

Tow Bitts



Foss Shipyard Machinist **Gino Aiello**, left, torques a bolt holding one of four 31,000-pound, 30-foot-long thrusters to the barge *Marmac 12*. The thrusters will maintain the barge's position as it serves as a lifting platform for roadway sections of the new Tacoma Narrows Bridge. Holding the nut in place is **Terry Dawley**, rigger. At right is Superintendent **Greg Schaut**.

Foss Maritime is on Front Lines as New Suspension Bridge over the Tacoma Narrows Nears Completion

In a job requiring pinpoint barge positioning while handling roadway sections weighing up to 600 tons each, in June Foss joined the team that is piecing together the 5,400-foot span of the new Tacoma Narrows suspension bridge.

The 46 roadway sections, each about 120-feet long, have been under construction at Samsung Heavy Industries in

South Korea since 2004. They are coming to Tacoma in three shiploads, and the first arrived in early June.

Foss refitted the barge *Marmac 12* to carry the steel sections one-by-one from the ships to their pre-assigned positions under the bridge's main cables, where they will be hoisted into position, attached to vertical suspension cables

and bolted together.

Foss Shipyard outfitted the barge, chartered from McDonough Marine Services, with a computerized dynamic positioning system to hold steady in the tricky currents of the Narrows during the lifts.

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Spanning the Narrows

In a job that is just as impressive as it is complex, Foss is helping to build the span of the new Tacoma Narrows suspension bridge. A Foss tug and customized barge must maintain position within one meter while working with roadway sections up to 600 tons.

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Sakhalin Season Underway

Foss is back in the remote, storm-tossed environment of Sakhalin Island off eastern Russia for the third time in four years, delivering oil field modules for Exxon Neftegas, Ltd. The extreme conditions force the company to "plan for the worst and hope for the best."

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Safety Exec Plans to Make Waves

Susan Hayman, new vice president for safety, health and environmental services, says one of the main reasons she joined Foss was that she believed she could have an impact on the company. She's a Harvard MBA with a broad background in transportation.

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Pulling Together for a fallen Shipmate

When they learned that Deckhand **Jan Brodin** was buried in an unmarked grave, his shipmates at Foss in Long Beach pitched in for a headstone. Brodin was a tough-talking, soft-hearted Norwegian sailor, who also was said to have been quite the ladies' man.

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Booms Up, Job's Done

Foss Shipyard this spring raised the booms on two big Navy port cranes that had been at the facility since last September. It was a big job, involving lengthening the booms, widening the cranes' legs, and increasing their capacity.

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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) 281-3821/3958. *Tow Bitts* editor is Bruce Sherman, graphic designer is Barbara Edquist and coordinator of production is Gil Graham, Foss Vice President of Human Resources.



Moving into Marine Logistics is a Natural Progression for Foss



Gary Faber

By the time you read this issue of *Tow Bitts*, our 2006 sealift to Sakhalin Island off eastern Russia will be well underway. We are aiming for our third successful season moving oil field modules from Korea

to an Exxon Neftegas development site.

Our participation in this project on the remote and storm-battered island has not only taken Foss across thousands of miles of ocean, it has moved our business in a new direction that could have broad implications for our growth and future.

Our company today is uniquely positioned to become a world leader in marine logistics, the business of planning and managing complex waterborne movements of goods and materials for our customers.

We will still have our core business offerings of ship assist and other harbor services, as we do today, but those are mature businesses. Marine logistics has the most potential for us over the coming years.

Several factors coming into alignment give us cause for optimism.

First, in the United States, we have decades of experience with challenging cargo moves. Our marine transportation group, which has led the Sakhalin effort, is well known for success in handling big and heavy pieces, often in the difficult weather and sea conditions of Alaska.

Second, our success thus far on Sakhalin Island proves we can move these skills anywhere. And we're creating some important believers, including top Exxon officials who know better than anyone the hurdles we have faced while exceeding their expectations.

And third, demand for oil and the

resulting high prices are driving an unprecedented increase in the number of energy projects worldwide, many of them in harsh parts of the world much like those where Foss has earned its reputation.

I don't mean to suggest that our movement into marine logistics is a slam dunk. We will have formidable competitors, and while we know we can execute the jobs successfully, that's not enough.

Frankly, the companies running these big jobs want more than successful performance. Even more important to them is that their contractors be "zero-loss" operations with a goal of having no injuries or accidents. If that goal isn't more important than operational and economic achievement there's no place at the table.

As many of you know, striving for a zero-loss culture is part of our Operational Excellence Program at Foss. You will find articles elsewhere in *Tow Bitts* about that initiative and about **Susan Hayman**, our new vice president for safety, health and environment, who will further our progress toward zero losses.

When we make the culture shift that Susan will be pushing, while maintaining the performance skills that have brought us where we are today, Foss will move to the next level.

I believe it's a natural progression for our company.

Foss Plans to 'Pull Out Stops' To Meet 2006 Sakhalin Goals

A Foss fleet of tugs and barges began transporting oil field modules in early June from a staging area in Otaru, Japan, across 800 miles of ocean to the remote port of Chayvo on Russia's Sakhalin Island.

The sealift is the third in four years by Foss to the oil field, and the delivery schedule is compressed because Exxon Neftegas Ltd. wants the field to begin production by the end of the year.

"The customer has asked us to pull out all the stops and deliver all 12 modules before the beginning of the typhoon season," said Foss Executive Vice President **Gary Faber**. "They need 100 days from the time the last module is set in the field to deliver the first oil, and producing oil this year is a very important milestone for them."

The fleet includes five Foss tugs, the chartered barge *Beach Bear*, and a dredge from Manson Equipment in Seattle, all of which departed Puget Sound in March. Four tugs and six barges were chartered in Singapore.

Maintenance dredging began at Chayvo in May, and Foss landed the first module on June 9. Completion was expected July 15.

Operating in the remote, storm-tossed environment was expected to be as challenging as it has been in previous years. Faber said the company "plans for the worst and hopes for the best."

"All of our crews are aware that safety is more important than anything else," Faber said. "Completing the project successfully and on time are important, but not unless we do it safely."

Members of the Foss land-based team are:

Yuzhno, Sakhalin Island. **Irina Bryabrina**, office manager, and **Elvira Schatnaya**, assistant accountant. **Ben Warner**, project management team liaison.

Chayvo, Sakhalin Island. **Larry Johnson**, project director, **Herb Gazeley**, operations manager, **Dick Bibeau**, project manager, **Scott Newall**, cargo operations supervisor, **Al Warner**, barge master, **Joe Noverr**, safety/quality assurance, **Dan Brechtel**, safety/quality assurance, **Steve Osberg**, crane operator, **Jeff Schmitt**, port engineer, **Alex Krasnev**, safety/regulatory compliance officer, **Dmitry Klimko**, contract administrator.

