Health and Safety Coordinator, led the effort.

She said it is an adaptation of several different accident processes, including those of BP and Chevron, noting, "We didn't re-invent the wheel."

The new system is laid out in three manuals, one each for mariners (who perform on-board investigations), dispatchers (who receive, record and pass on initial reports from the vessels) and managers (who oversee investigations).

A key feature of the entire process is the EIS matrix used on the vessel to set the investigation in motion after classifying it as a near miss or in one of three levels of increasing severity.

The category of an accident is determined based on injuries, environmental effect, vessel or property damage and potential for impact on the company's reputation. For example, the most severe "Level 3" incidents would involve one or more of the following: a fatality or multiple serious injuries; a major oil spill into the water; major damage to a vessel or property likely to exceed \$100,000; and national, international or significant local media coverage.

A majority of investigations will culminate with "lessons learned" that



The new procedures for investigations are detailed in manuals like this one.

will be widely distributed through the employee web portal and will be discussed at crew meetings on vessels. Lessons learned from level 1 accidents will be bullet-pointed in a Quarterly Lessons Learned bulletin, while every level 2 or 3 investigation must produce one page of lessons learned.

"A lesson learned is really information from a fellow mariner saying that this happened on our vessel, and don't let it happen on yours," Scherer said, "because we don't want to see anyone else get hurt and we don't want to see damage that's not necessary."

"In the end," she added, "this whole process isn't about investigations, it's about hazard awareness. The tugboat industry and the whole shipping industry are inherently dangerous businesses if you are complacent. Once you've been sailing for a while you take for granted things that are hazardous — that things can get broken and people can get hurt. We can't live that way anymore."

TOO BIG FOR THE HIGHWAY

*Foss in late July towed an oversized chemical-processing vessel, to be used for manufacturing silicon, from Vancouver, Wash., up the Columbia to Pasco, Wash., a trip of about 30 hours. The steel cylinder was 118 feet long, 13 feet in diameter, and weighed about 350,000 pounds. It was manufactured by Thompson Metal Fab in Vancouver for REC Silicon in Moses Lake, which is spending \$600 million to expand a plant where it makes silicon for solar cell manufacturers. Foss was a subcontractor for Emmert International, which handled the last leg of the trip, up the road from Pasco to Moses Lake. The Foss tug Noydena and barge Seattle were assigned to the tow. The photo was taken as the column was loaded on the barge at Columbia Business Park, adjacent to the manufacturer's plant in Vancouver. In the foreground is marine surveyor Capt. **Nikola Juretic** of Eagle Maritime Consultants. Noydena crewmembers on the trip were Deckhands **John Munson** and **Chris Jakovac**, and Capts. **Don Butcher** and **Dustin Johnson**.*



Marmac Makeover Prepares Barge For San Clemente Island Supply Service

Foss Shipyard in early October will complete a four-month re-fit of the barge *Marmac 12* to take over the supply run from San Diego to the Navy Base on the west side of San Clemente Island, about 75 miles off the coast. Foss supplies all the island's needs, from potable water to groceries and all manner of freight.

The *Marmac 12* will replace the barge *San Clemente*, which after 25 years of hard use is beyond its useful service life on the run, said **Tim Beyer**, Foss director of regional towing.

Getting the *Marmac 12* ready for the run required sandblasting and coating its two tanks and plumbing for potable water, fabrication of sideboards and a ramp, and installation of a generator, deck winches, pumping systems and other equipment.

"Our engineering, operations people, the crews and the customer all came together and collaborated on this project," Beyer said. "I believe the end result is going to be an excellent product for the Navy."

Foss has held the contract to serve San Clemente Island for many years, using the tug *Pacific Viking* to tow the supply barge. Runs are scheduled weekly but can be made up to several times a week as necessary.

The re-fit was the second in two years for the *Marmac 12*. In 2006, it was customized to carry roadway sections used in construction of the new Tacoma Narrows Bridge. Four Z-drives were installed, one in each corner of the barge, to hold it in position as the deck sections were lifted into place on the bridge.

Inset above right: Capt. **Brian Greene**, left, and Chief Engineer **Mike Bruce** of the tug *Pacific Viking* were photographed in San Diego. Behind them is the barge *San Clemente*, which the *Marmac 12* is replacing. The *Pacific Viking* is the tug regularly assigned to the San Clemente Island supply run.



Jim Fox holds the tag line as the derrick Foss 300 lowers a new ramp into place on the barge *Marmac 12*. The ramp measures 60-by-16 feet and weighs 44 tons.



Johnny Warnes, left, uses a bar to align the ramp's hinges as **Brandon Gipson**, foreground, pounds in a pin. Behind **Gipson** are, from front, **Joe Carl**, **Gene Downie**, **Steve Sorg**, and **Monte Roy**.



TACOMA BRUSH FIRE

The tugs Joe Foss, left, and Shelley Foss, center, poured water on a brush fire on the hillside on the east side of Tacoma's Commencement Bay on July 6. At right is the Tacoma Fire Department's Defiance, which had limited pumping capabilities due to mechanical problems. The fire scorched about an acre but caused no injuries or property damage. Foss crewmembers were: Shelley Foss – Capt. **Bruce Biddle**, Mate **Roger Foszcz**, Chief Engineer **Don Daigle**, Deckhand/Engineer **Sam Carter** and Cook/Deckhand **Kip Smith**. Joe Foss – Capt. **Ken Wick**, and deckhands **Ryan Lewis** and **Wayne Howell**.

Delta Mariner Makes First Trip to the Pacific Northwest; Reception in Seattle after Delivery to Columbia River

The *Delta Mariner* made its first trip to the Pacific Northwest in early June, delivering equipment from the East Coast for a paper mill on the Columbia River before heading to Seattle and hosting Foss employees and customers.

Informally known as the Foss "Rocket Ship," the 312-foot vessel was launched in 1999 and is based in Pensacola, Fla. The *Delta Mariner's* primary job is carrying Delta IV rockets for Boeing, but Foss books third-party

cargo onto the ship when Boeing doesn't need it.

On the recent trip, the *Delta Mariner* delivered two dryers, manufactured in Maine, to Astoria. From there, the cargo was moved upriver by barge, towed by the Foss tug *Noydena*, to the Georgia-Pacific mill in Wauna.

The on-board reception in Seattle was a chance for Foss to showcase the ship.

