

Tow Bitts



A Holiday Greeting

Thanks to All for a Successful Year at Foss Maritime

It's the time of year to turn our attention to our families, friends and the holiday season, but we would like to pass along one more business message to our employees, vendors and loyal customers: We had a very good, if very busy, year at Foss Maritime, and our



performance was a direct result of your hard work and support.

While we met challenges of change in our management structure in 2005, we had operational success in all of our geographical areas and business segments. Those successes are a source of pride to us

and a credit to you. Thanks for all of your contributions.

We'd like to summarize just a few of the many milestones for Foss Maritime in 2005:

As a result of the effort and craftsmanship of the workforce at our

CONTINUED ON PAGE 2

Inside *Tow Bitts*

Long Beach has Twin Tugs

Two identical Dolphin-class harbor tugs are now assigned to Southern California, following the christening and delivery of the *Campbell Foss* this month. The new tug is the third built at Foss Rainier Shipyard.

..... Page 3

Could Sakhalin Success Multiply?

Foss managers are predicting that last summer's successful and challenging sealift to Russia's Sakhalin Island could lead to more business in the petroleum sector, which is growing with rising demand for products.

..... Page 4

Heroic Effort Wins Award

The crew of the *Sidney Foss* was in the spotlight at the annual Admiral of the Ocean Seas banquet in New York City, receiving an award for bravery for an attempt to rescue a cargo ship near Dutch Harbor, Alaska.

..... Page 6

Retired Chairman Drew Foss Dies

Drew Henry Foss worked his way up through the company to become chairman in 1965 and led a colorful life, which included four years as a prisoner of war in Japan during World War II and an impressive record of community service.

..... Page 7

On the Cover

Malcolm Armstrong's oil painting of the *Daniel Foss* towing a cargo ship on Puget Sound was selected for use on this year's Foss holiday card. Other winners of the company's annual art contest are displayed on pages 12 and 13.

Tow Bitts

Tow Bitts is published quarterly by Foss Maritime for Foss employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3830. *Tow Bitts* editor is Bruce Sherman, graphic designer is Stacy Mutnick and coordinator of production is Gil Graham, Foss Vice President of Human Resources.

Lines

CONTINUED FROM PAGE 1

shipyard in Rainier, Ore., our Southern California operation now has two new Dolphin-Class tugs, which are 78-foot, 5,000 horsepower vessels that are a perfect match for that market. The newest, the *Campbell Foss* was christened Dec. 12 (See article, Page 3.)

Also in Southern California, we initiated a new line of business, purchasing a high-speed 140-foot work boat, the *Gulf Miracle*, to service Chevron's offshore crude oil lightering operations. And this fall, Foss purchased the 65-foot *Hollie L.* to use in a launch service for tankers anchored in or near the Los Angeles/Long Beach Harbor.

While beefing up our tractor fleet in Southern California, we also improved it in San Francisco Bay. We now have three tractors stationed there, including the twin ASD tugs *Lynn Marie* and *Marshall Foss*, the latter having moved north from Long Beach.

In addition, we completed our first full year of operation of our new double-hulled bunkering barges on the Bay. They were built at Zidell Marine in Portland to the latest environmental standards.

Highlights for our Columbia Snake River operation included four successful tows of missile defense cargo from the river to Valdez, Alaska, for Bechtel. Our CSR group also made a second trip into the Sea of Cortez to deliver heavy equipment for an Arizona power plant, having made the same trip two years ago.

And in perhaps the most unusual job of the year on the river, we used two grain barges to float and tow a 1.7 million pound spillway for salmon to Ice Harbor Dam.

On Puget Sound, our harbor services group improved its ability to handle customers' big new ships with innovative upgrades at Foss Shipyard of the *Henry Foss* and *Wedell Foss*. Each now has an ASD power unit, in addition to their twin Voith drives, and a 2,000-horsepower boost.

Speaking of the shipyard in Seattle, growing business from the fishing fleet and maintenance of our own boats prompted acquisition of two more

drydocks bringing our total to four along the Lake Washington Ship Canal.

Our distant-water operations, the job of our Marine Transportation and Special projects groups, received important recognition in November when Capt. **Bob Farrell** and the crew of the *Sidney Foss* received a prestigious Admiral of the Ocean Seas award. They were cited for bravery and outstanding seamanship in their attempt to save the tanker *Selendang Ayu* near Dutch Harbor in December 2004.

Marine Transportation also reported another successful year at the Red Dog Mine in the Alaskan Arctic, lightering 1.33 million tons of ore to 23 ships.

The special projects group's challenging sealift to Russia's Sakhalin Island, the biggest sealift undertaken by any company since construction of the Alaska crude pipeline, was 100 percent successful, establishing Foss as a qualified and experienced contractor in this growing business.

On the safety and quality side, we continued to work toward ISO certification and we are certifying our tugs under the standards of ISM, shorthand for International Management Code for the Safe Operation of Ships and for Pollution Prevention. Overlaying all of these efforts is our Operational Excellence program, which reaches into all aspects of company activities.

Articles about a number of these 2005 highlights appear elsewhere in this issue of *Tow Bitts*.

Again, we thank all of you for your part in these accomplishments, and we look forward to another great year in 2006.



Gary Faber
Executive Vice President, Marine Transportation and Special Projects



Scott Merritt
Sr. Vice President, Harbor Services and Regional Towing

Second New Tug Heads for Long Beach Following Christening at Oregon Shipyard

The *Campbell Foss* was christened Dec. 12 at Foss Rainier Shipyard in Oregon and headed for Long Beach, becoming the second new Dolphin-class tug to enter service for the company in Southern California in 2005.

The new tug and its sister, the *Morgan Foss*, are 78 feet long and deliver about 5,000-horsepower through two azimuthal stern drives, which enable them to direct thrust in any direction.

Their small size and high power are considered ideal for handling the big, new breed of containerships in the narrow channels of the Los Angeles/Long Beach harbor, the nation's largest port complex.

"Having twin tugs with identical handling characteristics should be a bonus for us," said Southern California

Regional Director **Dave Selga**. "That's what the pilots want, and now we can deliver."

The new tug is named for **Campbell Hayes Brown**, 3½, who is the oldest son of **Shelley Wright Brown** of Lake Oswego, Ore. Shelley is the oldest daughter of **Sandra Campbell Wright**, great granddaughter of company founders **Thea** and **Andrew Foss**.

Saltchuk Resources, which acquired Foss Maritime in 1987, has maintained the tradition of naming vessels after members of the founding family.

The *Campbell Foss* is the third Dolphin-class tug built by the Foss Rainier Shipyard. Four more are on order by Marine Resources Group, which is Foss' parent company and is owned by Saltchuk.



Campbell Hayes Brown, 3½, for whom the Campbell Foss is named, is the great, great, great grandson of company founders Thea and Andrew Foss.



*Campbell Brown strikes a net-covered bottle of champagne against the bulwarks of his namesake tug at christening ceremonies Dec. 12 at Foss Rainier Shipyard. With him, from left along the rail, are his grandmother, **Sandra Wright**, brother **Levi**, mother, **Shelley Brown** and Foss Senior Vice President, Harbor Services and Regional Towing **Scott Merritt**. In the background is Southern California Regional Director **Dave Selga**.*

Booming Global Demand for Petroleum Products Expected to Drive More Sealift Business to Foss

Last summer's Sakhalin Island sealift, a resounding success that was the largest operation of its kind since the development of Prudhoe Bay in the 1970s, has positioned Foss for continued participation in the fast-growing oil exploration and development business.

Sakhalin Project Manager **Larry Johnson** said Foss had received numerous inquiries regarding future sealifts and was developing proposals for some of them.

"We think that this year's project on Sakhalin Island will form a foundation for future work with the customer, Exxon Neftegas Ltd. (ENL), and with other oil customers in Russia and elsewhere," Johnson said.

"Global demand for energy is on the rise, and the oil exploration and development sector is just now responding to that," he added. "So there is a lot of activity out there and there is projected to be a lot of activity for years to come.

"I think we have managed to get our name established in a very key business segment with a lot of global potential."

Johnson termed this summer's sealift of oil field modules from Ulsan, South Korea, to Sakhalin Island, a "100 percent success," in spite of a month-long startup delay that forced Foss to compress its schedule and more than double the size of its project fleet.