Ulsan, Korea. **Rick Chalker**, project manager, **Keith Spearman**, cargo operations supervisor, **Susan Dyer**, senior administrator and **Andy Schwartz**, port captain.

Initial Foss vessel crews are:

Corbin Foss. Capt. **Nate Collar**, Mate **Jeff Coxwell**, Chief Engineer **Jim Greenlund**, Able-bodied Seamen **Tom Gray** and **Charles Still**, Ordinary Seaman **Nate Impson** and Cook **Chris Miller**.

Lauren Foss. Capt. **Lyle Akerlund**, Mate **Greg Johnson**, Chief Engineer **Steve Lunn**, Able-bodied Seamen **Les Holtzworth** and **Bob Wingle** and Cook **Leonel Bermudez**.

Emma Foss. Capt. **Brad Ragnone**, Mate **Tim Spencer**, Chief Engineer **Larry Hickman**, Able-bodied Seamen **Mike Helt** and **Craig Gilmore** and Cook **Dana Gumataotao**.

David Foss. Capt. **Gary May**, Relief Capt. **Todd Wilson**, Mate **Pat Kern**, Chief Engineer **Chuck Lott**, Able-bodied Seaman **Tom Lewis** and Cook **Steve Phillips**.

Kainani. Capt. **Mark McKinley**, Mate **Frank Huber**, Chief Engineer **John Hagey**, Able-bodied Seamen **David Floyd** and **Tyee Robinson** and Cook **Trevor Davenport**.



An oil field module makes a nighttime arrival in Chayvo in mid-June. Foss plans called for delivery of 12 modules this season.

Were Pirates Stalking Lauren In the South China Sea?

The *Lauren Foss* is believed to have had a close call with pirates while traveling with another tug across the South China Sea in April.

Capt. **Lyle Akerlund** said the other tug, the *Salvision*, reported seeing a fast-moving boat approaching the *Lauren*. Both tugs are assigned to the Foss Sakhalin Island Sealift and were traveling from Singapore to Ulsan, Korea, with chartered barges.

Akerlund had the crew dog all the hatches and turned on his flood lights. During a sweep astern with his search light, the captain saw the approaching speedboat, which veered away quickly.

"We may have been fortunate to have traveled in convoy," said **Larry Johnson**, Foss director of international operations and joint ventures.

Executive Vice President **Gary Faber** said, "Sounds like a little planning and basic security went a long way."



The *David Foss* guides a barge carrying an oil production building into the Chayvo June 12.

Ben Warner, James Robinson Photos

Narrows Bridge Project

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The roadway assembly is the final phase of construction of the bridge, scheduled to open in July 2007.

Foss has been in on the project since the beginning and has participated in a couple of its milestones, including positioning the huge “caissons” that formed the bases of the bridge towers and helping contractors string pilot lines for the main cables.

The roadway project began when the first Dockwise heavy-lift ship carrying roadway sections moored to four anchors set under the bridge by General Construction, a Kiewit affiliate.

The roadway sections are being hoisted from the ships with cranes attached to the bridge cables. Then the ships are being shifted out, the *Marmac 12* is being positioned under the suspended roadway section, and the panels are being lowered onto the barge.

With assistance from a tractor tug,

the barge is then moved to the spot from which the panels are hoisted into their final positions. **Steve Kimmel**, Pacific Northwest port captain who is coordinating the job for Foss, said holding the barge’s position during the lifts is the most challenging part of the project.

Because of the weight of the panels and their potential to swing, the barge can’t move more than a meter in any direction during the lift. Holding that position is complicated by the strong tidal current in the Narrows, which can swirl at up to 8 knots. The water often moves even at slack tide, when the lifts will be executed.

“Basically, the tide is running the whole time in the Narrows,” Kimmel said.

The dynamic positioning system is powered by thrusters, one on each corner of the barge. The drives rotate independently, directing thrust in any

direction, and they are linked to a computer that keeps them working together to keep the barge in position.

“The bridge is made to hold everything in a vertical position, so if you start pulling sideways you’re likely to start pulling things apart,” Kimmel said. “If you’re not within that one-meter range, if you stray to one side, the panel is going to swing when you lift it.”

Positioning the roadway sections will take about three months.

Most of the barge modifications were performed at the Foss yard on the Lake Washington Ship Canal. With the drives, however, the barge would have been too wide to move through the Hiram Chittenden Locks into Puget Sound, so Foss workers moved the barge to Northland Marine on the Duwamish Waterway to install them.



The heavy-lift ship Swan arrives in Tacoma’s Commencement Bay on June 8, carrying the first of three loads of roadway sections for the new Tacoma Narrows suspension bridge. Most of the sections are 120 feet long and weigh 450 tons, but the heaviest weigh about 600 tons.

Q & A With Susan Hayman

New Safety Vice President Declares That 'Zero Loss' Is an Attainable Goal for Foss

When a high school counselor suggested to **Susan Hayman** that she apply to the U.S. Merchant Marine Academy at Kings Point, N.Y., she had never even seen a ship, and no one in her family had ever been to sea. But the kid from upstate New York decided to give it a shot. In 1976 she entered the academy following a Congressional mandate to permanently open its doors to women.

Today, 26 years after her graduation, Hayman is starting out in a newly-created position at Foss as vice president for safety, health and environment. The company added the executive-team job as part of its effort to increase the focus on moving toward a "Zero-loss" environment.

Between the academy and Foss, Hayman went to sea with Exxon Shipping, got an MBA degree at Harvard, and then held a variety of jobs in the transportation industry, both domestic and international.

She was a strategic planner for railroad company CSX and worked 10 years for Matson, rising to the position of terminal manager and area manager in Southern California.

To satisfy her desire for international experience, she went to work for American President Lines where she became operations vice president for Europe, vice president and area manager for central Europe and global vice president for port and container security. In 2002, she was called to active duty in the Navy, before rejoining APL as global vice president for environmental affairs.

Hayman left APL in 2004 and went to work as a consultant for Sandia National Laboratories, lending her maritime expertise to the lab's effort to improve port security technology. She then worked under contract for the Port of Boston, as Deputy Port Director focusing on productivity improvements at the Port's container terminal.



Susan Hayman is graduate of the U.S. Merchant Marine Academy, has an MBA from Harvard, and has broad management experience in the maritime industry.

In an interview with *Tow Bitts*, Hayman discussed her career, her decision to come to Foss and her general views on safety and environmental protection.

Tow Bitts: What made you decide to come to Seattle and join Foss?

Hayman: Foss struck me as the right size and with a corporate culture that would allow me to make a contribution. My background is more in environment and security work, so adding the safety and quality elements was appealing to me.