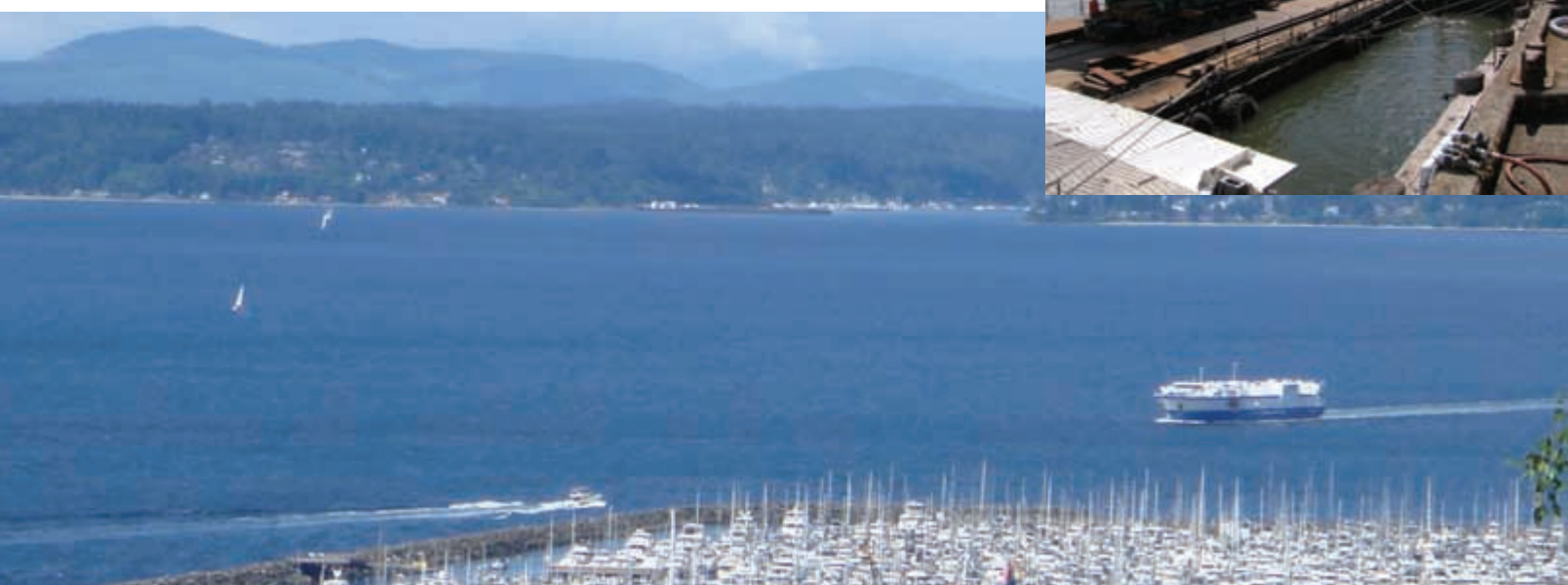
"It's an important part of our business, and most of our people have

never even seen the ship," said **Don McElroy**, senior vice president for Marine Transportation. "We thought it was time to bring her here and show her off."

The Foss tug *Noydena* moved the *Delta Mariner's* cargo upriver from Astoria to Wauna.



The *Delta Mariner* rounds the bend into Elliott Bay in Seattle, headed for a berth at Pier 91.



Commercial Development to Sprout on Ewing Street; Plans also in Works for New Foss Headquarters Complex

The brush-covered, five-acre parcel of land across Ewing Street from Foss headquarters in Seattle could be transformed within a few years into an office or research-and-development complex with about six buildings and multiple tenants.

That's the vision of Ilahie Holdings, Inc., the development arm of Saltchuk Resources. Ilahie applied this summer to the City of Seattle for a master use permit for the undeveloped property.

Ilahie President **Nate Dreon** said neither the tenants for the property south of Ewing Street nor the exact uses have been identified, but the development will be consistent

with the property's current, industrial zoning.

The project also will include improvements to Ewing Street and will accommodate a bike trail the city plans to build on the old rail line along the street.

Each of the six buildings would be three stories tall and would include covered parking, Dreon said. The project would total about 500,000 square feet.

Obtaining the master use permit, which Dreon described as a "broad-level authorization for the size and possible uses of the property," is expected to take at least six months.

Once tenants are signed up, Ilahie would draw up specific plans and seek

"We don't have an imminent schedule, but we've started the clock ticking."

Nate Dreon



a building permit, which would take another six to nine months.

"This will be driven by people who have a desired use, and it could take years," Dreon said. "We don't have an imminent schedule, but we've started the clock ticking."

Ilahie acquired the property from Foss last year. Foss began acquiring the parcels in the late 1960s.

FOSS IS FIRST CARGO CARRIER TO MAKE 'SMARTWAY' ENVIRONMENTAL COMMITMENT FOR MARINE SERVICES

Foss has joined the SmartWay Transport Partnership, a voluntary collaboration between U.S. Environmental Protection Agency (EPA) and the freight industry designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution.

Foss is the first carrier accepted into the program for its marine transportation services.

Foss has pledged to contribute to the partnership's goal to reduce 33 to 66 million metric tons of carbon dioxide and up to 200,000 tons of nitrogen oxide per year by 2012 by improving the environmental performance of its marine operations. Carbon dioxide is the most common greenhouse gas, and nitrogen oxide is an air pollutant that contributes to smog.

"I am pleased to welcome Foss Maritime Company to the SmartWay Transport Partnership," said

Margo T. Oge, Director of the Office of Transportation and Air Quality, EPA. "They join the Partnership in a commitment to increase fuel efficiency and make freight-related environmental improvements."

"Participation in this program is one of a number of steps Foss is taking to contribute positively to the communities in which we operate," said **Gary C. Faber**, Foss president and chief operating officer.

"We consider proactively safeguarding the environment for our employees and community members an important part of our company's mission," said Faber.

Foss recently announced it will build the first true hybrid tug boat, scheduled to be delivered in 2008 to Southern California where it will work in the Los Angeles and Long Beach ports.

Together, these ports handle over

40 percent of all containerized cargo coming into or leaving the United States. The Foss hybrid tug is expected to achieve significant reductions in fuel consumption and emissions when compared to its sister tugs currently operating in the same market.

Launched in February 2004, the SmartWay Transport Partnership aims to achieve fuel savings of up to 150 million barrels of fuel per year. The Partnership brings together major freight shippers, trucking companies, railroads, logistics companies and others to pursue mutually beneficial efficiencies that result in emissions reductions and other environmental improvements, as well as cost savings to the companies.

The group currently has nearly 600 partners. For information about the SmartWay Transport Partnership visit www.epa.gov/smartway.

Justine Heads for Korea after Swift Conversion of Log Barge

A fast-track conversion by Foss Shipyard of a log barge—including removal of six tractor-trailer loads of bark debris—enabled the *Justine Foss* to depart from Puget Sound Wednesday, July 25, towing military cargo bound for Pusan, Korea.

Marine Transportation Port Captain **Jim Van Wormer** said the barge *Foss* 343, which is 343 feet long and 76 feet wide, was covered with bark two feet

deep along its entire length.

“We put a loader on the barge and pushed the bark into big

piles to create a road and set up ramps for the tractor trailers,” he said.

The two-week conversion of the barge also involved ballasting it down about 14 feet to remove the log crane, removal of steelwork used in carrying logs and installation of lashing points on the deck.

Van Wormer described the conversion as a “large task that required great dedication,” completed on-time and incident free. He congratulated all shipyard personnel who participated and singled out Ship Repair

The conversion included removal of six tractor-trailor loads of bark debris.



The *Foss* 343, at Berth 7-C at the Port of Tacoma, is loaded with cargo the U.S. Army will use to support port operations in Korea.

Superintendent **Mike Port**, Steel Shop General Foreman **Monte Roy**, Steel Shop Leadman **Brian Johnson** and Shipwright Shop Foreman **Bob Geiszler**.