The Foss fleet of four line-haul vessels and three assist tugs was supplemented by six tugs and 10 barges

chartered in Asia. The job was completed in mid-September, with 24 modules transported in sixteen barge trips and another five barge trips with containers and sandbags.

The safety record was excellent, according to Johnson, with relatively minor equipment damage in a hostile environment.

The chartered equipment was returned to Singapore and Batam, Indonesia, this fall, and the Foss tugs and equipment barge *Marmac 12* returned to the Northwest.

Foss worked closely on the project with ENL, heavy-lift contractor Mammoet and module manufacturer Hyundai Heavy Industries. But Johnson said Foss also used contractors from Korea, Holland, Singapore, Indonesia, Russia and Japan.

"It was a multi-cultural and a multi-dimensional project," he said. "Logistically, it was just a major, major accomplishment that took a lot of hard work by a lot of very dedicated people both overseas and with excellent support from Seattle as well."



Rafted together during some down time at Chayvo are, from left, the Kainani, David Foss, Howard Olsen and Emma Foss.



The tug Howard Olsen makes the final module delivery to Chayvo.

Foss made 73 Trips of 5,000 Miles Each to Nuclear Test Site in Alaska's Aleutian Islands

Editor's Note: This is the second article in a two-part series about previous sealifts by Foss Maritime. Mike Skalley, the writer, is the Foss company historian and the author of "Foss, 90 Years of Towboating."

By Mike Skalley

The Foss sealift to the nuclear testing facility on Amchitka Island in the Aleutian chain was spread over a five year period between February 1967 and December of 1971.

The U.S. Atomic Energy Commission created the facility in the 1960s. Holmes and Narver Inc. was the primary con-

tractor to the AEC and Foss' customer in this massive sealift.

Holmes and Narver provided the technology and equipment to construct two base camps and prepare two major sites suitable for boring deep holes below the island's desolate terrain for two controlled underground atomic detonations.

The first task facing the construction crews was setting up a 360-man base camp, including sewer lines, water system, generation and distribution of electricity and building a network of roads.

The World War II airfields and runways abandoned for twenty years had to be rebuilt. Every individual item for the massive project was funneled through the Foss Terminal in Seattle for transportation to Amchitka by Foss tugs and barges.

The records show the Foss Sealift to Amchitka consisted of 73 separate tows. Each round trip of nearly 5,000 miles took an average of 40 days.

Weather played the most important part in the length of the voyages. The longest single round trip voyage required 74 days due to numerous storms that forced the 1,800-horsepower *Margaret*

Foss and the LST class barge *Foss 200*, to seek shelter in protected bays all along the route.

One of the shortest round trip voyages was a summertime trip by the Foss' original D-boat, the 1,200-horsepower *Dorothy Foss* towing a Foss petroleum barge loaded with 10,000 barrels of diesel fuel for the island's new power plant. With no weather delays and a quick discharge, the voyage was made in 29 days.

In accomplishing the protracted sealift, 18 different Foss tugs participated with a total towing time of 2,834 days, or 7.76 years. The 1,500-horsepower miki-class tug *Adeline Foss*, under the watchful guidance of Capt. **John Webb**, made a record seven round trips over the span of two years during the height of the cargo movement. Capt. Webb must have had great influence with the weatherman as the aging tug averaged 38 days per round trip, two days below the average for the project.

The second of the two atomic detonations was successfully conducted on Nov. 6, 1971, and by the end of December Foss' final voyage of the challenging but very successful sealift was completed.

Exxon Neftegas Recognizes Foss' Safety Performance

Exxon Neftegas Limited, for whom Foss is in the midst of a two-year sealift on Sakhalin Island off the coast Eastern Russia, last summer presented Foss with a citation for helping the project to reach its safety goals

The citation called Foss' performance a "commendable safety accomplishment." Foss finished this year's sealift of oilfield modules in September and will return to Russia in the spring.

Mike Sutton, Foss director of safety and health, said the award was an "important recognition of the careful planning Foss puts into its project execution and safety programs for the Russian project and the results we have achieved."

"It's a very challenging environment," Sutton said. "And that makes safety all the more challenging as well."



The *Adeline Foss* leaves the Lake Washington Ship Canal in the late 1960s.

Sakhalin Office Contributes To Orphanage in Yuzhno

Foss' office in Yuzhno, Russia, recently contributed 25,000 rubles, about \$1,000, to the Sakhalin Island Petroleum Club in support of a donation by the club to the local Latochka Orphanage.

In a letter of appreciation, Orphanage General Director **O.V. Mikhalenkova** wrote, "Management and students of Orphanage No. 1 express gratitude with all their hearts

to you for participation in a charity event and providing a charity donation. We wish prosperity, happiness and health to all employees of your company."

Employees in the branch office responsible for working with the Petroleum Club and the orphanage were Regulatory Compliance Manager **Alexei Krasnev**, Office Manager **Irina Bryabrina**, and Sakhalin 1 Project Liaison **Ben Warner**.



The letter of appreciation from the orphanage.

Sidney's Crew Cited for Bravery in High-Seas Attempt to Rescue a Doomed Bulk Carrier

The crew of the *Sidney Foss* was honored at the prestigious Admiral of the Ocean Seas (AOTOS) awards Banquet in New York City on Nov. 4 for the tug's dramatic attempt to save a powerless cargo ship near Dutch Harbor, Alaska, early in December 2004.

Capt. **Bob Farrell** and Mate **Scott Olson** accepted the AOTOS Mariners' Plaque for the crew at the event held at the Sheraton New York Hotel and Towers.

The plaque carried a description of the attempt to keep the ship from grounding and noted, "the bravery and extraordinary skill and seamanship of the master and crew of the *Sidney Foss* were critical to the successful rescue of 20 crewmembers from the stricken vessel."

The *Sidney* pulled on the freighter *Selendang Ayu* for 13 hours until the pennant on the ship parted in extreme sea and weather conditions, buying time for the rescue by the U.S. Coast Guard. Six of the ship's crew perished when one of the rescue helicopters was hit by a wave and crashed.

Farrell reported seas up to 35 feet and winds up to 70 knots during the ordeal. None of the *Sidney's* five crewmembers was injured in the two day mission, and the tug suffered only minor damage.

AOTOS Mariners' Plaques are

presented to officers and crews of U.S. flag vessels for outstanding seamanship in rescue operations at sea. The AOTOS awards program is sponsored by United Seaman's Service, which provides community services to the U.S. Merchant Marine, the American Armed Forces and

seafarers of the world.

In addition to Farrell and Olson, members of the *Sidney's* crew were Chief Engineer **Chad Alton**, Able-Bodied Seaman (AB) **Tim Gleeson**, Training Mate **Jeremy Ritchie** and AB/Cook **Chris Miller**.



*At the award presentation Nov. 4 in New York were, from left, Foss Chairman **Paul Stevens**, Sidney Foss Capt. **Bob Farrell**, Mate **Scott Olson** and Marine Transportation Sales Director **Paul Gallagher**.*

Former Company Chairman Drew Henry Foss Known for Good Humor, Gracious Demeanor

Drew Henry Foss, who started his career at Foss Maritime with a trip to Alaska at age 14, was a Japanese prisoner during World War II and then rose to become Foss chairman in 1965, died Sept. 14 at his home in the Old Town area of Tacoma. Foss was 86 and succumbed after a long battle with cancer.

Known for his good humor and forgiving, gracious demeanor, Foss was the grandson of company founders **Thea** and **Andrew Foss** and the son of **Agnes** and **Henry Foss**. He attended schools in Tacoma before going to the University of Washington.

During vacations, Foss worked at the company and learned everything from spinning oakum and calking to tug construction. The initial trip to Alaska was on board the tug *Foss 21*, and after that he worked as a night dispatcher and, later, as a relief captain.

In June 1941, Foss went to Wake Island to be a relief skipper on the *Justine Foss*, which had been drafted into war service by the U.S. Navy and was lightering equipment, supplies and personnel to the island from ships anchored offshore. The Japanese bombed and then invaded Wake Island

on Dec. 23, 1941, and Foss became a prisoner of war along with about 1,600 other military and civilian personnel.

He spent most of the war in forced labor in Japan.

"We worked seven days a week, 10 to 12 hours a day," he recalled. "A lot of guys laid down and died. It was easy to die if you gave up. But I made up my mind I was going to come home."