Tow Bitts: What are your general views of environmental improvement in the maritime industry?

Hayman: It's all about air and water. Those are going to continue to be the major issues on the environmental side. We as an industry need to clean up, and we need to work with the regulators to make sure we're working on solutions that make sense. The solutions tend to be more technically complicated than they are in other areas the regulators deal with, so part of it is an education process. The more understanding you can get, the better off you are.

I think there is a sincere desire for improvement on the part of the industry. We all have to work in this environment. We all want clean water and want to breathe clean air. At the same time, there's no silver bullet to any of these solutions and the issues tend to be very complicated.

Tow Bitts: What about spills?

Hayman: Our goal is zero. If people are following what they're supposed to be doing, there's no reason to have a spill. I don't buy into the idea that things happen. That's why we have procedures, and that's why we have training. I sailed on tankers and my worst nightmare was a spill. +You have to be ever vigilant – that's your job. I don't think there's any excuse for spills, quite honestly, and we have to do our part in making sure the equipment is right, we have the right preventive maintenance in place and that people have the training they need. These elements can always be improved upon – but there's no excuse for oil spills.

Tow Bitts: Does the same apply to other kinds of accidents?

Hayman: Gary (Faber, executive vice president) said when I was interviewing that the tug and barge industry is kind of a contact sport. There are definitely challenges, but again we have a goal of zero, and I do firmly believe that's attainable. If you look at companies that focus on the safety of incidents, you see a continual downward trend, and that's where we have to be. It's one of those things where you never throw up your hands and give up and say we're always going to have accidents. No. We have to achieve a culture of safety built on a solid foundation of our safety management system. We

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Skippers Challenged to Ask: 'How Can We do it Safely?'

Foss is close to being a “world-class” company, but making the leap into the elite ranks will require continuous improvement in the area of measurable leading indicators, such as vessel visitations and job safety assessments, according to **Scott Merritt**, senior vice president for harbor services and regional towing.

“Our goal is to align and partner with companies that offer world-class services,” said Merritt, listing current partners such as Chevron, Teck Cominco, BP and Exxon Mobil International. “These companies are demanding that we improve, but most importantly, we should improve because we value the people we work with.”

Merritt made the remarks at a late-February meeting in Seattle, attended by a cross section of employees from all four West Coast regions. At the meeting, executives discussed the company’s high-priority Operational Excellence Program.

Operations Vice President **Bruce Reed** led the session that focused on the results of last year’s regional OE meetings, communication and implementation strategies and the important next steps.



The calls for improvement are coming in spite of the fact that Foss loss rates have consistently been below industry averages. Some in the industry, according to Merritt, view Foss as a “legacy” company, where decisions and change come slowly.

“I look at our legacy as a positive thing, and I want my legacy to be that I helped to make this a better company when I was here,” Merritt said.

“I think that’s what all of you want.” He called on those at the meeting, many of them tug captains, to help drive the company toward a goal of zero losses, changing processes where necessary, looking out for unsafe behaviors, and encouraging their subordinates to do the same thing. “We can’t do it from my desk down the hall or Bruce’s, because we’re not doing the work out there,” Merritt declared.

“Every Foss employee will need to embrace a “safety first” culture.”



Bruce Reed leads a meeting on the Operational Excellence Program in Seattle in late February.

Foss, he said, has historically been known for its “Always Ready, can-do attitude.”

“But what we haven’t been challenging ourselves enough on is, ‘How can we do it safely?’” Merritt said. “How can I put safety first and still be the company that can do those tough jobs?”

Reed said, “The overall intent here is that you guys are going to help us make the company better. You can make it better for you and for your career going forward, and Operational Excellence will help us achieve that.”

Hayman

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need to continually improve the safety, quality and environmental elements of our safety management system.

It’s not just about keeping up with the regulations. It’s about having an attitude that I’m going to do this safely first, and you’re always looking at what you’re doing and asking if you are doing it in a safe way. You have to look at your safety behavior and that of your teammates. It’s not something you just do when a new regulation

comes out or someone comes down for an audit. It’s something you do continually.

Tow Bitts: Do you think that the goal of zero losses is attainable?

Hayman: If you start approaching every task with safety in mind and looking out for each other all the time, we can do better and we have to do better. We can get to zero but it’s going to take a lot of work from everybody.

We have to look at continuous process

improvement and sharing best practices both within the fleet and with external organizations. I believe the best ideas for improvement are going to come from those people who are working these boats every day so feedback is critical to our success.

Senior management has made it very clear to me that they are committed to this goal of zero loss as am I.

Shipmate Finds Jan Brodin in Unmarked Grave; Foss Long Beach Team Chips in for Headstone

When **Lorna Roberts** went to pay her respects to longtime friend and shipmate Jan Brodin last year at Santa Ana Cemetery, all she found was an unmarked grave.

“I said to myself, ‘This is awful,’” recalls Roberts, an able-bodied seaman, as was Brodin, for Foss in Southern California. “But I got my tax refund, got a photo of him, and paid \$689 for a tombstone.”

Morgan Foss Capt. **Donn Dill**, another of Brodin’s close friends, suggested that Roberts pass the hat, and others at Foss readily chipped in for the marker. It bears an etching of a photo of Brodin taken aboard the tug *Peter Foss* as it passed underneath the Golden Gate Bridge.

The Norwegian-born Brodin, a naturalized U.S. citizen, was a hulk of a man who stood well over six feet tall and was known for his “short temper and warm heart,” said Roberts.

“He was just so caring, and he was like a big teddy bear,” Roberts said. “He was a very simple but a very classy person who lived a simple life. And he also was quite the lady’s man”

How he ended up in the unmarked grave isn’t entirely clear.

Brodin, 66, died in 2003 of an apparent heart attack in his Sunset Beach apartment, where he was discovered by a Foss co-worker, Engineer **Merle Norquist**, after failing to show up for work. Brodin was unmarried and lived alone, and authorities apparently had trouble locating any family members.

A son was last reported living in Tahiti.

Foss paid for a memorial service at the Norwegian Seamen’s Center in San Pedro, but the official search for relatives apparently delayed internment.

As time passed, co-workers wondered what had happened to Brodin. Capt. **Joe Rock** contacted authorities, who provided the



Jan Brodin passing under the Golden Gate Bridge on the tug Peter Foss.



This headstone marks Jan Brodin’s grave at Santa Ana Cemetery.

location of the burial site.

Brodin is believed to have joined the Norwegian Navy when he was 16 and served in the submarine fleet aboard a boat

whose name, translated into English, was, “*We come unseen.*” He then traveled the world as a merchant mariner before landing in the United States.