The cargo, loaded onto the barge at Berth 7-C at the Port of Tacoma, included containers, vehicles and

equipment to be used by the Army in Korea for port operations support.

The tow to Pusan was expected to last 25 days. The *Justine's* crew included Capt. **Brad Ragnone**, Mate **Brian Hole**, Engineer **Jack Hagey**, Able-Bodied Seamen **Tim Gleeson** and **Jim Garmoe**, and Cook **Cliff Acre**.

Jim Van Wormer Photo

ICY ARRIVAL

Members of the Foss Red Dog team sent this chilly photo after their arrival at the Arctic port's anchorage on Sunday, July 1. Four Foss tugs and two barges are at Red Dog this year, which is the 18th season there for the company, lightering ore to bulk carriers moored in deep water. From left in the photo are **Jake Rosenberg**, **Nate Jansma**, **Steve Winter**, and **Keith Reeder**



Foss Moves Huge Generators up Mexico's Sea of Cortez; Big Pieces Head for Arizona after Discharge at Puerto Penasco

The tug *Halle Foss* and crew teamed up with Fagioli PSC recently to successfully complete the third and final phase of transporting the world's largest steam generators, each 1,000 tons, from shipside in Guaymas, Mexico, up the Sea of Cortez.

Two generators, carried by heavy-lift ship from Italy, were loaded onto a barge and towed to Puerto Penasco, Mexico, where they were rolled off and

began a 22-day journey, 200 miles to the Arizona Nuclear Power Plant near Phoenix.

The *Halle's* crew included Capt. **Ray Freel**, Mate **Scotty Parker**, Deckhands **Bert Little** and **Robbie Ackerman**, and Cook, **Dustin Everson**.

"Capt. Freel and crew did an excellent job for all three phases, which have been approximately two years apart," said **Tim Beyer**, director of

regional towing. "They displayed professionalism, skill, resourcefulness and most importantly, maintained a safe work environment."

Foss Regional Towing has been awarded the water transport segment of four more high-profile steam generator deliveries for power plant projects, the first beginning in the fall and the last to begin in winter 2009.

The *Halle Foss* lands at Puerto Penasco, Mexico, with a barge carrying two 1,000-ton generators, safely and successfully completing the third phase of a job in which Foss teamed up with *Fagioli PSC*.



Toby Jacobsen Photo

CREW RESCUES YACHT CAPTAIN, FIGHTS FIRE NEAR CATALINA ISLAND

The Foss launch *Piper Inness* rescued the owner of a 50-foot sailboat and fought a fire on his yacht in the Gulf of Catalina about 30 miles south of Long Beach on May 5.

Capt. **Jeff White** said the *Piper Inness* was providing oil spill-response support for a tanker in the Pacific Area Lightering zone when the may-day came in at about 1:30 p.m.

The Foss launch was on the scene in 10 to 20 minutes, finding the yacht engulfed in flames and the captain, a 50–60 year old man, in a survival suit

in his motorized dinghy nearby. The crew pulled the uninjured man aboard and used their two monitors to pour water on the fire.

A Coast Guard helicopter and a rescue boat from Baywatch Avalon also responded to the incident. White said the yacht was a total loss and is believed to have sunk.

Other members of the *Piper Inness* crew were Mate **Don Williams**, Engineer **Jim Slivkoff** and Deckhand **George Martinez**.



Deckhands Have a Better Chance to Move into Pilot House With a New Training Program Established in Bay Area

As the youngest Foss master in the modern era, **Kevin Freese** is the beneficiary of a San Francisco Bay Area pilot program that aims to give licensed deck personnel a chance to move up while filling a growing need for captains.

Freese, who turned 26 at the end of July, is the first graduate of the program conceived by Bay Area Port Captain **John Butcher** and Regional Operations Manager **Dan Massey**. A 2003 graduate of California Maritime Academy, Freese became a captain on the *Richard Foss* on June 28.

“The way it was before, you’d train for a while and when they thought you were ready, they’d cut you loose,” Freese said recently while guiding a loaded oil barge through a narrow channel at the Port of Richmond. “This program has more structure.”

The training plan, according to Butcher, aims to further the goals of Foss’ Operational Excellence Program by carefully screening applicants for the best people and then giving them six months of training both ashore and afloat.

“This is a good way to give our people an opportunity and to make sure they’re trained in the way we want them to be trained,” Butcher said. The program also is available to outside candidates.

The second trainee, still in the



Capt. **Kevin Freese**, age 26, at the helm of the *Richard Foss* on San Francisco Bay.

program, is **Matt Barrett**, also a Cal Maritime graduate, who has worked for Chevron Shipping, Arco, Sause Bros., and has been a tankerman and deckhand at Foss.

Butcher said that trainees first spend a month in the office, working with him (“learning everything from why I pull my hair out to dispatching”), with dispatchers and then with Operations Administrator **Laura Rosenberg**, where they learn about payroll and other business functions.

They also work with Compliance Coordinator **Greg Poettgen**, with purchasing personnel and, if necessary, with the engineering department.

“I want them to be able to change fuel filters, switch generators, start the

boat and do some light troubleshooting,” Butcher said. “If something happens to the engineer, someone better know how to do these things.”

They then spend five months on boats, both oil barge tugs and tractors, working with three separate designated examiners who work the trainees through a lengthy checklist of tasks routinely performed by tug captains.

“We’re not just looking for boat operators, we’re looking for someone who can manage the crews, because they are management captains and we want them to lead by example,” Butcher said. “The whole idea behind the training is to ensure Operational Excellence.”



PULLING 42.7 TONS

The *Brynn Foss* buried its tire fenders during a transverse or sideways bollard-pull test July 2 on Tacoma’s Commencement Bay, using a bollard at the Port of Tacoma’s Terminal 4. The test followed the conversion of the *Brynn* to a Tractor Plus tug at Foss Shipyard in Seattle, where a Z-drive aft was added to the tug’s existing twin Voith-Schneider forward mounted drives. The conversion also has been performed for added horsepower on the *Wedell Foss* and *Henry Foss*. The *Brynn* is now at work for Foss in Southern California. During the test, the tug pulled 52.6 tons ahead, 44.9 tons astern and 42.7 tons in transverse mode.

Joel Altus, Foss Supervisor of Vessel Rigging, coordinated the test.

More Bulky Anchors Towed North to Hood Canal Bridge Site

Foss in late June successfully towed the last 10 of the bulky concrete anchors for the east half of the Hood Canal Bridge 50 miles from Seattle to Port Gamble for mooring until placement on the bottom of the canal.

The anchors, each 29 feet tall and weighing more than 1,000 tons, were built in a 500-foot-long drydock at Todd Pacific Shipyards, from which they were towed in two strings. In February, Foss moved the first 10 anchors to the staging site.

By the end of August, all 20 anchors were to be set. They will be permanently connected to the new bridge section with steel cables, keeping the floating bridge from moving from side to side.

“The launching of these 10 bridge anchors completes 10 months of anchor construction,” said **Scott Ireland**, bridge construction manager for the Washington State Department of Transportation. The project is scheduled to be completed in 2009.



The *Benjamin Foss*, left, and *Shelley Foss*, position the anchors outside of the drydock.