He was freed after the Japanese surrender in 1945 and enjoyed a dramatic reunion on the deck of an aircraft carrier in Honolulu with his father Henry, then a Navy captain who served as a salvage officer for most of the war.

Drew Foss returned to the company after the war, working in the shipyard building mooring facilities for surplus ships, purchasing equipment and eventually moving into the office as chief dispatcher in 1947.

He worked his way up through the company, serving as secretary and executive vice president before being elected chairman in 1965. After the company

was sold to Dillingham Corporation in 1969, Foss became vice president of Alaska operations until his retirement

three years later at age 55. (The company was purchased by its current owner, Saltchuk Resources, in 1987.)

Foss and his first wife, **Donna**, were married in 1947 and raised

their children on Steilacoom Lake, south of Tacoma. Donna died in 1977, and Foss subsequently married his second wife, **Diane**, who survives him.

Family members said Foss liked to keep busy and was never idle, even as his eyesight deteriorated. He enjoyed making apple cider and jam which he gave to all his acquaintances, be they a close friend, a person who worked on his car or a newspaper carrier.

He served on the boards of the Tacoma Club, the Tacoma Chamber of Commerce, Propeller Club, Washington Athletic Club, the Japanese American Society of Seattle, Tacoma Savings and Loan (27 years) and was president of the Puget Sound Towboat Association.

He was a member of Sigma Chi Fraternity and the Tacoma Country and Golf Club. In Alaska, he was a member of the Anchorage Chamber of Commerce, the Petroleum Club, a charter member and president of the Anchorage chapter of the Propeller Club, and was on the executive committee of Hope Cottage.

In addition to his widow, he is survived by: daughters **Leslie Foss**, **Brynn Rydell** and **Carol Johnson**; stepchildren **Leslie Miller** and **Tracy Hull**; and six grandchildren, **Garth Rydell**, **Marshall Rydell**, **Emma Johnson**, **Nathan Miller**, **Kyla Keen** and **Jordan Keen**.

The family asks that memorials be sent to the Working Waterfront Maritime Museum, 705 Dock Street, Tacoma, Wash. 98402.

Drew Foss, second from left, chatted with other retirees at an old-timers gathering last year. With him, from left, Jim Fox, Pete Campbell and Stan Thurston.

"It was easy to die if you gave up. But I made up my mind I was going to come home."



Mike Stark Photo

Three from Foss Join Saltchuk Team for 'Big Hike' along Crest Trail in Washington

Three from Foss Maritime joined a team from Saltchuk Resources to help the American Lung Association of Washington raise \$300,000 for Asthma Research and to observe its 100th anniversary last summer on a hike along the Pacific Crest Trail.

Ship Repair Superintendent **Greg Schaut** and Marine Transportation Sales Director **Paul Gallagher**, both based in Seattle, and San Francisco Bay Area Regional Director **Tim Engle** each trekked a section of the 480-mile "Big Hike" through the Washington Cascades.

Schaut's 19-year-old son **Tim**, a sophomore majoring in history at Washington State University, joined his dad on their segment and won the Big Hike photo contest with a striking image of a mountain lake and Mount Rainier in the background.

The Schauts were on the trail for three days, hiking 25 miles from Chinook Pass, past the Crystal Mountain Ski area to Camp Urich.

"It was beautiful weather, 75 to 80 degrees the entire time, and we were able to swim in the mountain lakes. It was really something," said Schaut, whose segment was from Aug. 2-4.



Tim Schaut's photo of a mountain lake with Mount Rainier in the background won the photo contest held in conjunction with the Big Hike.

Engle hiked the first of the 12 segments, a four-day trip north beginning July 22 at Bridge of the Gods on the Oregon border, and Gallagher hiked the last, for five days ending Sept. 5 at Manning Provincial Park in British Columbia.

Gallagher said he encountered snow, freezing rain and aggressive chipmunks on his 45-mile hike.

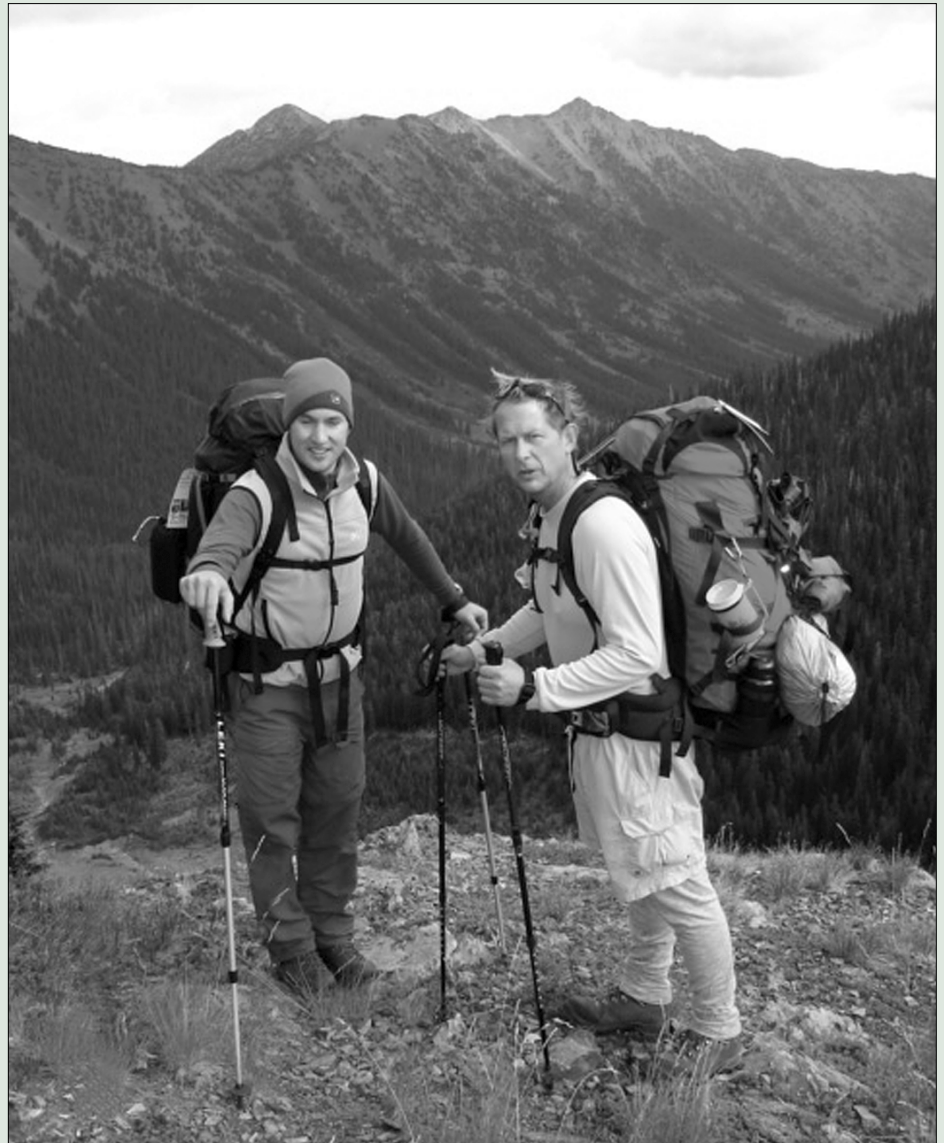
Saltchuk President **Mark Tabbutt** and Saltchuk shareholder **Leonard Shapiro** also joined segments of the Big Hike. Representatives of Sea Coast Towing and Totem Ocean

Trailer Express also were part of the Saltchuk group.

Saltchuk and the team members contributed a total of \$50,000 to the Lung Association through the Big Hike.

Teams from six companies totaling 122 hikers and 24 guides joined in the event. Saltchuk, which owns Foss parent company Marine Resources Group, was one of the sponsors. Hikers also represented SSA Marine, the Bank of America, Holland America Line, the Port of Seattle and Gregory Broderick Smith Real Estate.

The founding sponsors were SSA Marine parent Carrix and KING-TV.



Paul Gallagher, right, takes a break at the summit of Hart's Pass with Skip Sahlin of SSA Marine.

Iver Foss and Crew Rescue Stricken Ship in Bering Sea

A routine voyage home from the Red Dog Mine in the Alaskan Arctic turned into a rescue mission for the *Iver Foss* in late October.

