



Tow Bitts



Two enormous “coke drums,” the first of six for the Chevron El Segundo refinery in Southern California, were moved in February from the barge ZB 240 into Redondo Beach for over-the-road transport to the refinery.

Ed McCain

FOSS TEAMS UP WITH MAMMOET TO TRANSPORT GIANT 'COKE DRUMS'

Foss is teamed up during the winter with heavy-lift company Mammoet to move six enormous fuel-production cylinders from the Port of Los Angeles to an off-loading site at King Harbor in Redondo Beach,

just south of the Chevron El Segundo refinery.

Each of the “Coke Drums” was 103 feet long, 28.5 feet in diameter, and weighed 364 metric tons, including their multi-axle transporters.

(Continued on page 4)

INSIDE

Tow Bitts

Big Move for Chevron

Foss and heavy-lift contractor Mammoet teamed up this winter to move six giant cylinders called “coke drums;” from the Port of Los Angeles to Redondo Beach. Each was 103 feet long, 28.5 feet in diameter, and weighed 364 metric tons.

Cover

Seattle Tunnel Contract

In June of this year, Foss will be poised to begin barging an estimated 1.8 million tons of spoils from the downtown Seattle tunnel project to a disposal site 25 miles up Puget Sound. There, it will be carried by conveyor to be dumped in an old quarry.

Page 3

Ferry on Road Trip

The 20-car ferry Foss is building for the state of Washington was carried over the road in 11 pieces from Rainier Shipyard to a provisional yard in eastern Washington, where final assembly is underway.

Page 5

Drills Help Foss to be ‘Always Ready’

Foss holds multiple spill drills every year in each of its locations, and new Manager of Contingency Planning and Emergency Response **Myola Shanholtzer** says they help personnel prepare, while giving them confidence and meeting state and federal requirements.

Page 7

Foss Profile: Purchasing Department

Over the last year and a half, Foss has centralized its purchasing functions, using a team of seven specialists who last year processed nearly 19,000 material and service requests and saved major dollars for Foss and its sister companies.

Page 10

The Arctic Odyssey of 1975

Three Foss tugs were part of the 1975 North Slope sealift joining 20 other tugs and 47 barges carrying cargo for the oil companies. Foss Historian **Mike Skalley** writes that the tugs faced the worst ice conditions in modern Arctic history and didn’t get the first barge through to Prudhoe Bay until Sept 2.

Page 18

Adapting to the New Economic Landscape

The global economic landscape changed dramatically and forever in 2008.

The impact from the upheaval in the credit markets and the financial depression that followed has brought a new focus on how investments are examined, financed and



Gary Faber

measured. There is a determined move by the investment community to seek guarantees of performance before taking a financial risk. In light of recent circumstances, this is a prudent move.

In this setting, there is intense competition for capital and the needle moves toward conservative projects with more predictable returns. Projects and activities of this nature, which generally have very modest profit margins, demand very close scrutiny if we are to meet the financial goals. There is no room for error, no margin for mistakes and no excuse for being careless.

Just as we do in regards to safe

operations, from a commercial perspective we must maintain

constant vigilance throughout our operations. Question everything, take nothing for granted, and challenge the status quo.

Nothing of value, including success in business, comes easily. We all have to be at the

top of our game to adapt to these changes and take full advantage of every opportunity we uncover.

In the end we will meet our goals, our customers will be well served and our investors will have confidence in our decisions.

It’s not going to be easy. There will be some pain, but in the end we will emerge confident in our convictions, stronger in our markets, and positioned for growth in the industry.

President and Chief Operating Officer

“Just as we do in regards to safe operations, from a commercial perspective we must maintain constant vigilance throughout our operations.” –GARY FABER

Tow Bitts

To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Tina Wissmar, coordinator of production, tina@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Colleen Liman, (206) 281-3988 or colleen@foss.com.