FOSS JOINS EFFORT IN BAY AREA TO PRESERVE WORLD WAR II LIBERTY SHIP

Foss and sister company AmNav Maritime Services recently came to the aid of the *SS Jeremiah O'Brien*, a San Francisco museum ship that participated in the D-Day invasions that helped liberate Europe in 1944.

The *Marshall Foss* joined AmNav vessels in helping the Liberty Ship from its berth at Pier 45 on June 18 a couple of miles into a drydock at San Francisco Drydock. Foss and AmNav also assisted the ship out of the dock on June 29.

Built at New England Shipbuilding Corp. in just 40 days and launched on June 19, 1944, the *O'Brien* was one of 2,710 Liberty Ships built to carry combat supplies and materials to Allied fighting forces during World War II.

The *O'Brien* traveled the world during the war and was the target of both bomb and torpedo attacks.

The ship joined hundreds of her

sisters in a reserve fleet near San Francisco in February, 1946. She returned to service as a museum ship in 1979 and remains an operating

vessel making frequent cruises.

The *Jeremiah O'Brien* is one of just two fully-restored, operating Liberty Ships. The other is based in Baltimore.

The *Marshall Foss* assists the Liberty Ship *SS Jeremiah O'Brien* from a San Francisco drydock on June 29. Members of the crew were Capt. **Paul Sweeny**, Capt. **Brett Denny**, Engineer **Frank Whitman** and Deckhand **Peter Drapper**.





The FDH 35-1, one of the new double-hull barges on San Francisco Bay, delivers oil to an Evergreen ship at the Port of Oakland.

New Equipment Strengthens Bay Area Tankbarge Fleet But Patience, Common Sense Still Key to Safe Operations

Safety and the environment are the top priorities for the tankermen who operate the most advanced fleet of bunkering barges on the U.S. West Coast. But they also are aware that the best equipment is no substitute for common sense and staying focused when they are transferring oil.

“Our equipment has definitely taken a step up,” said **Mike Potenti** recently before taking a watch on the FDH 26-1, the newest double-hull barge in the Foss fleet. “But no matter how much technology you have, you still have to stay on top of your game. You have to be alert and attentive.

“The bottom line is you’re still in control,” he added. “If all else fails, you shut down and you assess the situation.”

Foss now has four double-hull bunkering barges on San Francisco Bay. Orange Shipbuilding in Texas also is building three double-hull barges to be assigned by Foss to the Los Angeles/

Long Beach harbor.

In addition to double-hull construction, the Bay Area barges have computer driven gauging systems equipped with alarms that sound when tank levels reach 95 percent and overfill alarms that sound at 98 percent capacity.

“We have first-class equipment and we keep it that way,” said tankerman **Eric Partika**, noting that he and his co-workers are responsible for maintaining the barges that can pump up to 6,000 barrels an hour, each barrel being 42 gallons.

Foss tankermen take pride in their experience and training, they say. Potenti, for example, has been on the job 20 years and Partika 30. Every year, tankermen go through five days of training. Initial training also covers hazardous materials and first aid.

While their primary goal is oil-spill prevention, tankermen also focus on customer service. And that aspect

of their job is often difficult because crews on many ships speak little English.

“You have to have patience,” said **Dennis White**, a 20-year tankerman. “They might not be aware of the regulations so you have to make them aware of them.” Good communications also are a key part of maintaining safe operations.

“Communications have to be good and they have to be respectful or an operation can become unsafe and you shut it down,” Partika said.

Tankerman **Harold Presswood**, a 30-year veteran, says the business “has all changed for the better,” particularly the increased emphasis on safety by both Foss and its principal Bay Area customer, Fuel and Marine Marketing, the marine fuels division of Chevron.

“With FAMM and Chevron, if you can’t do it safely, don’t do it at all,” Presswood said.



Mike Potenti, tankerman on one of Foss' new double-hull barges, said, "No matter how much technology you have, you still have to stay on top of your game."



Longtime Tankerman **Harold Presswood** steadies a line through which oil will be pumped to a cargo ship at the Port of Oakland.



Tankermen **Dennis White**, left, and **Eric Partika** have 50 years of experience between them.



Shipyard Workers are First to Shape Up With New Flex and Stretch Program

Walk around the Seattle or Rainier shipyards at 0700 and you will see people in various stages of flexing, stretching and warming up in preparation for the physical day of work ahead.

Although the Foss Flex and Stretch program was officially launched at the Seattle Shipyard in May and the Rainier Shipyard in July, Seattle steel shop foreman, **Monte Roy** and the steel shop get credit for paving the way.

For over a year, Monte has led his crew in a voluntary stretch program he adopted during his prior employment at Todd Pacific Shipyards in Seattle and integrated upon joining Foss.

"Sprains and strains are among our biggest injuries, and the stretching program is designed to prevent or minimize those," Roy said.

"Seeing the Steel Shop crew consistently incorporate stretching in their daily routine made the task of encouraging daily stretching through-

out the rest of the shops much easier," said **Merridith Chumbley**, Operations Health and Safety Manager, who is overseeing the program.

Each craft began the program with a course on body mechanics, back safety and proper lifting techniques.

Each craft began the program with a course on body mechanics, back safety and proper lifting techniques.

This was followed by a comprehensive class, where they learned a variety of stretches. The class also covered the importance of flexibility to their overall health and

well being, such as increased blood flow and energy level, increased range of motion, better balance, mental awareness and even sleep.

"Many employees have commented that they have really noticed a difference in the way they feel not only at work, but during their time away from work as well," Chumbley said.

Marine crews have begun to stretch before their shifts. Health and Safety Director **Al Rainsberger** has been encouraging and stretching with crewmembers during vessel visits.



Director of Safety and Health **Al Rainsberger**, right, leads Flex and Stretch exercises in Long Beach for tankermen **Juan Valencia**, left, and **Al Jana**.



Welders **Gloria Guerra** and **Maeng Kang** loosen up their necks during a recent stretching session before the day shift in the steel shop at the Seattle Shipyard.

Rainier Shipyard Forms Ten-Man Confined-Space Rescue Team; Drill Provides Training on New Equipment and Procedures

In a town with a volunteer fire department neither trained nor equipped for specialized rescues, Foss Rainier Shipyard has formed and trained a team to aid people trapped or injured in confined spaces.

Team members on June 25 worked with Foss Health and Safety Director **Al Rainsberger** and **Stan Howard** of Stellar Industrial in Seattle to learn the use and maintenance of respirators, winches and other equipment used in confined-space rescues.

They also executed a drill in which a 170-pound dummy, weighted with chain, was extracted from a ballast

tank on the barge *BMC 6*.

Rainier Shipyard New Construction Manager **Tim Stewart** explained that the team is required under OSHA regulations because the local fire department lacks the capability to make rescues from confined spaces or vessels. The Seattle shipyard is not required to have such a team because the Seattle Fire Department is trained in those areas.

Members of the Rainier rescue team are **Tim Stewart**, **Tony Silva**, **Bob Schuening**, **Corey Cook**, **Troy Schreiner**, **Lonnie Edwards**, **Todd Hall** and **Keith Gorans**.