The *Iver*, under the command of Capt. **Jaye Justus**, was 36 hours out of Red Dog when it answered a call to assist a 175-foot commercial fishing vessel in distress in the northern Bering Sea near St. Lawrence Island. The Seattle-based vessel, with a crew of 20, had lost use of its main engines and was adrift.

Using the *Iver's* satellite phone, Justus made contact with the vessel and its company representative in Seattle and plotted a course to intersect the fishing vessel's drift. The *Iver* reached the vessel on Oct. 30, in 15-foot seas and 25 knots of wind.

Using a throwing line, the *Iver's* crew connected with the ship on the first attempt. Their towing pennant was hauled up to the stricken vessel, and the ship was taken under tow. Four days later, after facing winds up to 40 knots and 25-foot seas, the *Iver* and its tow arrived in Dutch Harbor with no one injured and no equipment damaged.

In addition to Justus, members of the *Iver's* crew were Chief Mate **Greg Johnson**, Chief Engineer **Mike Denton**, Able-Bodied Seamen **Andrew Warfield** and **Steven Winter** and Cook/Deckhand **Greg Rankin**.

Foss Shipyard Sales Manager **Dave Herring** worked with the vessel's owners to coordinate repairs in Dutch Harbor.

Another Successful Year At Red Dog Mine

Foss' 16th season at the Red Dog Mine in the Alaskan Arctic turned out to be another successful one, as crews lightered 1.33 million tons of ore to 23 ships and finished in the third week of October.

Vice President for Marine Transportation and Petroleum **Don McElroy** said the four tugs, two lightering barges and their crews "saw a little bit of everything this season weatherwise, but not anything extraordinary for a season in the Arctic."

Operations were shut down a couple of times by bad weather, as is typical, and the total tonnage lightered was slightly less than the previous two years, McElroy said.



The Iver Foss in Dutch Harbor, Alaska.

Gallagher is Named to Salvage Group's Board of Directors

Paul Gallagher, director of sales for the Foss Marine Transportation Group, has been elected to a two-year term as secretary-treasurer of the American Salvage Association (ASA). The election was held in early November at the group's annual meeting in Baltimore.

The ASA is the national trade association representing professional salvors. Its goal is to promote professionalism and improve marine casualty response in American coastal and inland waters. Foss is one of 15 general members of the association, which also has 36 associate member companies.

Over the last few months, ASA has been assisting the U.S. Coast Guard coordinating salvage activities on the Gulf of Mexico following Hurricane Katrina.

The ASA also acts as a spokesman for its industry in Washington, D.C., and around the country.

Arctic Summer Followed By Tropical Winter for Stacey Foss

The *Stacey Foss* made a quick turnaround in November, heading to Honolulu to fill in for Hawaiian Tug and Barge/Young Brothers (HTB/YB) after finishing up the season at the Red Dog Mine in the Alaskan Arctic.

The tug will tow cargo barges in the inter-Island service run by the Foss sister company, while HTB/YB performs routine maintenance on its own tugs and re-powers one of its vessels at Foss Shipyard. (See article, page 18.)

Justine Towing Retired Navy Ships to Scrap Yard in Texas

The *Justine Foss* is spending the winter towing retired ships of the Maritime Administration and U.S. Navy to be scrapped at International Shipbreaking in Brownsville, Texas. The first tow was a 676-foot tanker, the *Connecticut*, which the *Justine* picked up at the Suisun Bay, Calif., inactive ships facility in late October.

Upon completion of this first tow in Brownsville, the *Justine's* current orders are to proceed to Philadelphia to take two U.S. Navy

warships to Brownsville in consecutive tows. The tug will probably make one or two more ship tows from the East Coast to Brownsville before returning to Seattle about the end of March 2006.

"We have a long history of towing vessels for International Shipbreaking," said Foss Vice President for Marine Transportation and Petroleum **Don McElroy**. "We are pleased to have this opportunity to tow for them for an extended period."



Dreamliner

Crewmembers of the *Shelley Foss* posed for a shot in front of a tail section of a new 787 Dreamliner before they towed the section from Boeing's Duwamish River facilities to the Port of Everett on Aug. 31. The men are, from left, Engineer **Tom McCoy**, Deckhand **Neal Amaral** and Mate **Eric Skewis**. The 787 is the newest in Boeing's family of jetliners and is scheduled to make its first flight in 2007. The super-efficient airplane, to be assembled in Everett, will burn 20 percent less fuel than today's comparable airplanes and will seat 200-300 passengers in three different configurations.



Journeyman Status Follows 6,000 Hours Of Training

Darryn Baker, an apprentice at Foss Shipyard since May 2000, has been promoted to journeyman machinist following a 6,000-hour course that included on-the-job training and classroom work at Renton Technical College.

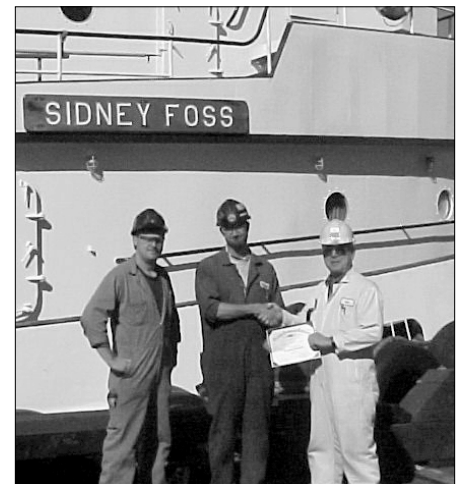
Production Manager **Don Hoge** said Foss works at maintaining skill levels in the shipyard by keeping apprentices on the payroll while they learn their job. There is currently an apprentice in the Inside Machine Shop, another who is an apprentice welder, and a third who is an apprentice electrician.

Baker works in the Outside Machine Shop group.



Lowering the Boom

Two Ness cranes, above, remove the boom weighing approximately 35 tons from one of two big U.S. Navy portal cranes being refitted at Foss Shipyard. The booms will be extended 40 feet as part of the project, which also will include increasing the cranes' capacities from 60 to 85 tons and widening their rail gauge from 20 to 30 feet. Below, Rigger Foreman **Jim Mosman** gives a hand signal while removing the pins that held the boom to the crane, while Ship Superintendent **Danny Gipson** directs the action from the ground. After the job is finished next summer, Foss will deliver the cranes to the Navy submarine base at Bangor, Wash.



Darryn Baker, center, is congratulated on receiving his journeyman certification by shipyard Production Manager **Don Hoge**, right. On the left is **Vance Stanley**, Outside Machine Shop foreman.

Satisfaction Guaranteed

At the end of the day, ask yourself, "Are all my customers happy?"

— From "Satisfaction Guaranteed"
By Byrd Baggett

Sea Captain Turned Artist Tops Foss Maritime Calendar Competition

A former sea captain now working full-time as an artist out of Pender Island, British Columbia, is this year's top winner in the annual Foss Maritime calendar

art and holiday card competition.

Malcolm Armstrong is a native of Great Britain who was an ocean master mariner and spent a number of years as

a marine pilot in the ports of New South Wales, Australia. He has been living in Canada for about 18 years.

Armstrong's oil painting, "Home



January

Austin Dwyer, *The Power of Foss*



April

J. H. (John) Christensen, *Willamette Grain*



February

Hung Nguyen, *Escort on a Stormy Day*



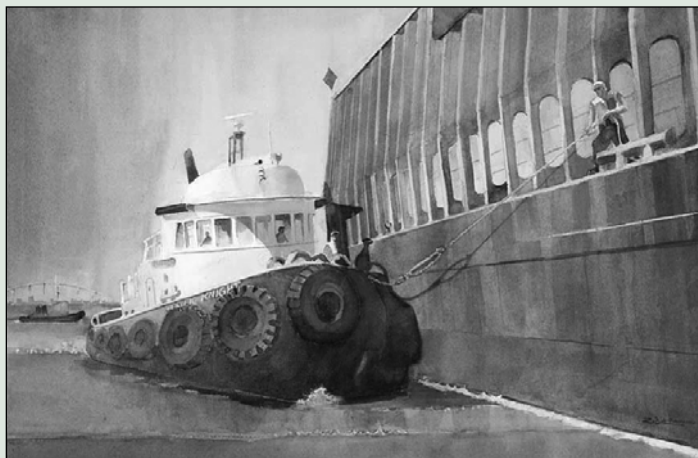
May

Mervyn Pearson, *Foss Always Ready - Then and Now*



March

Bob Williams, *Barging the Narrows*



June

Rich Buchwald, *Barging In!*

for the Holidays” was selected for this year’s holiday card. It depicts the tug *Daniel Foss* towing a cargo ship on Puget Sound with the snow-covered Olympic Mountains in the background.