He sailed with Chevron and joined Foss predecessor Pacific Towboat & Salvage in the late 1970s, crewing on offshore towboats for a number of years. His last assignment was on the tug *Pacific Spirit*.

Dill described Brodin as “a legend that will never be forgotten.”

“This hard-working, hard-headed, loud, jovial, emotional character loved his career as a professional seaman and wasn’t afraid to let others know,” Dill said. “Behind his large, rough stature

and thick Norwegian accent . . . was a big loud teddy bear of a man with a whole lotta heart.”

Dill noted that Brodin was famous for firing off “one-liners,” such as, “Back off, Mack, I’m hot,” and his reference to captains as “wheelhouse cowboys.”

Roberts said she wasn’t surprised that people at Foss eagerly contributed money for the headstone, because Brodin was so well-liked “But it made me happy that people were coming in left and right,” she said.

As for the burial site, Roberts said Santa Ana Cemetery is a “beautiful place,” well-kept and old, with a number of Civil War veterans buried there.

“But I know he’d rather be in the ocean, which was his home away from home,” Roberts said.

Lightening Barges Get an Extensive Overhaul Before 17th Red Dog Season

The specialized ore-lightening barges *Noatak* and *Kivalina* underwent extensive maintenance at Foss Shipyard this spring in preparation for Foss' 17th season at the Red Dog Mine in the Alaskan Arctic.

The annual northbound flotilla of four tugs and the two barges headed for Red Dog in mid-June. The barges carry ore from the shallow waters of the Red Dog Mine Port to bulk carriers at anchor.

Ship Repair Superintendent **Greg Schaut**, who was overseeing the barge maintenance work, said it included replacing conveyor belts that carry ore from the storage areas on the barges and through the booms that carry it to the ships.

Craftsmen also performed routine repair and replacement of under-deck steel that was fractured or otherwise damaged. In addition, the loaders (two on each barge) used to feed ore into the conveyor systems were removed for repair.

Marine Personnel Manager **Norm Manly** said Red Dog crews, some of them not yet full at press time, included:

- *Iver Foss*. Capt. **Jay Justus**, Mate **Nate Jansma**, Engineer **John Smith**, Able-Bodied Seamen **Steve Winter** and **Andy Warfield** and Cook **Greg Rankin**.

- *Jeffrey Foss*. Capt. **Lars Hadland**, Mate **Jeremy Ritchie**, Engineer **Jeff Durette** and Cook **Ron Wolf**.

- *Sandra Foss*. Capt. **Jeff Crooks**, Mate **Garth Henry**, Engineer **John Wade**, Ordinary Seaman **Steve Warrick** and Cook **Doug Bender**.

- *Stacey Foss*. Capt. **Stan Stromme**, Mate **Troy Irving**, Engineer **Dave Atkins**, Able-Bodied Seamen **Nate Nelson** and **Don Johnson**, Ordinary Seaman **Steve Creech** and Cook **Hugo Padilla**.

- Capt. **Paul Wooden** will again work on shore as the vessel operations manager, **Dave Buckley** will take over as manager on lightening operations and Capt. **Jack Finney** and Mate **Scott Olson** will be rover officers.

Barge Crews are:

- *Noatak*. Discharge Superintendent **Bob Rowan**, Loader Operators **Chad Yates** and **Chris Tarte**, Rover Mechanic **Bogdan Fetsek**, and laborers **Devon Johnson** and **Brett Pruett**. Also, Load

Crew Supervisor **Ricky Sockpick** and laborer **Lowell Ramoth**.

- *Kivalina*. Discharge Superintendent **Don Daigle**, Loader Operators **Ed Goebel** and **Carl Horten**, Rover Mechanic **John Routh** and laborers **Vitali Fetsek** and **Jeremy Miles**. Also, Load Crew Supervisor **Mike Miller** and laborer **Jason Hagey**.

- Third Barge Crew. Discharge Superintendent **Roger Fallon**, Loader Operators **Calvin Clark** and **Shane Kennedy** and Rover Mechanic **Neftali Alas**.

- Shoreside Maintenance Crew. Superintendent **Travis Barrett**, Millwright **Patrick Thornton**, Electrician **Stan Tidyman** and Dispatcher **Tyler Bailey**.



Ship Repair Superintendent **Greg Schaut**, left, supervises at Foss Shipyard as workers install the new "pocket belt." With him are barge crewmembers **Brett Walker**, turning the wrench, and **Bogdan Fetsek**, center, and Rigger **Ramone Johnny**, right.



A Ness crane lowers a new "pocket belt" into position at the top of the elevator tower of the lightening barge *Noatak*. The belt distributes ore to the barge's boom conveyor system.

Industry Groups are Heaping Honors On *Justine Foss* For Heroic Rescue off North Carolina last January

The awards are piling up for the crew of the *Justine Foss*, following their heroic efforts in saving five crewmen from a sinking tug off the North Carolina Coast on January 18.

Capt. **Sam Nelson** on June 1 accepted the Seamen's Church Institute of New York and New Jersey Lifesaving Award. The presentation was made at the groups 29th Annual Silver Bell Awards Dinner in New York City.

On March 20 at the Connecticut Maritime Association SHIPPING 2006 Conference in Stamford, Conn., the American Salvage Association presented its Rapid Response Award to the *Justine*.

Foss Marine Transportation Sales Director **Paul Gallagher** accepted the award on behalf of the crew. He is secretary-treasurer of the salvage association.

On June 9, the Chamber of Shipping of America gave the *Justine* top honors in its Ship Safety Achievement Award Program. **Don McElroy** Foss senior vice president for Marine Transportation, accepted the award at a luncheon in

New Orleans.

In addition, the *Justine Foss* has been awarded the Pacific States British Columbia Oil Spill Task Force Force's highest award, the Legacy Award, which will be presented to Capt. Nelson on behalf of the whole crew in San Diego July 20.

The *Justine Foss* was traveling light to Philadelphia to pick up a tow when the 130-foot tug *Valour* reported that it was taking on water.

The *Justine* braved 15-foot seas and 50-knot gusts to arrive at the scene in about two hours, saving the five crewmen before retrieving the loaded oil barge that the *Valour* had been towing.

In addition to Nelson, the *Justine's*



Capt. **Sam Nelson**, right, and his wife **Laurie**, with Adm. **Thad Allen**, U.S. Coast Guard Commandant, at the Silver Bell Awards Dinner in New York City on June 1.

crew included Mate **Roger Norris**, Engineer **Craig Stambaugh**, Able-Bodied Seamen **Glen McVicker** and **Davis Floyd**, and Cook **Rodger Felton**.