Foss Wins Contract to Carry Spoils From Seattle's SR 99 Downtown Waterfront Tunnel Project

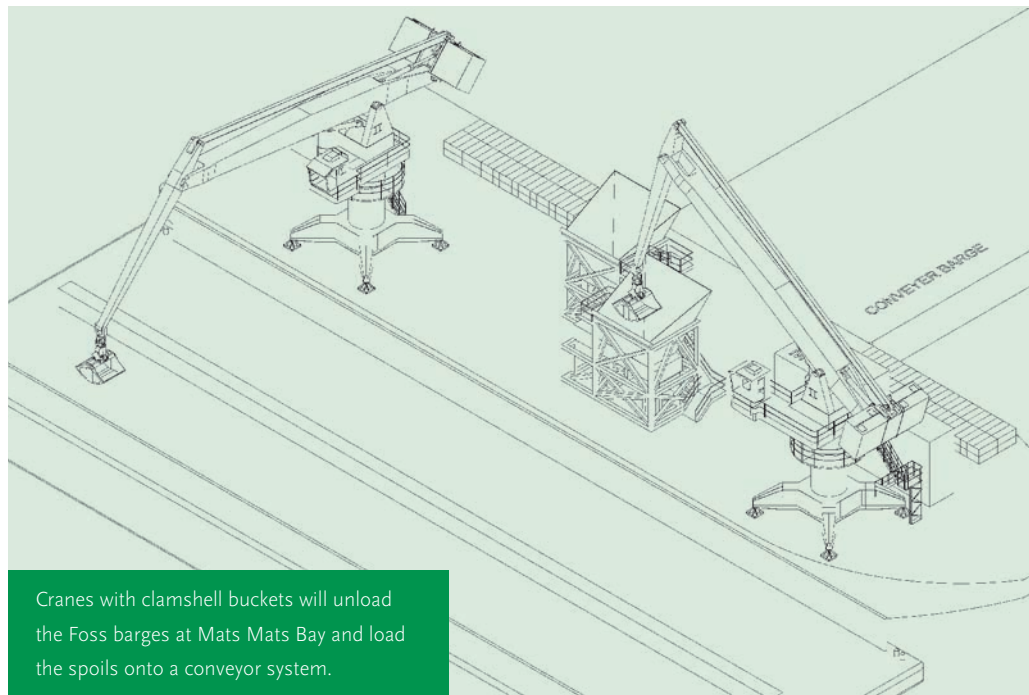
Foss has won a contract with Seattle Tunnel Partners, the Washington State Department of Transportation's SR 99 tunnel contractor, to barge away an expected 1.8 million tons of spoils that will be produced by the world's largest tunneling machine as it chews a 1.7-mile burrow under downtown Seattle.

This summer, Foss is scheduled to make the first of many round trips, carrying the spoils from Pier 48 on the Seattle waterfront about 25 miles to Mats Mats Bay, just north of Port Ludlow on Puget Sound.

The long-planned tunneling project will redirect Washington State Route 99 under the city's core and will enable the state to complete demolition of an aging viaduct that now carries up to 110,000 vehicles-a-day on the highway along the waterfront.

"This is a great job for us," said Foss Commercial Director **Jeff Horst**, who led the effort to win the work. "Foss commercial representatives and labor worked closely together to provide a solution to this important project to the Seattle infrastructure."

Chris Dixon, project manager for Seattle Tunnel Partners, said, "We are very happy to have Foss as our barging contractor to transport the tunnel spoils to Mats Mats quarry. We really



Cranes with clamshell buckets will unload the Foss barges at Mats Mats Bay and load the spoils onto a conveyor system.

appreciated the efforts Foss took during the proposal phase to tailor a barging program that met the demanding needs of our project."

The Sakai Works factory in Osaka, Japan, built the five-story-tall tunneling machine, nicknamed "Bertha." The \$80 million machine was disassembled into 41 pieces, the largest weighing up to 900 tons, for shipment across the Pacific to Seattle's Pier 46.