Todd Hall of Foss Rainier Shipyard descends into a ballast tank on the barge *BMC 6* during the confined-space rescue drill.

Players Take Their Roles Seriously in Richmond Oil Spill Drill; Script Puts 21,000 Gallons from Tankbarge into San Francisco Bay

The scripted accident occurred as the tankbarge *Foss 248-P3*, tended by the *Richard Foss*, was bunkering a containership at Berth 61 in the inner harbor at the Port of Oakland. The runaway dredge *Lucky Buck* crashed into the tank barge, knocking the tankerman unconscious and causing a mooring line and the oil transfer hose to part.

The amount of oil spilled was initially estimated at 1,000 gallons, but that was increased to 21,000.

Meanwhile, about 30 people huddled at desks and tables at Foss offices in nearby Richmond, forming a unified command center with representatives from Foss, the California Office of Spill Prevention and Response, the U.S. Coast Guard, and contractors Marine Spill Response Corporation and NRC Environmental Services.

“We began every call and conversation with the words ‘This is a drill. This is a drill,’” said **John Crawford**, Foss manager of contingency planning and compliance, who coordinated the exercise. “But sometimes people can really get into the roles they are playing.”

The table-top drills—so called because they happen only in the office, with no actual vessel deployments

or on-the-water activities—must be conducted annually under state and federal regulations. This one was June 20.

Participants coordinate the spill response and are supposed to behave as they would if a real spill occurred, while receiving mock phone calls intended, as Crawford puts it, to “ramp up the chaos.”

Volunteer callers from Foss in Seattle, for example, included someone posing as a woman whose dog was getting sick from licking oil from its fur, and another posing as a representative of the fire department who wants safety information on the spilled oil faxed immediately.

“They have to answer the question or transfer the call to the appropriate person,” Crawford said.

The drill also featured a press conference with people posing as reporters such as Dan Rather and Geraldo Rivera.

“The drill went well,” Crawford said. “More than anything, these drills are good networking opportunities to



Among the lead personnel during the spill drill were, from left, **Shawn Bennett**, Foss, information officer, Coast Guard Lt. j.g. **Jessica Snyder**, federal on scene coordinator, **Todd Ajori**, California Office of Spill Prevention & Response, state on scene coordinator, and **Dan Massey**, Foss, incident commander.

work with the Coast Guard and state as a team, and as part of a unified command. My philosophy is that the most valuable tool in an emergency is a familiar face.

“If something happens in the middle of the night,” he continued, “these are the same people from the Coast Guard and the state and the contractors that are going to respond.”



WOODRUFF IS FIRST WOMAN CAPTAIN

Jennifer Woodruff recently was promoted to captain in Foss' sand-dredging operation on San Francisco Bay, becoming the first woman tug master in the 118-year history of the company. Not exactly a modern-version of Tugboat Annie, Woodruff, 45, is active in her church, has been married for 22 years and plays the piano in her spare time. She also is receiving praise for her early performance in the pilot-house. “She’s doing an excellent job,” said **John Butcher**, Bay Area port captain, who gave Woodruff the opportunity to be a captain. “And she’s learning very quickly.” A Coast Guard veteran, Woodruff joined Foss in 1996 as a deckhand and more recently also has been filling in as a mate.

Tug Crew and Foss Line Superintendent Get the Credit For Helping to Defuse an Emergency at Terminal 18

A Foss Line Service superintendent and the tug *Shelley Foss* worked together on the night of Monday, June 11, to help defuse a potentially dangerous situation when a ship lost power while approaching Terminal 18 at the Port of Seattle.

The *Shelley Foss*, under the command of Capt. **Herb Metz**, was preparing to push the cargo ship into its berth when Metz got word of the loss of power from the ship pilot, Capt. **Vern Justice**. The ship was traveling at about four knots and was a couple thousand feet from its berth. Metz and his crew got a line on the ship and immediately powered up to slow

the cargo vessel.

Meanwhile, Line Superintendent **Mel Cordova** was on the pier with his crew preparing to tie up the ship when informed of the emergency situation by Justice. He helped alert terminal operator SSA Terminals and dockworkers and worked with the terminal manager to determine the location of a cable crossing the channel. Cordova then parked his car where the cable entered the terminal, so the pilot would see its location and avoid hooking it if he had to drop anchor to stop the ship.

"Capt. Justice called Foss Customer Service the day after the incident to

express his appreciation," said **Paul Gallagher**, Foss Pacific Northwest regional operations manager. "He said it was the combined hard work of both Mel and the *Shelley Foss* that turned an emergency situation into a successful landing."

Gallagher added, "Today we salute Mel Cordova and the *Shelley Foss* for their assistance and their 'Always Ready' attitudes. Great job guys!"



Mel Cordova



Herb Metz



AWARD FOR SAFE OPERATIONS

Foss Vice President for Harbor Services **David Hill**, center, accepted a James F. Devlin Award on behalf of the crews of two Foss tugs June 14 in New Orleans at the safety awards luncheon of the Chamber of Shipping of America (CSA). The award recognized the efforts of the crews of the tugs *Catherine Foss* and *America* for operating with no lost-time injuries for eight years and two years, respectively. Devlin awards aim to publicly focus on the skills and dedication of men and women who are responsible for safe ship operations. With Hill are, left, Rear Adm. **Joel Whitehead**, commander of the New Orleans-based Eighth Coast Guard District, and **Michael Bohlman** of Horizon Lines, Chairman of the CSA board of directors. The *Catherine Foss* and *America* (renamed *Orion*) are currently in service with Foss' Boston-based subsidiary, Constellation Maritime. The award was for past service and operation for Foss.

NEW SHIPYARD DIRECTOR NAMED; INDUSTRY VETERAN TAKES HELM

Gene Henley, a veteran of more than 30 years in the shipyard industry who most recently was general superintendent at Todd Pacific Shipyards in Seattle, is the new director of Foss Shipyards.

He succeeds **Jim Stewart**, who retired June 29. Henley started out as a shipfitter at Lockheed Shipyard in Seattle and after a short time moved to Todd, where he was soon named a production department foreman.

After more than a dozen years in the Pricing Department, he spent more than 13 years as general superintendent, managing production and facilities.

In his new job, Henley will oversee operations at Foss shipyards in Seattle and Rainier, Ore. He is married and lives in the Twin Lakes area of Federal Way, south of Seattle.



Gene Henley

Harbor Marine Group is Awarded Alaska State Ferry Project

Harbor Marine Group (HMG), a division of Foss, was recently awarded a contract to provide engineering and design services to the Alaska Marine Highway System for upgrading marine sanitation device systems (MSDs) on five large overnight ro-ro ferries.

Dave Dumont, HMG director, said the MSD upgrades project includes the *M/V Taku*, *Kennicott*, *Matanuska*, *Malaspina* and *Columbia*, ferries ranging from 352 to 418 feet in length and carrying from 370 to 750 passengers

and from 69 to 134 vehicles.

The first phase of the project includes upgrading existing MSD systems to exceed U.S. Coast Guard Type II standards for effluent levels. A second phase would investigate installation of advanced wastewater treatment systems, currently used on large cruise ships, which Dumont describes as having “ultra low biological effluent levels.”