Salvors Pull Together through Trade Group to Help Regulators Learn the Complexities of the Industry

Foss and other companies that participate in the salvage industry are pooling their expertise to offer courses in marine salvage response for representatives of the U.S. Coast Guard and other regulatory agencies.

Organized by the American Salvage Association (ASA), a trade group, the three-day courses cover such topics as vessel strandings, pumping of fuel oil, stability calculations and incident command. A section on tugs also is part of the course and was written by Foss Marine Transportation Sales Director **Paul Gallagher**, who is secretary-treasurer of the ASA.

The courses have been held in New Jersey, Pennsylvania and in Tacoma in February. A fifth session is scheduled in June for the Coast Guard's Pacific Strike Team, an emergency response unit.

"The idea is to help people in these

regulatory agencies understand how complex vessel salvage can be," Gallagher said, noting that the industry decided a couple of years ago to collaborate on the program rather than compete for the training business.

"We decided to work with one single voice to help them understand the issues we face as an industry, rather than having them get it from one company," Gallagher added. "When we have an emergency we have a variety of companies involved as well."

Students at the Tacoma course included 19 from the Washington State Department of Ecology, two from the California Office of Spill Prevention and Response and one each from the Coast Guard in Hawaii and the Pacific States Oil Spill Task Force.

Participating companies, in addition to Foss, included Crowley Marine,

Global Diving and Salvage, Resolve Marine Group, T & T, Bisso Marine, Marine Pollution Control and Donjon Marine.

Gallagher said the tug module covers services performed by tugs, rigging and other equipment used to connect tugs with their tows, and calculations required to determine the size of the tug needed for a particular job.

In addition to their classroom work, the Tacoma students got a first-hand look at two tugs from Foss and one from Crowley.

"The crews of the *Wedell Foss* and *Henry Foss* did an outstanding job giving an orientation to these people, many who had never been on a tug before," Gallagher said. "They also took them out and showed them what a boat can do."

Annual Seattle Tugboat Races: Serious Business

If you think the crews don't take the annual races along the Seattle waterfront seriously, think again.

On the *Sidney Foss*, several hush-toned meetings in the pilot house between Capt. **Jack Finney** and chief engineer **Kelly Madsen** told the story, as did Finney's careful jockeying for position before the start of the unlimited class,

He was going for the poll position on the right side of the starting line, which in the past has been the favored position of perennial winner *Hunter*, from a competing company. This year's races were on May 6.

"They always make sure they're light on fuel – they go very fast," said Finney conceding that his own tug also was light, yet to fuel up for a trip to Alaska that began the following day.

Also telling was the look of determination on Finney's face as the starting signal sounded and he pushed the *Sidney's*

engines to 900 RPMs, the maximum safe speed. The spray coming over the *Sidney's* bow, combined with the boiling wakes that seemed to turn Elliott Bay into a sea of foam said this was

more than your everyday run up the waterfront.

In the end, the *Hunter* won, as usual, with the *Drew Foss* finishing second and the *Sidney* fourth. The *Shelley Foss* won Class 2.

The Foss team of **Carl Horton**, **Chris Torte**, **Steve Cheech** and **Jason Hudkins** won the survival suit race. A Propeller Club team including Foss' **Jim Peschel** finished second.

At the end of the day, as the tugs returned home after the race, a yachtswoman could be heard over the VHF radio complaining about all the wakes.

"That was a tug race, pal," one of the tug skippers (not from Foss) chirped back. "Maybe you should put that baby back on the trailer."



Rod Hoekstra Photo



Mike Stork Photo



Mike Stork Photo

- 1 Capt. Jack Finney strikes a serious profile as he drives the *Sidney Foss* to a fourth-place finish in the Class 1 race.
- 2 The winning crew on the *Shelley Foss* was, from left, Capt. **Joel Russell**, Cook **Mike Brown**, Second Capt. **Eric Skewis** and Deckhand/Engineer **Tim Collins**.
- 3 The *Shelley Foss* cruises to victory in the Class 2 competition at Seattle's tug races.
- 4 **Jan Holmer**, a guest on the *Sidney Foss* for Seattle's Maritime Day celebration and tug races, snaps a photo of the downtown skyline as another tug passes. In the background at right is **Gerry Meehl**.
- 5 Capt. **Jack Finney**, left, wearing cap, and Senior Vice President for Marine Transportation and Petroleum **Don McElroy**, in white shirt, lead a safety meeting before the *Sidney Foss* leaves its berth.
- 6 **Amber Smith** of Todd Pacific Shipyards fends off the spray on the *Sidney Foss* as the tug cranks it up at the start of the Class 1 event at Seattle's annual tug races May 6.



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Ship Canal Cleanup



Tina Wissmar, left, and Lisa Sulock worked the north shore of the Lake Washington Ship Canal.

A 13-person team from Foss joined 94 other volunteers to pull eight dumpsters of debris from the Lake Washington Ship Canal on May 20 in Seattle.

The annual canal cleanup is sponsored by the Seattle Marine Business Coalition. At least 10 have been held previously, and the coalition says the bounty of trash has been trending down over the years.

“The amount of trash is laudably lower,” said **Lise Kenworthy** of the

business group. “We’re raising community consciousness, and we were definitely dealing with some cumulative stuff in the beginning.”



Camden Osbjornsen, 6, and her dad Tracey.

Foss Shipyard Office Administrator **Mindy Osbjornsen** is one of the event’s organizers and this year was in charge of vessel recruiting. A total of 35 boats carried the trash hunters in the target area, between the

Hiram Chittenden Locks and the Fremont Bridge.

Veteran San Francisco Captain Receives Top Mariner Award

Capt. **Jim Halloran**, a 30-year veteran on Northern California waters, received a Top Mariner award in April for leading the San Francisco Bay Area group’s successful effort to certify its vessels and crews under International Safety Management Standards.



Capt. Jim Halloran, left, and Foss Bay Area Regional Director Tim Engle.

Halloran worked closely with the shore management team to establish a plan of attack, set a timetable, and prepare the vessels and their crews for the rigorous inspection process by representatives of the American Bureau of Shipping.

Foss received certificates of compliance for all seven vessels and their crews prior to the Feb. 28, 2006, deadline.



Members of the Foss team in the annual Lake Washington Ship Canal Cleanup were, from left, Megan Sweeney, Lisa Sulock, Tina Wissmar, Mindy Osbjornsen, Hannah Stephens (daughter of Andy Stephens), Bob Wilkinson, John Crawford, Anita Crawford (John’s wife) and Andy Stephens. Not in the photograph were Osbjornsen’s daughter, Camden, 6, her husband, Tracey, and her parents, Mark and Nancy Cohen.

Offshore Lightering Safety Performance Earns Praise For Foss in Long Beach from Chevron Shipping Co.