From there, it will be transported a few hundred yards and reassembled in an 80-foot-deep pit where the

tunneling will start.

Horst said Foss initially will provide one tug and two barges for the project, and will add assets as needed when tonnage ramps up. Assets will be positioned to start work on June 1 of this year.

The tugs and barges will make the five-hour trip to Mats Mats Bay, where Cal Portland Company will use a crane and clamshell bucket to load the spoils onto an anchored barge and a conveyor system to carry it to an old quarry for disposal.

BEYER TAKES OVER IN ALASKA

Tim Beyer, formerly director of regional towing based in Portland, has been promoted to vice president for Alaska services and has relocated to Anchorage.

In his new role, Beyer will be responsible for regional business opportunities in the petroleum distribution, fishing, mining and oil and gas industries. He also will

oversee community, regulatory and political relationships and will be the key contact for Alaska customers.

In addition to his new duties in Alaska, Beyer will continue to pursue regional towing opportunities on the U.S. West Coast.

Beyer has a bachelor of science degree in business management from the University of Oregon and has

worked for Foss for more than 31 years, starting in dispatch and working his way up through various sales and business development positions in Portland.



Tim Beyer



Southern California Port Capt. **Paul Hendriks** supervised the coke drum project for Foss. Behind him, one of the drums is moved over a ramp from the barge ZB 240.

COKE DRUMS MOVED BY EDITH FOSS AND PACIFIC QUEEN

(Continued from the cover)

The drums—used to manufacture products such as gasoline, diesel and jet fuel—were built in Spain and carried to Southern California via the Panama Canal on a heavy lift ship.

The cylinders were moved by Foss aboard the barge ZB 240, two at a time on three successive Mondays beginning Feb. 25. The tugs *Edith Foss* and *Pacific Queen* moved the barge from the Pasha Terminal at the Port of Los Angeles about 28 miles to King Harbor in Redondo Beach.

Mammoet USA set ramps for loading and unloading, and their crews followed a detailed ballasting plan to keep the barge level during both operations. SPMTs (self-propelled modular transporters) moved the cylinders a short distance over the Pacific Coast Highway to the refinery.

Foss Southern California Regional Operations Manager **Ed McCain**

oversaw the project, and Southern California Port Capt. **Paul Hendriks** was project supervisor. Capt. **Mark Grosshans** led the on-water operations team made up of, **Chris Pellicano, Sean Humphreys, Jeff Salcido, Kyle Kaercher, Rocky Rinehart, Mike Castro, Joe Saccamano, Zac Villanueva, Kenyata Whitworth, and Nunzio D'Orio.**

Tim Beyer, vice president for Alaska services, managed the commercial side of the project.

Beyer said he and Capt. **Igor Loch**, Foss director of marine operations, spent two days with Chevron, Fluor, other contractors and surveyors developing a transport safety matrix for the project.

“It included identifying anything and everything that potentially could occur and how this would be addressed or mitigated,” Beyer said.

He added, “Everything is well orchestrated when it comes to these projects. With regard to the barging, the people we are working with from Chevron, Fluor and Mammoet are all professionals, and when you have a team like that combined with the right equipment it certainly makes jobs flow smoothly from a safety and operational perspective.”

The coke drums are an important component of the refinery, which supplies more than 20 percent of the motor vehicle fuels used in Southern California and 40 percent of the jet fuel at the Los Angeles International Airport.

The new cylinders will increase the reliability of the coke drum operations while taking advantage of more than 40 years of industry advances in coke drum design, according to Chevron.

First Journey for New Ferry is Over-the-Road; Vessel Shipped to Eastern Washington in 11 Pieces

Final assembly of a 20-car ferry for the state of Washington is underway at a provisional shipyard in Eastern Washington after 11 prefabricated vessel modules were successfully carried over-the-road to the facility from Foss Rainier Shipyard in Oregon.