Signal flags on the tug’s head stay read “Merry Christmas” and flags on the tow line spell out “Happy New Year.”

“You couldn’t really have flags

flying from a tow line, but I thought it was appropriate for the season,” said Armstrong.

Armstrong mostly, but not exclusively, paints marine scenes. His wife, **Marie**, also is an artist and mostly paints wildlife.

The 73-year-old Armstrong said his experience as a mariner is a plus.

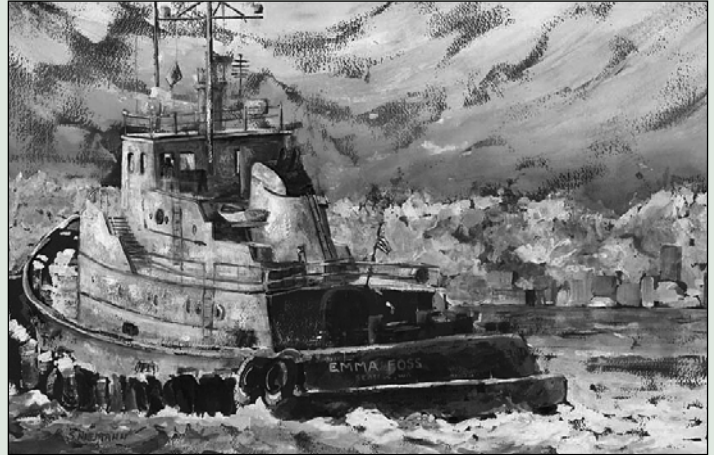
“Doing marine paintings, it means

I know what the sea and the sky really look like,” he said. “And I have a wide knowledge of ships of all kinds, including tugs.”

Armstrong was one of 28 artists who submitted 32 paintings in this year’s contest. Winners receive a \$500 reproduction fee and retain the right to sell their paintings.



July James R. Williamson, *Arrival of Container Cranes*



October Sally Niemann, *Emma Foss*



August Pien Ellis, *"Sea Trial" Columbia River*



November Gene Erickson, *Columbia River Operations*



September Joan Pinney, *On Her Way*



December Marshall Johnson, *Aquatrain*

SoCal Captain Spends Vacation Helping Hurricane Katrina Victims

Believing that “no-one is immune from disaster and being in need of outside help,” *Pacific Escort* Captain **David Betzer** used a week of vacation in September to head for Slidell, La., and assist with the cleanup operations following Hurricane Katrina.

The 17-year veteran of Foss went to Louisiana with about 40 people from Saddleback Church in Lake Forest, Calif., south of Long Beach. They paid their own way and were among thousands of relief workers who were part of an effort coordinated by the Southern Baptist Convention.

Betzer worked with cleanup teams sawing and hauling fallen tree limbs and other debris from yards and stripping drywall and carpet and removing rubble from homes.

“We helped clean up the home of **Laura Knight**, a widow about 70, who spent her last bit of money rebuilding her house from termite damage a month before the storm,” Betzer said. “The house had six to eight feet of water in it. Everything below the ceiling was ruined.”

The woman’s husband had been a deputy sheriff killed in the line of duty, and Betzer’s team included a couple of California sheriff’s officers and a Highway Patrol officer. They raised

\$12,000 within their relief teams and from their fellow officers for the woman and lined up contractors to help her restore her home.

Slidell is a city of about 28,000 on the northeast side of Lake Pontchartrain and was particularly hard hit by Katrina, which struck the Gulf Coast on Aug. 29. About 40 percent of the city’s housing was destroyed.

The Southern Baptist Convention converted one of the local churches into a relief base with a portable kitchen and produced 9,000 to 10,000 meals a day, Betzer said. He and his team members slept in a church that had been opened up to relief workers.

“For what little time we were there, we seemed to be able to help quite a bit,” he said.

He noted that although the relief effort was organized by the church, it was simply an effort to provide help to people in need.

“All the people that I was around and working with were genuinely concerned about helping their fellow man and neighbors to get back to a normal existence,” he added. “I think it’s one of the nation’s great attributes — that there’s a core of people in this country willing to give a lot of themselves, their time and materials, when needed.”



Pacific Escort Captain **David Betzer** was among thousands of relief workers helping out in Louisiana after Hurricane Katrina.

River Businesses Seek Grants For Wi-Fi Security Network

Foss, other companies and ports on the Columbia and Snake rivers are promoting a plan to add wireless internet connectivity to the entire river system as a means to enhance security.

Under the banner of a group called the Regional Maritime Security Coalition, they are seeking grants from the federal Department of Homeland Security to develop the system, which would create a Wi-Fi network with antennas on buoys and shoreline aids to navigation.

As part of the Coalition’s effort, a video camera was installed on the Foss tug *Clarkston* last summer to transmit test images over the internet.

Also, a technician shot video footage from the tug in mid-August as it passed through the McNary Dam locks with four barges. The footage was transmitted over wireless internet and used in a demonstration for federal officials and others Aug. 17 at Portland State University.

The Port of Umatilla (Oregon), plus Umatilla and Morrow counties, which are near McNary Dam, are internet trailblazers, with full Wi-Fi coverage that is free for everyone to use.

Foss Portland Harbor Services Manager and Deputy Security Director **Stu Sanborn**, said the network would simplify the sharing of critical security information, when necessary.

And on a day-to-day basis, he added, it would make communications much easier.

“One of the problems on the Snake is that we don’t have good VHF or cell phone coverage, so we’re interested in how far up the river they would be able to take this,” Sanborn said.

“Also, the ability to send emails to tugs for order changes and other things would be a tremendous capability,” he added.

Shipyard Team's Work Lets Ship Set Sail, Avoiding Costly Delays at Port of Seattle

Fast work by Foss Shipyard enabled a containership to get underway less than a day after a container crane crumpled the main mast carrying its navigation lights and antennas at Seattle's Terminal 5 on Sunday, Oct. 16.

The team was summoned to action when Engineering and Project Manager **Gisli Olafsson's** beeper woke him up at home about 4:30 a.m. Olafsson was on call for the shipyard, which doesn't normally operate on weekends.

The page was from Foss Customer Service, who put Olafsson in touch with **Marco Calvo**, port manager for Norton Lilly International. Calvo's company was agent for the *M/V MOL Confidence*, the 907-foot ship whose mast had been hit just a few minutes before its scheduled departure.

The welds at the bottom of the mast were broken, one of the nine-inch pipes supporting the mast was ripped lose at the top, and the crane broke some of the navigation lights. The U.S. Coast Guard wouldn't let the ship depart.

"I was lucky enough to get ahold of our Steel Shop foreman, **Monte Roy**, right away, and we decided he would go to our yard to gather tools and materials," Olafsson said. "I would head to the ship to look at the situation."

Roy also rounded up **Thinh Tien Nguyen** and **Maeng Kang**, among the yard's top welders.

Olafsson arrived at the ship about 7:30 a.m., drew up a plan for temporary repairs to the mast and had the plan approved by an independent ship inspection agency by 11. Meanwhile, Roy arranged for the fire permit necessary for welding on the ship.

"Then Foss went to work," Olafsson said.

Nguyen and Kang worked in a stiff, chilly wind almost 30 feet above the pilot house to secure the top of the mast. They estimate they were perched about 160 feet over the pier.

The two men also fixed the welds at the base of the mast and fabricated and installed a new stand for a spare navigational light, finishing before midnight and enabling the ship to depart and

avoid costly, further delays.

"These two guys were the right two guys for the job," Roy said.

Matt Brown, Pacific Northwest sales manager for harbor services and regional towing, said Norton Lilly was impressed with Foss' ability to perform the repairs so quickly and relieved to get the ship on its way.