Continuing efforts to improve maintenance and operations procedures helped Foss finish the first year of a contract with Chevron Shipping's Pacific Area Lightering (PAL) program without a single injury or accident.

Under the contract, Foss supplies personnel and maintains equipment Chevron uses to lighter oil from big tankers to smaller ones about 50 miles offshore.

The larger vessels are Ultra Large Crude Carriers (ULCCs) and Very Large Crude Carriers (VLCCs) up to 1,350 feet long and 215 feet wide, with a draft of as much as 75 feet, making them too big to dock in Southern California or at any West Coast ports.

Included in the equipment maintained by Foss are the "Yokohama Fenders" (manufactured by the Yokohama Rubber Co.) used to keep the tankers apart during lightering operations, undertaken while the ships are underway. The rubber bumpers are 30 feet long, 16 feet in diameter, covered with tires and filled with compressed air.

Foss also services lightering gear including all the lines and grommets used to tie up the ships, and Foss operates a tender it uses to carry lightering

masters and lightering engineers to the off-loading sites. The lightering engineers, who hook up the hoses used for the oil transfers, are the same Foss employees who maintain the equipment.

Paul Hendriks, superintendent of the operations for Foss, said the maintenance work includes "a lot of lifting and falling hazards, plus a lot of burning and torquing."

Recent improvements in maintenance procedures at Foss include changes in rigging technique that allow men to stand on the ground when they are hooking the Yokohama Fenders to the crane.

"We used to climb on top of them," Hendriks said.

As for the transfer operation itself, Chevron and Foss recently held a first-



About 50 people from Foss and 15 from Chevron Shipping attended a barbecue in early April hosted by Foss to recognize an injury- and accident-free year at Chevron's Pacific Area Lightering operation.

ever full-scale drill at the lightering site, which included deploying containment boom. The U.S. Coast Guard, the California Department of Fish and Game and the State Lands Commission also participated.

Matt Brown, Southwest operations manager for Chevron Shipping, said his company and Foss have a strong partnership.

"We are very happy to work alongside Foss because their attitude toward safety and the environment is very similar to ours," he noted. "We both value safety and the environment more than any economic driver, which we have to do in our industry these days."

Mike Miller is Chevron's port captain.

Key Foss employees on the lightering operation include Lightering Engineers **Michael "Howie" Howerton** (foreman), **Terry Roland**, **Troy Jones**, **Jeramie Verhelst**, and **Robert Willis**.

The tender crew includes Captains **Jeff White** and **Joe Mayer**, Chief Engineer **Tom Summers** and Deckhands **Steve Phifer** and **Vince Pereira**.

The lightering operations are underway 16 days out of every month. Chevron employs two permanent lightering ships to carry the oil ashore. Each is 950 feet long.



A big "Yokohama Fender" used to keep tankers apart during lightering is lifted onto the pier by Foss in Long Beach. Foss personnel maintain the fenders and other lightering equipment for Chevron Shipping.

CSR Juggles Three Salvage Jobs in a Single Weekend

A busy weekend at the end of March saw the Foss Columbia Snake River group stretched with three separate salvage operations, including helping to free the 360-foot passenger ship *Empress of the North* from a sand bar near Washougal, Wash.

The tugs *America* and *P.J. Brix* were dispatched to the scene of the grounding to assist Fred Devine Diving and Salvage of Portland. The ship, a stern wheeler, grounded on a sand bar about 360 yards from the river shore March 24, and all 260 on board were evacuated safely.

Crews pumped about 20,000 gallons of diesel fuel from the ship to make it easier to refloat.

Meanwhile, the tug *Howard Olsen* was assisting a 600-foot freighter, which had lost its main engine, off the Oregon

Coast. Once the ship's engine was restarted, the tug escorted it across the Columbia River Bar to an anchorage.

From there, the *Howard Olsen* was dispatched to Waldport, Ore., about 150 miles south of the mouth of the Columbia, to help free the beached fishing boat *FV MY Toi*. Fred Devine, with Salvage Master **Mick Leitz**, also brought Foss onto that job.

CSR Port Captain **Mike Walker** credited customer service representatives **Stu Sanborn**, **Jim Everman** and **Burke Cummings** in Portland for their work in



Burke T. Cummings



Jim Everman



Stuart M. Sanborn

organizing the salvage jobs.

"It was a job well done," Walker said. "Being that it was a weekend, it was quite a logistical challenge for dispatch to get people and boats all lined up and going in their respective directions on such short notice."

Tense Moment as Chinese Crane Ship Sails Under Bridge over Columbia River in Longview, Wash.

It's always a media event when container cranes arrive, and a specialized ship delivering five ship-to-shore behemoths drew the usual attention this spring when it sailed into Seattle and Portland. Foss assisted with both arrivals.

The *Zhen Hua 1* sailed from Shanghai with five cranes on Feb. 23. It arrived on April 2 in Seattle, where four of the Super Post-Panamax models were delivered to SSA Marine at Terminal 18. The ship entered the Columbia River on April 27 and arrived at the Port of Portland's Terminal 6 on April 28.

A tense moment was reported when the ship passed under the Lewis and Clark Bridge on the Columbia River at Longview, Wash. Port of Portland spokesman **Eric Hedaa** said a crewman on the top of the crane could touch the bottom of the bridge as the ship made its way upstream.

The Seattle cranes are slightly larger, able to reach across 22 containers, than the Portland cranes, which are 18-wide. All of the cranes stand about 250 feet tall to the apex and 381 feet with the booms up following installation, but the Portland crane was 50 feet shorter on the ship to enable passage under the bridge.



With the *Daniel Foss* assisting, the *Zhen Hua 1* approaches the Astoria Bridge over the Columbia River on the way to the Port of Portland.

Crew Completes Nine-Month Overhaul of U.S. Navy Cranes

Two re-fitted cranes were rolled onto a barge at Foss Shipyard recently and delivered in separate trips to the U.S. Navy in Bangor, Wash. where the beefed up machines will be used to load cargo onboard submarines.

The lengthened and structurally modified booms of the portal cranes were lifted into place April 3 at Foss Shipyard as the major overhauls neared completion.

The booms, weighing approximately 44 tons, were extended 40 feet to a total length of 173 feet as part of the job.

The work also included widening the base of the cranes from 20 to 30 feet and increasing their capacity from 60 tons to 85 tons. Ship Repair

Superintendent **Danny Gipson** oversaw the project.

Previously in use at the Puget Sound Naval Shipyard in Bremerton, the cranes arrived at Foss last September.



Rigger Foreman **Jim Mosman**, foreground, looks on as one of the cranes is tested with a 160,000-pound weight.