By far the largest piece, and the most challenging to move, was the central hull section, which is 116 feet long, 22.5 feet wide, 16 feet tall and weighs 161,000 pounds.

It made the approximately 500-mile trip in early March in a cradle that was mounted on eight eight-wheeled dollies, towed by a tractor that never exceeded about 25 miles an hour.

The rig made the first two legs of the six-day trip at night for minimum traffic, including traveling through north Portland, where trees had to be trimmed beforehand to make way for the load. Crews accompanying the tow also had to push electrical wires out of the way and tip a few traffic lights to enable the rig to slip underneath.

“Hauling stuff like this is a logistics nightmare,” said **Pete Uhler**, who directed the operation for the moving contractor, Omega Moran of Portland. “You don’t get in a hurry when you’re doing this.”

Uhler scouted the entire route ahead of time with a pole mounted on the front bumper of a pickup truck that matched the height of the load. The tow itself was delayed for several days while the Oregon Department of Transportation satisfied itself that the load could fit through the Tooth Rock Tunnel on I-84 in Cascade Locks, Ore.

The other 10 pieces were much less challenging to move and made the trip in eight tows of one day each. They included the side sections and four corners of the hull, two deck houses, the cross-over assembly and the pilothouse.

Don Nugent, Rainier superintendent, said when the center-hull section was shipped, engines, generators and control panels had

already been installed. The pilot house was completely outfitted before it made the road trip.

The hull modules were clipped together to ensure proper fit before they were shipped, Nugent said.

At the assembly site near Coulee City, above Grand Coulee Dam, Rainier Superintendent **Tony Silva** supervised preparation of the provisional yard, including erection of temporary, fabric buildings where the modules were to be welded together. Those buildings were moved to the site from the Rainier yard, where they sheltered the modules while they were built.

Rick McKenna of Foss’ engineering department is project manager on the job.

The ferry is scheduled to be launched in June. It will replace a six-car ferry, the *Martha S.*, built in 1947, on a 1.25-mile link on State Route 21.

A tractor pulled the central hull section of the new ferry out of the Rainier Shipyard on March 7.



Shipyards and OSHA Renew Collaborative Agreement

The Puget Sound Shipbuilders Association and the federal Occupational Safety and Health Administration (OSHA) have renewed an alliance that aims to foster a culture of prevention and promote sharing of best practices and technical knowledge.

Foss Maritime is a member of the association, which deals mainly with safety and environmental issues, and Foss Director of Health and Safety **Al Rainsberger** is president.

“The alliance process goes beyond the regulatory approach,” said **David Mahlum**, OSHA deputy regional administrator, who along with Rainsberger is signatory to the alliance renewal. “This is a process where we put away the rule books,

the enforcement process, and help the industry to educate people.”

He said the alliance with the shipyard group is one of about a dozen with a variety of industries in the Pacific Northwest and about 200 nationwide.

Rainsberger said the alliance, first formed about eight years ago, provides a framework for the industry to “work with OSHA as a teammate to achieve worker safety.”

He said that the association and OSHA have jointly held several seminars on safety issues, and OSHA officials have helped members of the association interpret and understand the implications of new rules and their affect on the shipyard industry.

“All in all, it’s a good way to



David Mahlum of OSHA, left, and **Al Rainsberger** of Foss are signatories to the collaborative agreement.

network with the regulators,” Rainsberger said. “The collaborative approach to safety is much more effective than the alternative.”

SAFETY RULES TAKE AIM AT SERIOUS INJURIES; ‘SIF’ PROGRAM ADDED TO SAFETY INITIATIVES

In a continuing effort to create a zero-incident culture, Foss has developed a set of “safety rules to live by” that aim to stop potential evolutions of serious safety situations before they start.