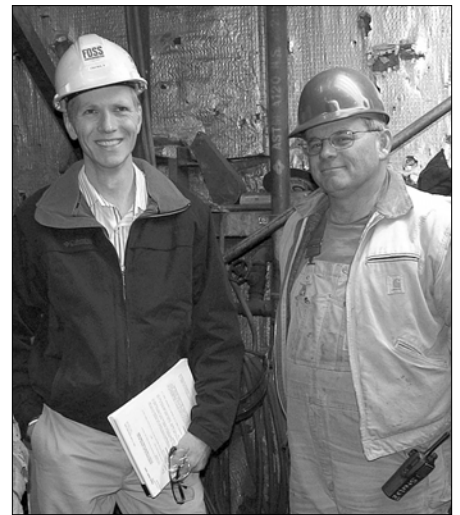
"We put on a good display of our 'Always Ready' service on this job," said Brown, who normally works with the agency to provide ship-assist tugs. "And the positive result is a feather in the cap of our shipyard, as well as a compliment to our 24-7 dispatch and internal communication chain."

Calvo said it was "fantastic" that at 4:20 Sunday morning he got Olafsson out of bed and that Olafsson did exactly what needed to be done.

Another day's delay, according to Calvo, would have cost about \$30,000.

Only a week later, Foss Shipyard received another call from Norton Lilly International requesting repairs to a damaged cargo hatch on the *M/V CSCL Chiwan*.

Gene Downie, assistant steel shop foreman, surveyed the damaged



*Gisli Olafsson and Monte Roy led the team that speedily completed the temporary repairs on the containership *M/V MOL Confidence*.*

hatch and marshaled a crew, material and equipment at Terminal 18. Steel Shop Leadman **Brian Johnson**, **Linh Tran** and **Chuck Yoon** worked through the night and into the next day (approximately 24 hours) to complete the repairs and allow the ship to get underway.



*Members of the repair team from Foss Shipyard included, from left, **Linh Tran**, **Brian Johnson**, **Gene Downie**, **Thinh Nguyen**, **Maeng Kang** and **Chuck Yoon**.*

'Hands-on Manager' Retires after 34 Years; Don Hoge Worked Way through the Ranks

When **Don Hoge** went to work at Foss Shipyard as a shipwright's helper in 1971, **Sid Campbell** was chairman of the company, the Foss family had just sold it to Dillingham Corp., and the shipyard worked only on Foss-owned tug boats and barges.

Workers were a different breed then, too, Hoge said. "In the old days guys would come to work with a broken finger or smashed toes. It's different today."

Much has changed in 34 years, including the leadership and ownership of the company. And Foss Shipyard in the mid-1970s began doing commercial work for others, doubling its load and boosting its work force.

Hoge progressed as well, becoming a journeyman, foreman, superintendent and 10 years ago being named production manager, a job in which he draws praise for maintaining the yard's reputation for quality and value.

But Hoge, who will retire at age 65 on Dec. 29, harkens back for the old days.

"I enjoyed working with my hands and using tools," he says. "Dealing with personnel issues and all this stuff I do as a manager — I do it but it isn't as much

fun as repairing something or creating something and taking pride in the work that you did."

Born in Nebraska, Hoge moved west as a senior in high school when his father got a job in the Boeing foundry. He graduated from Sealth High School and spent four years as a mechanic in the U.S. Air Force.

After a few years as a machinist on the Boeing SST program, he was laid off when it was shut down. A year later, Hoge landed at Foss.

What made him stick so long?

"It was a steady job with a lot of security," he said. "I could have gone back to Boeing, but you're in a big company; you're just a number there, and I was impressed with the family atmosphere at Foss."

Hoge describes himself as a hands-on manager who likes to get out of his office and "work with the guys." When the yard is shorthanded, he sometimes subs as a superintendent and notes, "I've always felt I wouldn't ask the guys to do something I wouldn't do myself."

In retirement, Hoge and his wife of 43 years, **Gloria**, plan to move from

their Des Moines home to what has been their getaway place in Shelton. They have three grown daughters and seven grandchildren.

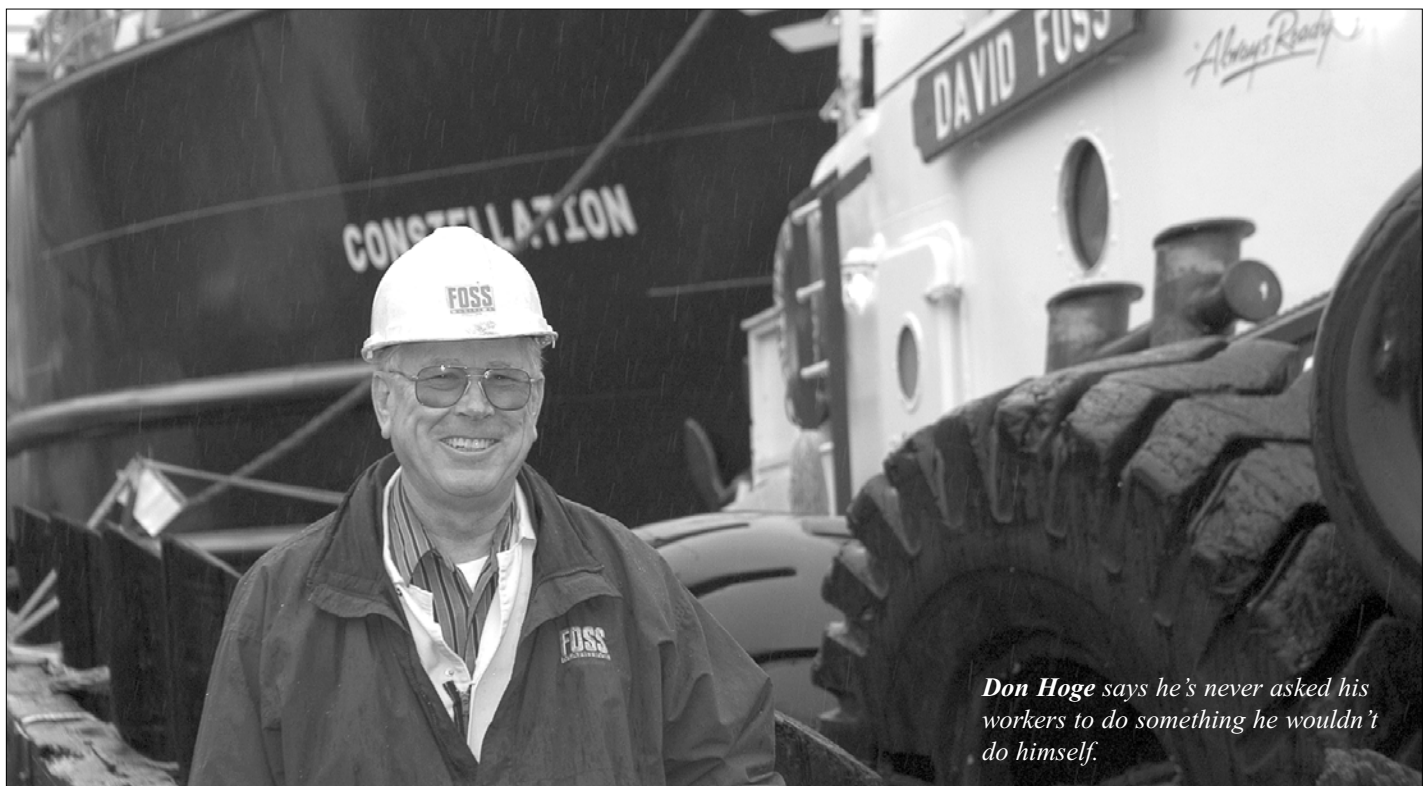
He plans to fix up the home and garage, work on "honey-do" projects and continue camping, four-wheeling and traveling.

"Hopefully, I can relax," he said. "I've always been a person who's kept busy, tinkering with something, working on cars and woodworking . . . I might do some volunteer work or side jobs to keep busy."

He thanked all of his co-workers for their support over the years and added, "I'm going to miss their camaraderie."

Shipyards Director **Jim Stewart**, who has worked with Hoge ever since Hoge arrived at Foss, describes him as "a great employee, a great guy to work with, and we'll miss him."

"In my experience Don has always been the first on the job and the last to leave," Stewart said. "He's very thorough. When he says it's done, you can count on it — take it to the bank — it's done."



Don Hoge says he's never asked his workers to do something he wouldn't do himself.