HMG will also be working with Beacon Professional Services on a refurbishment project for the

M/V Matanuska. The vessel is scheduled to be refurbished with upgrades for Safety of Life at Sea (SOLAS) certification and general upgrades to passenger spaces, fire doors, fire boundaries and fire extinguishing systems, and other system renewals and upgrades.

These projects will bring the total to nine large refurbishment or upgrade projects that HMG will have performed, either as a subconsultant to Beacon Professional Services or as the prime consultant.

CELEBRATING DOLPHIN NO. 7

The workforce at Foss Rainier Shipyard celebrated the completion of their seventh Dolphin-Class tug at a barbecue Friday, August 10. Named the *Sandra Hugh*, the tug will enter service for AmNav Maritime Services in Long Beach. In the photo above, Rainier Superintendent **Tony Silva** handles the chicken-cooking duties while his daughter, **Amber**, 7, observes in the background. Below, the new tug gets a workout on the Columbia River next to the yard. A christening ceremony for the *Sandra* was held Friday, August 17, at Foss parent company MRG's headquarters on Lake Union in Seattle.



Bob Schuening Photos



SATISFACTION GUARANTEED

Do the simple things in an exceptional way.

— From *Satisfaction Guaranteed*
By Byrd Baggett

Foss Manager Learns a Bundle as Volunteer Teacher At Week-Long Business Seminar for High School Students

By *Leiv Lea*
Manager, Contracts and Special Projects

Wow, I just had one of the best learning experiences of my life! I was able to meet, network and become friends with about fifty business people representing several major Washington companies.

I was able to practice my leadership and management skills on a great group of high school students who had no preconceived notions of what to expect or how to interact with one another on a professional level...on par with herding cats.

I was constantly tested and pressured to perform at the highest level in order to get the group to work together in a positive manner.

I attended several presentations by specialists in the fields of entrepreneurship, finance, leadership, interpersonal relationships, technology, law enforcement, self motivation and ethics to name a few. As an added bonus, I was also able to introduce Foss to hundreds of potential future employees.

Where, you might ask, can such a positive experience be had? It all started several months ago when **Char McArthur**, vice president for management services and my boss, asked me if I would be interested in volunteering as a company advisor (CA) for Washington Business Week (WBW) July 21 – 28 at Central Washington University in Ellensburg.

Char has 15 years of experience with Business Week in Idaho, and she felt it would be a great leadership training opportunity for me as a manager as well as good PR for Foss.

Washington Business Week (WBW) is a non profit organization that is focused on exposing high school students to business concepts and opportunities while also showing them that what they are learning in school has value and application in the real world.



Leiv Lea, at right in the back row, with his class at Washington Business Week.

The kids came from very diverse backgrounds, and it was truly amazing to watch each develop over the week. These kids were so open with their thoughts and ideas that I feel I learned as much, if not more, from them than they did from me.

Business Week was an extremely busy time filled with company meetings, assemblies, activities and a list of deliverables. All of the students (about 350) were divided into “Companies” of about 10-12 kids. Throughout the week, the companies competed with one another in several events and activities.

However, the main focus was on managing a simulated company profitably and increasing its value in a virtual economy. The kids had to decide production levels, financing, marketing, research and development, staffing levels, employee benefits, and advertising budgets, etc.

Additionally the kids had to develop a company name, logo, slogan, marketing materials, new products, financial performance graphs and a business plan. ALL OF THIS IN ONLY ONE WEEK!

Nevin Garcia, who attends Seattle’s Ballard High School and is the son of Foss Senior Payroll Clerk **Nancy Garcia**, attended a session of Business

Week this year (though not the same as mine) and said he “loved every minute of the experience.”

“I never had a chance before this to make decisions with a group of people that could lead to successful results,” Garcia wrote in a note to McArthur, who told him about the program.

My group named our DVD player manufacturing company “Delta” and stuck with Greek letters in naming its products.

All efforts culminated on the last day with a stockholder presentation where each company demonstrated that they understood their financial results and the impacts that their decisions had on those results.

This was followed by a trade show where the companies competed to get investor funding based on their company’s performance and the new product that they had developed. As the CA of company Delta, I was very proud of how the students performed in all stages of the week including taking second place overall in the trade show. It was incredible to see these students become a team of friends, able to accomplish so much in such a short period of time.

For more information on Washington Business Week, please visit www.wbw.org.

SWAT TEAM INVADES THE TUG JUSTINE AT FOSS HEADQUARTERS; POLICE OFFICERS DRAW WEAPONS DURING SEATTLE EXERCISE

Twenty-five members of the Seattle Police Department SWAT Team descended on the *Justine Foss* in Seattle on Wednesday, July 18, for a drill that saw them brandishing their weapons and searching the tug from the galley to the pilothouse.

Foss provided the tug for the exercise, in which police commandos arrived by water to board the *Justine*. **John Crawford**, Foss security officer, worked with the Police Department to set up the drill.

Officer **Jeff Geoghagan**, who coor-

minated the drill for the SWAT group, said team members were practicing techniques in which they search for people who have hidden or barricaded themselves and won't come out.

"We go slowly and check every single room, making sure we don't miss any hatches or spaces where someone could hide," he said. "It was great practice using the tug."

The drill also gave the team members a chance to practice several techniques for boarding vessels.



Seattle Police SWAT Team members search a cabin on the *Justine Foss*.



FOSS SHOWS ITS APPRECIATION

Foss held barbecues for customers and friends in August in both Seattle and Tacoma, serving up hot dogs, hamburgers and camaraderie to all who attended. In the above photo, taken August 2 at Ewing Street headquarters in Seattle, are, from left, Van Vorwerk of Foss Shipyard, Tom Bringloe and John Springer of The Glostien Associates, and Hay Richards and Bob Geiszler of Foss Shipyard. Below, Matt Brown, Colleen Liman and Merridith Chumbley, all of Foss, greet customers at the Tacoma barbecue chow line.



FOSS

Eighth Annual Towboat Invitational Raises \$223,000; Event Supports Good Causes, Helps Foss Build Relationships

When Foss established the Towboat Invitational golf tournament in 2000 as a fundraiser for The Heart Institute at Virginia Mason Medical Center in Seattle, the company assumed it would be a fun day for customers and vendors while supplying contributions to a good cause.

Since then, interest in the event has been so great that the number of participants has been expanded to 160, silent and live auctions have grown significantly, and the Boys & Girls Club of Southwestern Oregon has been added as a beneficiary.

As a result, the event has drawn record-breaking contributions each year, and 2007 was no exception. With Foss and Oregon-based towing company Sause Bros. as title sponsors, the event on July 30 raised \$223,000 at the Golf Club at Newcastle in Newcastle, Wash.