The new rules will be incorporated into Job Safety Analyses (JSAs) conducted before all operations performed in the fleet and at the company’s shipyards. Specifically, the rules are designed to help employees avoid situations that could develop into serious injuries or fatalities (SIFs).

Director of Health and Safety **Al Rainsberger** noted that Foss has a relatively low number of recordable-injury incidents that have the potential to lead to serious injuries, 14 percent compared, for example, to 21 percent in the oil and gas production industry.

“But we believe we will see improvement with this SIF initiative that will supplement our existing safety efforts,” Rainsberger said. “Our mariners and shipyard workers need to perform their JSAs with SIFs in mind and make sure the right controls are in place, there are no control gaps, and communications are understood by all.”

Rainsberger is leading implementation of the SIF program, with assistance from Fleet Assurance Manager **Kent Salo**, Safety Manager **Clark Summers** and Shipyard Safety Manager **Ron Sykes**.

There are 10 lifesaving rules covering work tasks that have the potential to cause a serious injury or fatality.

SAFETY RULES TO LIVE BY FOR FOSS EMPLOYEES:

- I will always start my work with pre-task planning and a JSA when required.
- I will protect myself from falls when working above 5 feet.
- I will not walk under suspended loads.
- I will wear approved safety equipment (PPE) in all required production and work areas.
- I will stay out of the snap-back zone AND the bight of lines.
- I will maintain my work area free of hazards at all times.
- I will VERIFY isolation of energy (LOTO) before work begins.
- I will only enter confined spaces that are certified by a marine chemist or shipyard competent person.
- I will only work with a valid hot-work permit when required.
- I will use my stop work authority when exposure increases beyond plan.

Multiple Annual Drills at All Foss Locations Help Company Prepare to Deal with Oil Spills

Myola Shanholtzer has some advice for Foss mariners and others who attend the company's many oil-spill drills each year: don't be intimidated by the presence of state and federal regulators who help plan the drills and participate in them.

"They're there to help us and they want us to do well," said Shanholtzer, recently hired as Foss manager of contingency planning and emergency response. "It's also a good opportunity to meet these people, response contractors and other players, so we don't see them for the first time on a bad day."

Foss holds multiple spill drills every year in each of its locations. Shanholtzer explained that the drills help Foss personnel prepare internally for spills, gain confidence in their ability to deal with them, and fulfill state and federal requirements.

How the drills are run vary from region to region depending on state requirements, but they include both tabletop exercises and on-the-water drills in which spill response equipment is actually deployed.

The drills generally include a scripted scenario detailing the amount and location of the spill and other circumstances, and then the participants work through their response. Tasks normally include establishing a command center, dispatching cleanup vessels, issuing press releases and practicing other things they would have to do if an actual spill occurred.

The biggest tabletop event is a "worst-case" drill held every three years in California, involving Foss, Coast Guard, and state personnel.

In another drill that Shanholtzer said will be "exciting," the Coast Guard has invited Foss to participate in an emergency towing operation this summer that will involve the simulated rescue of a Polar Tanker off Port Angeles.



Myola Shanholtzer is the new manager of contingency planning and emergency response for Foss.



Among Foss personnel attending a recent tabletop drill in Richmond, Calif., were, from left, **Dan Eddleston**, **Ron Costin**, **Matt Barrett**, **Mike Erwin**, and **Bob Gregory**.

Shanholtzer is a 2003 Kings Point graduate who then went into environmental response as a U.S. Coast Guard officer. She subsequently worked for the Washington Department of Ecology before becoming a trainer for spill-response contractor Alaska Clean Seas.

Before joining Foss last fall, she

worked for Alaska Clean Seas, supervising offshore oil spill response operations in the Chukchi Sea for Shell.

She succeeded **Ross McDonald**, who moved to Honolulu to work for Foss sister company Hawaiian Tug and Barge/Young Brothers.