Fast Turnaround on Pirelli Ship Conversion; Sophie Switches from Containers to Cable

Foss Shipyard crews worked around the clock for two weeks in September to complete the conversion of a 300-foot containership into a cable-laying ship for Pirelli High Voltage Systems. The modifications to the Danish-flagged *Sophie* had been started in Spain.

The work included modifying and installing a platform on the stern to carry high-pressure hose for water jets that bore cable trenches. The shipyard also installed two stern thrusters and two bow thrusters on the ship.

In addition, the yard assembled and installed a “tower system” for feeding high-voltage cable from storage reels. The tower system is 151 feet long, 69 feet high and 55 feet wide.

Foss also installed two containers to house equipment and control systems, plus seven containers for crew accommodations, including putting in bunks, bulkheads and heads. The job also included extensive pipe work and other miscellaneous tasks and outfitting.

Shipyard Sales Manager **Dave Herring** said Pirelli approached Foss to complete the job because the company had taken on work in this area and needed a quick turnaround. Five Foss welders worked and lived aboard the ship during one of those jobs.

Greg Schaut was ship superintendent on the job and **Gene Downie** led the steel crew. **Lester Garrett** coordinated the job for Pirelli.



In top photo, the Sophie, shown at Foss Shipyard, is outfitted to bore underwater trenches and lay cable on the ocean floor. In bottom photo, a reel of high-voltage cable underneath the “tower system” assembled and installed at Foss Shipyard.

Nautican Conversion is a Bonus in Islands; Added Power Helps in Big Swells and Wind

Impressive improvements in pulling power and fuel efficiency delivered by a tug overhaul last spring at Foss Shipyard have made a repeat customer out of sister company Hawaiian Tug and Barge/Young Brothers.

The 109-foot ocean-towing vessel *Hoku Loa* is due to arrive at the yard in January for a "Nautican conversion," including installation of new propellers, Nautican high-efficiency nozzles, and triple-vane rudders.

HTB/YB Operations Vice President **Mark Houghton** said an identical upgrade on a sister tug, the *Hoku Kea*, increased the 3,900 horsepower tug's forward bollard pulling power from 88,000 pounds to more than 132,000 pounds, an improvement of about 50 percent. The bollard pull astern jumped more than 40 percent.

Pre- and post-conversion test runs between Honolulu and Kahului, Maui — in almost identical wind and sea conditions and towing a nearly equal load — demonstrated an increase of a half knot in speed while turning about

5 percent lower RPMs. The fuel savings were 10 percent.

"The conversion has been very effective for us," Houghton said. "We get power, speed and fuel efficiency, which is particularly important over here right now with the high cost of fuel . . . We generally pay a 10-cent-a-gallon premium for marine diesel over what it would cost on the mainland."

The conversion is expected to pay for itself through faster transit times, labor savings, and fuel savings in less than four years, based on current fuel prices.

The *Hoku Loa* is actually the third conversion for HTB/YB at Foss Shipyard. The first was the *Moana Holo* in 2003.

The increased pulling power is an important plus in the islands, where trade winds typically blow 25 to 35 knots and swells run 10 to 15 feet from November to March. When the

weather gets nasty, gusts in excess of 45 knots and 20 to 25-foot swells are not uncommon.

"Young Brothers has a Public Utilities Commission (PUC) franchise to move cargo between the islands, and we have to do it in accordance with a set schedule," Houghton explained. "It's critical that we have the power and speed to maintain that schedule and do it on a routine basis year round."

Having the work done at Foss, which like HTB/YB is owned by Seattle-based Marine Resources Group, is also beneficial.

"They have high experience in this particular conversion, and we also don't have to manage the project on a day-to-day basis because they are going to take care of us as a sister organization, and as very professional craftsmen," Houghton said.

The shipyard's **Dave Palmer** is project manager for the *Hoku Loa* overhaul. During the tug's two-month stay in Seattle, the yard will install a new tow pin/stern roller assembly, and perform a number of routine maintenance tasks.

The *Hoku Kea* and *Hoku Loa* were built by Bollinger Shipyard in the Gulf of Mexico in 1991.

"We get power, speed and fuel efficiency, which is particularly important over here right now with the high cost of fuel . . ."



The *Hoku Loa*, due to arrive at Foss in January, is shown in Honolulu harbor.



The *Hoku Kea*, shown in drydock at Foss Shipyard in the winter of 2005 after installation of new props, nozzles and triple-vane rudders.



Kirkland Breakwater

The Foss 300 derrick, above, lowers a concrete panel for a breakwater into place at the Kirkland Yacht Club Marina in Kirkland, Wash., on Oct. 5. Each of the panels for the 258-foot section of breakwater measures 12 by 18 feet and weighs 34,000 pounds. The Protector, a retired 300-foot-long ship formerly owned by the National Oceanic and Atmospheric Administration, had been serving as a breakwater at the marina since 1997 but was towed away in August to be converted into a yacht. Foss' customer on the job is Waterfront Construction, which is overseeing reconstruction of the 101-slip facility. At right, Waterfront Construction workers guide a panel into position. The Foss 300 will return to the facility to install additional breakwater panels between now and March 2006 when the marina reconstruction project is scheduled for completion.



Pioneering System for Recording Tension Will Help Foss Know when to Retire Lines

A Foss-led team has come up with a way to record tow-line tension over time, developing a system that can help gauge the service life of specialized ropes, track the performance of tugs and improve safety.

The effort to develop the system, believed to be the first of its kind in the industry, was led by Foss Supervisor of Vessel Rigging and Supply **Joel Altus**. He worked closely with winch manufacturer Markey Machinery on the project, supported by a grant from Honeywell, which manufactures high-performance rope fibers.

The tension-measurement system was being tested this fall on the tractor tug *Lynn Marie* on San Francisco Bay and was to be installed on its sister tug, the *Marshall Foss*, by the end of the year.

“We’ll see how it goes,” Altus said. “Hopefully, this will prove to be a great tool and we will have more extensive development.”

The development project got underway in 2003, aiming to deliver a new tool for assessing the condition of modern, high-performance synthetic lines.

“Physical inspections do not universally tell us what the condition of our rope is,” Altus explained. “So we had been looking for ways to enhance the safety of our rigging program by finding out what loads these ropes actually experience, and this system provides that information at a 10 event per second sampling rate.”

Tug masters have long had gauges to measure line tension. What they didn’t have was a way to record that tension. The new system does that by transmitting the load on the winch brake electronically to a computer in the pilothouse. The computer in turn streams digitized data to a PC that produces customizable graphical displays.

“We can compress an entire operation or series of jobs to one screen or expand an area of interest for a closer look”, said Altus.

He also said the information gathered by the new system can be viewed alongside data from “destructive-pull” tests and fiber analysis to establish a

line’s working history and predict with far greater certainty when it should be retired from service.

“We’re trying to get to a point where we have objective retirement standards, where it’s not guesswork, however well-informed,” he said. “We want to know when failure might be imminent based not just on inspections but on the load history of rope and how that comports with testing and physical inspection.”

Information from the new system also can be used to gauge the tug’s performance by working in data on the tug’s power, towing mode, environmental conditions and the size of the vessel it’s assisting or escorting.

The system also can be used as a teaching tool.

“If we’re introducing a new deck officer to one of these boats, after the work is done he or she can sit down with the master and they can look at the tensions that were recorded on the job,” Altus explained. “Sometimes a different maneuver can be softer on the rigging.”

Steve Hamill of the Foss IT Group also contributed to the effort. And in addition to Markey and Honeywell,



The system records line tension by measuring the load on the winch brake and transmitting the data to a computer in the pilothouse.

Foss worked with Puget Sound Rope on the project and with Griffin Associates and Measurement Technology to develop the data-logging and computer programming components.



Capt. Whit Olson checks line-tension data in the pilothouse of the Lynn Marie during testing on San Francisco Bay.

New Mural at Tacoma's Foss High School Honors Family and the Company it Founded

A mural honoring the Foss family and the company it founded was dedicated on Sept. 20 at Henry Foss High School in Tacoma.

The mural was designed by Tacoma artist **Mary Mann** and painted by her and **Joni Joachims**. It features the tractor tug *Henry Foss* assisting a container-ship on Commencement Bay, another Foss tug towing a barge, likenesses of **Henry Foss** and other family members, and a depiction of the original headquarters of the company on the Tacoma waterfront.