The sold-out tournament included

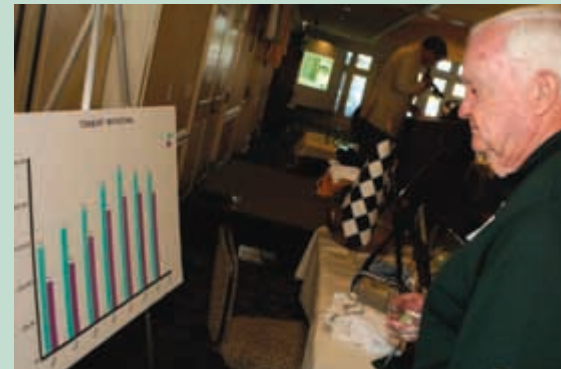
a variety of fundraising golf contests, dining, and bidding on the live and silent auctions. Since 2000, the event has raised more than \$1 million, and 100 percent of the proceeds go directly to The Heart Institute and the Boys & Girls Club.

“Many companies, organizations and friends are involved with the Towboat Invitational, providing contributions that are a significant part of its success,” said **David Hill**, Foss vice president for harbor services.

“Although a lot of time and effort go into the preparation for this event, the rewards for Foss are significant,” Hill said, thanking all who participated. “We help purchase new state-of-the-art cardiology equipment for The Heart Institute and help fund programs for the Boys & Girls Club—while at the same time building camaraderie with our customers and vendors and being involved in our community.”



Dick Lauer, left, manager, bulk products for Sause Bros., and **David Hill**, vice president, harbor services for Foss.



Dr. Roger Lindeman, retired Virginia Mason cardiologist, surveys a chart showing the growth in total contributions raised by the Towboat Invitational.



A Towboat Open Invitational golfer hits a tee-shot. The Golf Club at Newcastle is in the background.



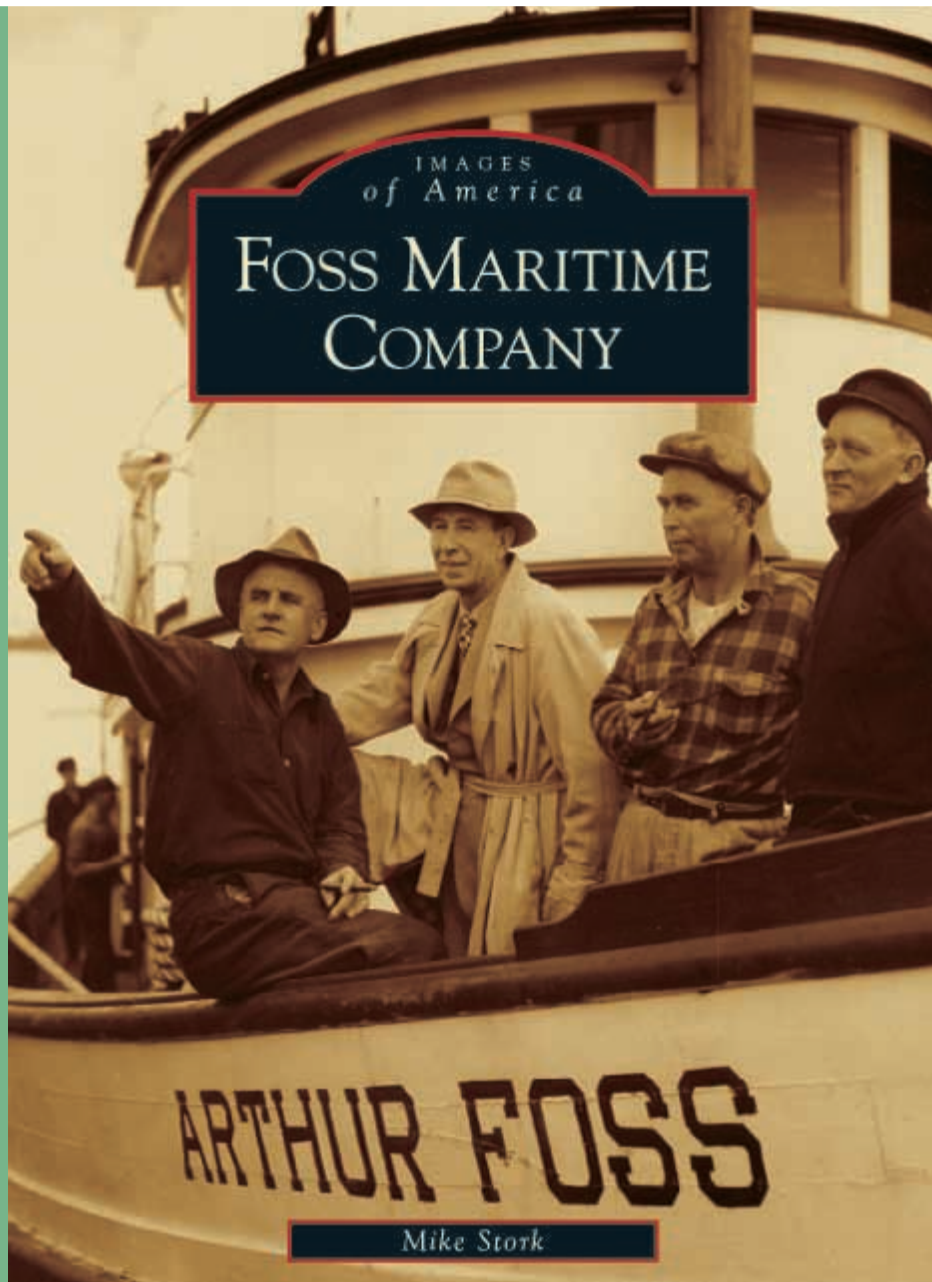
Colin MacRae volunteered his bagpiping services at the Towboat Invitational.

Bryce Covey for TPNW © 2007

Photos: Michael Naiman for TPNW © 2007

NEW FOSS BOOK NOW ON SALE

A new book containing more than 200 images tracing the history of Foss Maritime Company from its roots in 1889 is now on sale at a number of stores in the Seattle-Tacoma area and on the Internet. The author is **Mike Stork**, a retired schoolteacher and photographer whose photos are published frequently in *Tow Bitts* and whose father was a Foss captain from 1946 – 1973. In the cover photo, **Capt. Sporman** points to the famous four-masted schooner *Commodore*, which the Arthur Foss had just towed with 1,500,000 board feet of lumber from Puget Sound mills to Los Angeles. In addition to book and nautical stores, the book is available at local Barnes & Noble outlets, Borders, Wal-Mart stores and at Amazon.com. It also can be ordered at www.arcadiapublishing.com. Many of the photos in the book are from the Foss company archives, and company historian **Mike Skalley** and a number of other employees helped Stork with the book.



FOSS MASTER ‘SAVES THE DAY’ IN NEAR-MISS AT LONG WHARF

The tug *Marshall Foss* helped prevent a possible accident involving two tankers at Chevron’s Richmond Long Wharf on San Francisco Bay on July 22.

Foss Bay Area Port Captain **John Butcher** said the near-miss occurred when the master of the *Colorado Voyager*, which had just tied up at the pier with assistance from the *Marshall*, ordered power astern to slightly reposition the ship.

Instead, according to Butcher, the ship “shot rapidly ahead for an unexplained mechanical reason.” Another tanker was berthed approximately 100 feet ahead of the *Colorado Voyager*.

The *Marshall Foss* was ordered to press hard against the ship, which, in combination with the tanker’s bow thruster, arrested its motion. **Brett Denny** was in command of the tug.