Training Comes In Handy for Arthur Foss Crew In Rescue of Man who Fell into Long Beach Harbor

Crewmembers on the *Arthur Foss* during the rescue included, from left, **Greg Kuglis**, deckhand, **Joe Mayer**, captain and **Casey Kaercher**, chief engineer.

The crewmembers of the tug *Arthur Foss* in late January put their training to work, rescuing a man who fell into the water at the Port of Long Beach and drifted under a pier near the Foss home dock.

Capt. **Joe Mayer** said the crew spotted the man under the pier at Berth 35 after they were hailed by the crew of an inbound tanker who saw him first. The tug crewmembers rigged a ladder over the side, and Mayer maneuvered the stern underneath the pier.

The crew tossed a life ring to the victim, who barely managed to climb aboard. Capt. **Bob Engel** applied direct pressure to a head wound, while Deckhand **Greg Kuglis** wrapped the

victim in a couple of wool blankets. Emergency responders arrived in minutes.

“Our Foss training provided us with the knowledge to wear gloves for protection from any blood-borne pathogens, apply first aid direct pressure, and we put our man-overboard training to use,” Mayer wrote in a report on the incident.

Southern California Regional Operations Manager **Ed McCain** agreed that training was the key.

“They did a heck of a job,” McCain said. They reacted as they had been trained and conducted themselves in a focused and professional manner, and they were able to help the guy out.”

“They did a heck of a job – they reacted as they had been trained and conducted themselves in a focused and professional manner, and they were able to help the guy out.” – **ED MCCAIN**





BEAUTY AND THE BEAST

The Foss 300 derrick tended to two old tugs in early March, one of them in near-mint condition and the other likely to be scrapped. In the photo above, the derrick lifts the 82-year-old *Henrietta Foss*, toward the water after a four-month renovation project at Foss Shipyard. The work included replacing 27 hull planks up to 28 feet in length on the long-retired tug, now owned by one of the company owners. In the photo below, the Coast Guard stood by as the derrick stabilized the 75-year-old tug *Gillspray* at a marina just east of Foss on the Lake Washington Ship Canal. The long-neglected, privately-owned tug had been taking on water and had developed a pronounced list. Owner **Steve Humphries** said he had owned the tug for six years and planned to restore it, but never got around to it.



Centralized Purchasing is Saving Big Money for Foss, Sister Companies

Overview

Foss Maritime has completed the centralization of its purchasing processes. Working with a centralized team of seven specialists, the Purchasing Department successfully fulfilled nearly 19,000 material and service requests from all regions, shipyards and vessels in 2012.

The centralization process has allowed Foss the ability to establish better vendor relationships, and accurate reporting capabilities, providing greater price negotiating benefits and contractual pricing opportunities.

The centralization of Foss' purchasing allows our port captains and engineers to be "in the field," rather than behind a computer, and gives the vessels a simple solution for placing orders without the worry of expensive connectivity issues, or time constraints.

"Our savings have been pretty great so far", said **Keri Mjeltevik**, director of purchasing, "But I believe we can do even better in 2013."

The department started with travel, 44 percent savings for all Foss Marine Holdings (FMH) companies, paint, 40 percent savings for all FMH companies, soft lines 25 percent savings, copy machine, 62 percent savings, fuel, 2 cents per gallon average savings, and filters, 60 percent savings.

"In 2013, we have come up with a lot of beneficial cost savings ideas," Mjeltevik said.

Personnel

Mjeltevik joined Foss two years ago, and a few months later initiated the centralized purchasing concept for Foss. She has 25 years of experience in the maritime industry, all but a few of those in purchasing, working in both

the fishing and towing sectors.