Members of the crew that worked on the cranes were, from left, **Lloyd Priest, Brian Johnson, Jim Mosman, Van Vorwerk, Robert Pagan, Mark Inabnit, Lance Mulvaney, Gloria Guerra, Greg Jordan, Greg Mankertz, Mike Prince, Ron Becker, Jim Leupold, Danny Gipson** and **Warren Snider**.

Shipyard Team Heads to Norfolk for another Crane Re-fit

For the sixth time in as many years, Foss has been hired to help overhaul a rotating, 100-ton capacity crane used by the U.S. Navy at one of its shipyards.

The floating crane is at Norfolk Naval Shipyard in Virginia, where Foss worked on two similar cranes three years ago. Foss previously overhauled two of the cranes in the Puget Sound area and one in Hawaii.

"We've become the go-to company when it comes to these floating yard cranes," said **Van Vorwerk**, project manager.

As with the previous jobs, Foss will jack up the 400-ton upper section of the crane, including the machinery house, cab and boom, and remove the main rotation bearing. Another company will then machine the bearing surfaces and Foss will install a new bearing, supplied by the Navy.

Norfolk's rotating crane is a different classification than the Navy portal cranes, modified over the last nine months at Foss shipyard.

Foss sent a six-man team to Virginia to begin the job on July 17. It is

scheduled to be completed on Aug. 25.

Danny Gipson will be the superintendent and **Jim Leupold** will be assistant superintendent. **Jim Mosman** will be lead rigger, and the team also includes machinists **Greg Mankertz** and **Ken Purtteman**. **Lloyd Priest**, a retired Foss employee, will return temporarily as technical advisor.

The prime contractor is **Elliott-Lewis Corp.**

Henrietta 'Tooty' Foss Was a Strong Advocate For Special Education and Special Olympics

Henrietta "Tooty" Foss Hager, granddaughter of company founders **Thea and Andrew Foss**, died April 22 in Bend, Ore. Mrs. Hager, who in her youth was an accomplished ski racer and later a strong advocate for special education and Special Olympics, had suffered from congestive heart disease for several years.

She was born in 1926 in Tacoma, daughter of **Agnes and Henry Foss**, who at the time was secretary-treasurer of the company. She was a 1943 graduate of Tacoma's Stadium High School and attended Bennington College in Vermont.

At Bennington, Mrs. Hager honed her skiing skills and later worked out with the U.S. Olympic Team as it trained for the 1945 games, which were cancelled.

After working for her father at Foss, she married **Richard Hager** in 1953. Daughter **Shannon** was born in 1954, and the family moved in 1957 to Honolulu, where son **Andrew "Sam"**

Hager was born in 1961.

In addition to her advocacy for special education and Special Olympics in Hawaii, Mrs. Hager was active in the Garden Club of Honolulu, the Junior League and other charitable organizations. She also was a talented golfer.

After her husband died in 1992, Mrs. Hager moved to the Big Island of Hawaii, where she lived for 10 years before moving to Bend to be closer to her daughter and son.

She is survived by her children, **Shannon Bauhofer** and **Sam Hager**; grandchildren **Kelly, Lindsey** and **Morgan Bauhofer**; five nieces and two nephews. Services were held in Bend and at the Working Waterfront Maritime Museum in Tacoma.

Donations may be made to Art in Public Places, 511 NW Drake Road, Bend, Ore. 97701, or to Hearty Plant Garden Club/Bend, P.O. Box 7012, Bend, Ore., 97708.



Meeting Sen. Murray

*Alvin Garcia, son of Foss Senior Payroll Clerk Nancy Garcia, was photographed with U.S. Sen. **Patty Murray** in late May during a trip to Washington, D.C. by students in the Ballard Maritime Academy at Ballard High School in Seattle. The five students on the trip also visited the headquarters of the National Oceanic and Atmospheric Administration, where they made a presentation on their school-within-a-school. Alvin, 17, will be a senior in the fall and hopes to attend California Maritime Academy. His younger brother, **Nevin**, 15, a junior next year, also made the trip to Washington.*



Mike Stork Photo

*Henrietta "Tooty" Foss Hager, second from left, posed in 2001 on her namesake tug, a boat that is now restored and privately owned by one of the company owners. With her are, from left, now-retired Henry Foss Capt. **Jim Fox**, Hager's daughter **Shannon Bauhofer**, **Grace Bauhofer**, Shannon's husband **Don Bauhofer**, and Hager's son **Sam Hager**. Grace Bauhofer is Don Bauhofer's mother.*

Satisfaction Guaranteed

If you are doing the same things this year that you did last year, you're probably losing ground.

From Satisfaction Guaranteed By Byrd Baggett

New Sales Vice President Hopes to 'Revitalize' Brand

David Hill, a 23-year veteran of the transportation industry, who joined Foss in October 2005 as director of sales for Harbor Services and Regional Towing, has been named vice president of sales and marketing.

Hill, 45, is a native of the Seattle area who most recently was director, international freight services, for APL Logistics.

The new sales vice president says his strengths are in project management, key account planning, brand strategy and marketing management.

"My attraction to Foss was that it is a Seattle-based company seeking to grow and expand while also bringing discipline to its marketing and customer relations," Hill said. "Also, Foss is and continues to seek improvement through its Operational Excellence Program, and has a strong commitment to safety, having top-notch equipment and maintaining an experienced group of employees."

Hill is a graduate of North Park University in Chicago where he earned

a bachelor's degree specializing in business communications and Scandinavian studies. After graduation, he spent several years working for the U.S. Embassy in Sweden before returning to Seattle and opening up an office for China Ocean Shipping Company (COSCO).

During his tenure as customer service manager in Seattle for COSCO, the line began regular container service to Seattle in 1986 following the normalization of trade between the United States and China.

After COSCO, Hill spent 14 years with a freight forwarding, customs brokerage and warehousing company, which through a series of acquisitions became part of FedEx Trade Networks, where he worked as director, route development, before joining APL Logistics.

Hill, whose father was a Boeing executive while his mother worked in marketing at Holland America Line, lives in Woodinville, Wash., with his wife, **Nancy** and two children.

He enjoys hiking, running, skiing,

biking and kayaking. Hill and his wife formerly owned *Canoe and Kayak Magazine*, and his wife helped to produce the publication.

At Foss, he hopes to help "revitalize" the company's brand and focus on its premier service offerings.

"It's a matter of bringing more awareness in the marketplace to what we already are," he said. "Foss has been a safety-and-operations-focused company that has a great story to tell. I plan to tell that story and share Foss' commitment to service."