“Your good seamanship and intuitive

reactions saved the day,” Capt. **Stuart Quan**, docking master at Chevron Shipping, wrote to Denny. “I would like to thank you and your crew for the consistent and superior tug services from your outstanding organization.”

ALWAYS READY

FOUR EMPLOYEE CHILDREN WIN ACADEMIC SCHOLARSHIPS; AWARDS PRESENTED FOR OUTSTANDING SCHOLASTIC ACHIEVEMENT

The daughters of two Foss employees in Seattle and one each from the San Francisco Bay Area and Portland recently were named winners of scholarships awarded annually to employee children for outstanding achievement.

This year's winners are:

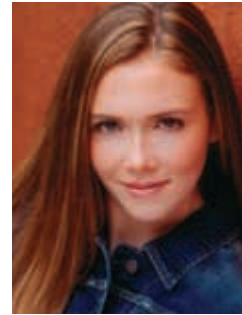
- **Brittney Beyer** is the daughter of **Tamara and Tim Beyer**, director of regional towing based in Portland. Brittney is a graduate of Jesuit High School in Portland and is a freshman this fall at the University of San Diego in San Diego, Calif., where she plans to be in the pre-med program. In high school, she was a member of the National Honor Society, the Spanish National Honor Society and won the Captain's Award on the varsity basketball team, which finished second in the state playoffs.

- **Celeste Higa** is the daughter of **Jennifer and Michael Higa**. Her father is a tankerman in the San Francisco Bay Area. Celeste is a graduate of Connecting Waters Charter School in Waterford, Calif., and is now in her second year at Modesto Junior College

in Modesto, Calif. She recently earned her airplane pilot's license and was accepted into the National Honor Society for the second year. She plans to graduate from college in 2010 with a degree in mechanical engineering.

- **Jamie Murdock** is the daughter of **Stacy and Robert Murdock**, a deckhand/engineer based in Seattle. Jamie is a graduate of Burlington-Edison High School in Burlington, Wash., and is a senior this year at Central Washington University in Ellensburg, Wash. A psychology major, she is a member of the Alpha Lambda Delta Honor Society, is on the Honor Roll, is a member of the Psychology Club and plays tennis and hikes.

- **Katrina Spearman** is the daughter of **Penny and Keith Spearman**, a former Red Dog maintenance supervisor who now works as Port Engineer for Foss subsidiary America Cargo Transport in Seattle. Katrina is a graduate of Como-Pickton High School in Como, Texas, where she was a member of the National Honor Society, won academic awards in history and agriculture, was named most-likely to



Brittney Beyer



Celeste Higa



Jamie Murdock



Katrina Spearman

succeed and was Miss Como-Pickton High School. She is a freshman this fall at Tarleton State University in Stephenville, Texas, where she plans to major in agriculture education.

HOW DID HENRIETTA GET TO THE POND?

In a car, of course. This Henrietta is actually just a little sister of the real tug and was one of the 25 radio-controlled models entered in the annual Foss Cup competition held August 18 at Downtown Park in Bellevue, Wash. Alan Kinsman of Bellevue and his 16-inch Little Toot won the competition, in which contestants use their tugs to maneuver model barges through an obstacle course. The Foss Cup is sponsored by Foss Maritime and the Northwest Radio-Controlled Ship Modelers. The real Henrietta is now 77 years old and retired, owned by Mike Garvey, one of the principal owners of Foss parent Saltchuk Resources.



Wayne Martin Photo

Foss and General Construction are Longtime West Coast Partners; Justine Worked on Juneau Job Before Tug Was Lost in World War II

By Mike Skalley

Throughout the more than the 115 years of existence of Foss Maritime Company, there have been long-term working relationships with many customers. One of our current customers with a long and notable history is General Construction Company founded in 1910 in Spokane, Wash.

Their first major maritime project was the construction of the Bell Street Terminal, at the Port of Seattle in 1912. General Construction continued to expand throughout the years with projects up and down the West Coast.

General Construction also operated a fleet of tugboats to tend their derricks, pile drivers and dredges for many years on Puget Sound. However, when the assignments went further afield outside vendors were called in to supply the towing and tending work.

One such project was the dredging of the small boat basin in Gastineau Channel at Juneau, Alaska in 1939. Foss was awarded the contract by General Construction to tend the dredge, and tow the two dump barges

from the dredge site to the dumping ground outside of Gastineau Channel.

A portion of the contract reads as follows: "You are to furnish us boat service 24 hours a day, seven days a week from the date your boat leaves Seattle, Washington, on our order to report to our work at Juneau, Alaska, until your employment is terminated by us on five days notice. You are to furnish this service with the 200 horsepower *Justine Foss*, which boat has been represented to be sound, the engine is in good condition, and the captain and crew is familiar with this type of work. Boat is to be fully manned, equipped and licensed in accordance with government regulations."

The *Justine Foss*, pictured in the photo working in Juneau, was built at the Foss Shipyard in Tacoma in 1930 as the third of five similar tugs. Each of the tugs had the same general design of pilot house forward and a long trunk cabin aft with galley and crews quarters below and forward of the engine room.

The *Justine* had many varied assign-



The *Justine Foss*, at work for General Construction in Juneau, Alaska, in 1939.

ments stretching from Southern California to Kodiak Island, Alaska. When not on the coastal assignments the *Justine* was equally at home towing chip barges and logs on Puget Sound waters. The *Justine* was lost at Wake Island in the Western Pacific in December 1941 while working for the U.S. Army Engineers.

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

PEOPLE NEWS

NEW EMPLOYEES

Donna Phillips

Accounts Payable Lead, Seattle

Sara Stephenson

Senior Accountant, Seattle

Ronald Sykes

Shipyard Health and Safety Coordinator, Seattle

Jennifer Winchester

Human Resources Office Assistant, Seattle

PROMOTIONS

Steve Ho

Inside Machine Shop Assistant Foreman to Inside Machine Shop Foreman, Seattle Shipyard

Jim Leupold

Inside Machine Shop Foreman to Superintendent Ship Repair, Seattle Shipyard

Jim Russell

Captain, Socal to Port Captain, Socal

Johnny Warnes

Journeyman Rigger to Rigger Foreman, Seattle Shipyard

PASSINGS

Paul Ekstrand

Retired Captain, PNW

Steve Jaksich

Retired Chief Engineer, PNW

Lee Wicks

Retired Office Manager, Seattle Shipyard



FOSS



DREAM TOW

*The Shelley Foss passed Duwamish River Park on August 9 shortly after leaving a Boeing plant with a section of fuselage for the 787 Dreamliner. The fuselage section, made of composites and exclusively for testing purposes, weighed 32,360 pounds, including its cradle, and measured 43 feet by 23 feet. Foss towed it to the Port of Everett, about 30 miles north of Seattle, and from there it was to travel by rail to Boeing's Everett complex. The fuselage section was an unusual job for Foss, which moves several bargeloads of containers into Everett for Boeing each week. The containers carry aircraft parts transported to Puget Sound on ocean-going ships. Crewmembers on the Shelley were Capt. **Herb Metz**, Mate **Ben Hartley**, Chief Engineer **Carl Balke**, Deckhand Engineer **Bill Cross** and Cook **Gary Trupiano**.*



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