The mural wraps around two walls of a new addition at the high school and is visible from an outdoor walkway and from the parking lot the school shares with Cheney Stadium.

It was the brainchild of **Marlene Motola** vice president of the high school's booster club. One of her children won the Foss Family Scholarship at the school before graduating in 2004 and now attends Massachusetts Institute of Technology, and another is still enrolled.



Mary Mann, right, and Joni Joachims with the mural they painted at Henry Foss High School in Tacoma.

Mike Skalley, Foss customer service manager in Seattle and the company historian, helped Motola gather photos and other historical material used in planning the mural.

"It was a really fun project," Motola said. "Everyone was easy to get along

with and it came out extremely nicely. The artists did a fabulous job."

Mann and Joachims started working on the plan for the mural last spring and painted it over two weeks last summer. They have worked together on a number of historical murals in Tacoma.

Ocean Port Engineer is Duckless in Seattle

This is a story about Dana and his ducks.

Marine Transportation Port Engineer **Dana Brodie**, a tough-looking Harley rider and gear head, has a soft spot for animals. He admits to being the kind of guy who stops by the side of the road to pick up injured ones, and then spends his hard-earned money with the vet.

The duck part started about three years ago when Brodie befriended a Muscovy duck that had been hanging around Foss headquarters on the Lake Washington Ship Canal. Brodie took to feeding and petting the animal, which he fondly called "Duck Duck." And when it turned up with a limp one day, he carted the duck to the veterinary office.

Ordinary vets don't handle lame ducks, Brodie learned, so he had to take Duck Duck to a specialist. About \$300 later, the duck doctor pronounced the

leg bruised, not broken, and it mended after a shot of steroids and a few days rest. So Duck Duck returned to the Ship Canal, remaining there for a couple of years under the watchful eyes of Brodie and others.

Much to Brodie's dismay, Duck Duck disappeared early in 2005. But the engineer's spirits were lifted in early November when a Muscovy showed up at Foss.

"I called to him," Brodie said. "I thought it was my duck. He came racing toward me, landing on a log, and then he came right up to me. I petted him and I carried him in before I figured out it wasn't the same duck. His coloring was different."

Why a wild animal would cuddle up to a stranger, a Harley guy, no less, is anybody's guess. Brodie suspects he just gives off animal-lover vibes.

And you can bet that in between

reading tugs and barges for ocean voyages, Brodie is going to be keeping an eye out for Duck Duck. It's in his nature.



Dana Brodie initially thought this was his missing pal "Duck Duck," but on closer examination found its coloring to be different.



Frank Williamson, before officiating at a swim meet at Kamiak High School in Mukilteo, Wash., on Oct. 22.

Foss Lawyer Puts His Rules Skills to Work In Swimming Pools and on Baseball Fields

As a swimming official and baseball umpire Foss General Counsel **Frank Williamson** is a natural.

“Being a company lawyer, I appreciate rules and the enforcement of rules,” says Williamson, a 12-year employee of Foss. “And more importantly, it’s a great way for me to be involved in my kids’ sports.”

Williamson’s daughter **Mariah**, 12, is a five-year veteran butterfly and individual medley specialist on the West Coast Aquatics club team, based in Mill Creek North of Seattle.

Son **Matthew**, 9, is in his second year on the team, and wife **Pam** started competing on the team’s masters’ program last year.

“When Mariah got involved, I rapidly recognized that there’s nothing more boring than sitting and watching a swim

meet,” Williamson said. “And they desperately need volunteer officials, because it’s a highly technical sport.”

So three years ago, Williamson took a course, passed an exam, and became a certified official for U.S.A. Swimming, the organizing body for private swim clubs with about 400,000 competitive swimmers nationwide. He works about 15 meets a year.

What are some of the technical aspects of swimming he’s judging?

“A good example is the breast stroke,” he said. “you have to have simultaneous arm movement, and the arm movement must be followed by a kick where the legs also move simultaneously with the toes pointed outward at all times.

“Sometimes someone will try to sneak in a fly kick, and that’s a disqualification,” said Williamson, who in addi-

tion to being an official is on the board of the swim club. “We’re not trying to catch or nail anyone, but to make sure everyone’s playing on the same field.”

Two seasons ago, he started umpiring in Little League, where Matthew is playing third base and pitcher. Training included four classroom sessions and two on-field clinics.

Good Little League umpires are hard to find, according to Williamson. He argued, in fact, that it can be more difficult to umpire in Little League than the majors,” because these kids do stuff that you can’t anticipate, and you have to know the right call to make.”

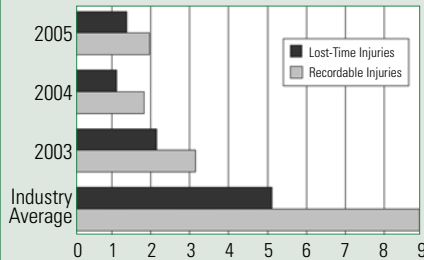
He joked that being an umpire “is a thankless job but it fits my personality . . . People yell at me here at Foss all the time, too, and it doesn’t bother me.”



Spotlight on Safety

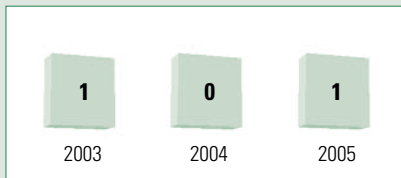
Injuries

Rate of recordable injuries per 100 workers, per year



- Recordable injuries are injuries requiring medical treatment.
- Lost-time injuries are injuries which cause a worker to miss time on the job.

Spills



- Spills reported are those occurring during oil cargo transfers.
- A spill is defined as any spilled material that produces a visible sheen on the water.

Rainier Shipyard is Already Safer With New Behavior-Based Program

Building on of the success of the Behavioral Safety Program at Foss Shipyard in Seattle, the company implemented the program at the Foss Shipyard in Rainier, Ore., last fall and is already reporting positive results.

A five-man steering committee consisting of **Tony Silva, Pete Nelson, Todd Hall, Brian Larson and Troy Schreiner** has been trained, and members began performing daily task observations on Oct. 15.

Foss Safety and Health Director **Mike Sutton** said the group almost immediately came up with “best practices” that are expected to make a number of tasks safer. They included use of improved protective screens for welding in confined work areas and a safer procedure for setting a new steel dock at the yard.

Behavioral Safety is part of an effort to enhance the safety culture component of the drive towards Operational Excellence. The program was implemented at the Foss Seattle Shipyard in 2004 and will take the

next step of implementation in the Foss fleet in 2006.

It focuses on human behaviors, rather than the working environment, to improve safety. Trained observers watch workers perform tasks, take note of safe and unsafe behaviors, and come up with corrective actions which lead to identifying best practices, which are the safest way to minimize risks.

Sutton credited Rainier Superintendent Silva and Shipyards Director **Jim Stewart** for their support at the Oregon facility. Stewart succeeded in obtaining funding for an improved crane and forklift and new steel docks, all of which enhance safety, and demonstrate management commitment to the safety culture, according to Sutton.

The Rainier yard, on the Columbia River across from Longview, Wash., is dedicated to new-tug construction. It has delivered three new Dolphin-class tugs, and four more are on order.

The yard employs about two dozen workers, and Sutton said the steering committee plans to train all of them to become observers.

The group almost immediately came up with 'best practices' that are expected to make a number of tasks safer.



People News

NEW EMPLOYEES

Jennifer Hendricks
Buyer, Seattle

David Hill
Director of Harbor Services and Regional Transportation

PROMOTIONS

Michael Port
Lead Machinist to Ship Repair Superintendent, Seattle Shipyard

RETIREMENTS

Skip Daigan
Mate, Marine Transportation

James Edwards
Engineer, Marine Transportation

Brian Gjerde
Captain, Marine Transportation

PASSINGS

Carl Ellefson
Retired Manager, Tacoma

Jerry Gooding
Retired Mate, PNW



Mike Stork Photo

Watching a Dance

*The Henry Foss, with Capt. **Bob Bezona** at the controls, executed a spin move on Tacoma's Sitcum Waterway for pupils in **Mike Stork's** first grade class at Artondale Elementary School in Gig Harbor, and for **Sylvia Wallen's** fourth graders. The harbor visit supplemented a maritime curriculum for elementary school pupils, which features a port handbook written by **Evette Mason**, Port of Tacoma Community Relations Coordinator.*



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