David Hill



Hawaiian Wheel

John Stasiak of Foss Shipyard's Outside Machine Shop takes a turn on a nut to secure a new 3,600-pound propeller to its shaft on the tug Hoku Loa, owned by Foss sister company Hawaiian Tug and Barge/Young Brothers of Honolulu. The tug left Seattle for the return trip to the Islands in April after a four-month overhaul that included installation of the new props, Nautican high-efficiency nozzles and triple-vane rudders. The so-called "Nautican conversion" increased the 3,900 horsepower tug's bollard pulling power by about 56 percent. The yard also installed a new tow pin/stern roller assembly, overhauled the engines and performed a number of routine maintenance tasks. Looking on at left is **Frank Patton**, also from the Outside Machine Shop. **Dave Palmer** was project manager on the job and **Mike Port** was superintendent.

Bike Team Pedals 1,020 Miles To Promote Alternative Travel

A 10-person team from Foss headquarters cycled 58 round trips and 1,020 miles in May in the Group Health Commute Challenge, promoting alternative ways of getting to and from work.

The Foss mileage was part of a countywide effort that saw cyclists riding a total of 503,962 miles, burning a total of 16.8 million calories (the equivalent of 105,000 tall-skinny-vanilla lattes at Starbucks), saving 24,000 gallons of gas and cutting carbon dioxide emissions by half a million pounds.

Members of the Foss Team were: **Matt Brown, Jane Habiger, David Hill, Toby Holmes, Doug Johnson, Rick**

McKenna, Jim Peschel (captain), **Kent Salo, Sarah Scherer, and Megan Sweeney.**

Vendors and suppliers who contributed for team shirts included Washington Chain, Wood's Logging Supply, NC Power Systems, *Pacific Maritime Magazine*, Smith Berger, Markey, Puget Sound Rope, and Rainier Petroleum.



Rick McKenna, left, and Jim Peschel model their cycling team shirts.



Mike Stork Photo

Odyssey Career Day

Foss Buyer **Gary Wightman**, left, and Shipyard Office Administrator **Mindy Osbjornsen** showed the company colors at the Odyssey Maritime Discovery Center Career Day in Seattle on March 2. About 500 high school students from all over the Puget Sound area met representatives of 31 maritime companies and organizations at the event at Odyssey, which bills itself as the West Coast's only interactive contemporary maritime museum. The kids at the Foss display above were, from left, **Victoria Stickney, Tyler Ralston and Amelita Numanap**, all from Lincoln Hill High School in Stanwood, Washington. In addition to Wightman and Osbjornsen, Marine Personnel Manager **Norm Manly** helped man the booth, and Director of Pricing and Market Strategy **Toby Holmes** was at the event with the vintage tug *Henrietta Foss*.

Spotlight on Safety



Injuries

Rate of recordable injuries per 100 workers, per year

Year	Recordable Injuries	Lost-Time Injuries
2006	~1.5	~1.2
2005	~1.8	~1.5
2004	~1.5	~1.2
Industry Average	~4.5	~2.5

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

Spills

Year	Spills Reported
2004	0
2005	1
2006	0

- 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.

Native of Vietnam is Winner of 2006 Henry Foss Scholarship



Thanh-Tam Truong

Thanh-Tam “Tam” Truong, 17, a native of Vietnam who next fall will head for Whitman College in Walla Walla, Wash., has been named winner of the 2006 Henry Foss Scholarship.

The scholarship is awarded each year to a senior at Henry Foss High School in Tacoma.

Truong and her family immigrated from Vietnam in 1995. Her father works

as a custodian and her mother is a textile worker.

Tam Truong is a National Merit Commended Student with a 4.0 grade point average. She also holds down a job as a clerical worker at a medical clinic, working two and a half hours after school, five days a week.

At Whitman, she plans to major in either architecture or civil engineering. One older brother is a student at the University of Washington and another is at Western Washington University.

Henry Foss was one of the three sons of Foss Maritime founders **Thea** and **Andrew Foss**.

Maritime Education Booster



Norm Manly

Foss Marine Personnel Manager **Norm Manly** recently was awarded the Third Annual Puget Sound Maritime Education Award. The award was presented by the Youth Maritime Training Association (YMTA) and the Ballard Maritime Academy at the annual fundraising dinner for the academy on June 2 in Seattle. A long-time supporter of maritime education for young people, Manly is the founder of YMTA and will leave the post at the end of July.

Safe Delivery

Crewmembers gathered in the pilothouse for a photo before their three-day delivery of the tug *Point Vicente* from Long Beach to Richmond, Calif., in February. The tug had been loaned to the Long Beach group while one of its tugs was undergoing repairs. Left to right are Capt. **Mike Peery**, Mate **Lon Richards** and Deckhand **Mike Dias**, all with the San Francisco Bay Area group, and Engineer **Eddie Holmes**, based in Long Beach.

People News

NEW EMPLOYEES

Dan Cole

Project Manager, Seattle

Kristie Chorny

Director, Labor Relations

Susan Hayman

Vice President Health, Safety and Environment

Sara Leekley

Client Support Specialist

Brandon Powers

Customer Service Representative, SF Bay

Kent Prentice

Customer Service Representative, SF Bay

Kerrie Copernoll

Purchasing Secretary to Assistant Buyer

Monte Crowley

Manager, Line Services to Marine Personnel Manager, PNW

Laura Freese-Rosenberg

Customer Service Representative to Operations Administrator, SF Bay

Megan Sweeney

Intern to Jr. Billing Coordinator

Dave Hill

Director of Sales, Harbor Services and Regional Towing to Vice President, Sales and Marketing

Sandy Palmer

Assistant Buyer to Buyer

Greg Poettgen

Operations Administrator to Marine Compliance Coordinator, SF Bay

Tim Stewart

Delta Mariner Ship's Manager to New Construction Manager, Rainier Shipyard

RETIREMENTS

Donald Hogue

Director Engineering, Seattle

PASSINGS

Dave Davis

Retired Captain, Marine Transportation

Henrietta “Tooty” Foss Hager

Daughter of Henry and Agnes Foss and granddaughter of Thea and Andrew Foss

Galan “Bud” Kallam

Former Deckhand, PNW

Don McEvoy

Retired Port Engineer, PNW

Charlie Nitz

Retired Chief Engineer, PNW

PROMOTIONS

Craig Campbell
Director of Information Technology to Vice President, Information Technology Services

Merridith Chumbley
Health and Safety Coordinator to Operations Health Manager



Slow Roller

*Ralph DiCaprio of heavy-lift contractor Norsar in Everett, Wash., in the blue hard hat, operates the remote control as the first of two re-fitted U.S. Navy cranes, each weighing about 700 tons, is loaded onto a barge at Foss Shipyard. The cranes inched along on crawlers with a total of 144 wheels. In the white hard hat is **Danny Gipson**, Foss ship repair superintendent. An article and more photographs appear on page 15.*



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