Blaine Wilson manages the order desk, taking phone, text, or emailed orders, inputting into SAP, and assigning and forwarding purchase requests to the buyers: **Steve Richard**, who has worked in the marine industry most of his life, supports the International Division; **Don Preston**, formerly with American Seafood and Washington State Ferries, and **Michelle McGrath**, a Cal Maritime grad, support the shipyards; **Chris Huizi**, who recently earned an MBA, and **Charlene Brown** handle purchases for the Pacific Northwest, Southern California and San Francisco Bay groups; **Beth McMullen**, a Maine Maritime Academy graduate, is filling in for **Tarah Younger**, who is out on maternity leave, and backs everyone up.

"We have a lot of experience on this team," Mjeltevik said.

Partnering with Vendors and Sister Companies

Mjeltevik has begun an initiative to form partnerships with Foss' top ten suppliers and concentrate on establishing contracts that benefit both parties and create a "win-win" situation. She is working closely with Foss sister companies such as TOTE, Cook Inlet Tug and Barge, and AMNAV Maritime to identify common commodities, with hopes to increase purchasing power and leverage spending. "If we can find a product and a company that is good enough for Foss, then why shouldn't our sister companies benefit from that as well?" Mjeltevik said.

In another current initiative, buyers are being assigned to oversee purchases for entire projects. For example, McGrath is covering the purchasing side of the construction by Foss Shipyard in Seattle of two new



fireboats for the Port of Long Beach. Brown will be overseeing the purchasing requirements for the construction of ocean tugs at Rainier Shipyard. Both work closely with the project managers to make sure all items are sourced properly and competitively, and issue the purchase orders to the vendors, reducing the amount of work for our accounting department.

FISH Philosophy

The Purchasing Department subscribes to something called the



Members of the Purchasing Department staff are, front row from left, **Steve Richard**, **Michelle McGrath**, **Blaine Wilson**, and **Keri Mjeltevik**, and, back row from left, **Beth McMullen**, **Don Preston**, **Chris Huizi** and **Charlene Brown**.

“FISH Philosophy”, which was inspired by the good-natured fishmongers at Seattle’s Pike Place Market.

“We all have incredible deadlines, and stress. However, we try to have fun while we’re working and we give our customers full attention when we’re talking to them,” Mjeltevik said. “We try to be ‘present’ and smile and still have a good time while we’re working. We have a wall of compliments. When someone sends me a compliment about an employee,

I post it up there! If one of us is having a tough day, it’s not out of the ordinary to see our beanbag fish ‘Pete’ the perch flying around our department!

“In our department,” she added, “you are never looking at your watch saying ‘Dang, it is only 2 o’clock.’ Here, you are always saying, ‘Wow, it is already 2 o’clock.’ The days go by really fast in the Purchasing Department. That is just how we like it!”

The centralization process has allowed Foss the ability to establish better vendor relationships, and accurate reporting capabilities, providing greater price negotiating benefits and contractual pricing opportunities.

Six Crowley Tugs Undergo Maintenance at Foss; Work Includes Removal of World's Largest Z-Drives



Foss Shipyard workers lower a 35-ton Z-Drive from the Crowley tug *Attentive*.

Alex Otero

Foss Shipyard and Crowley Maritime have reached an agreement under which the yard is performing maintenance work on six Crowley tugs.

The first vessel was the *Attentive*, a 10,000 horsepower, 140-foot tug that performs tanker escorts and assists in Valdez Alaska and was drydocked in January. A sister, the *Aware*, is to come into the yard in June.

Work on both tugs includes removing their Z-Drives—the largest in the world at 35 tons each—and transporting them to a Rolls-Royce maintenance facility on Seattle's Harbor Island to be refurbished.

"We were able to bring in a few things beginning with the *Attentive* that a lot of other yards couldn't," said **Jon Hie**, director of shipyard operations.

"For example," he added, "we used the Foss 300 derrick to pick up the drives and transport them to the Rolls-Royce facility, and that saves a lot of trucking difficulties and the challenges of moving something that big through downtown Seattle."

Rigging the drives to remove them from the *Attentive* was complicated, according to Hie, "because nothing is vertical and nothing is horizontal, and we did it all with chain pulls and hand

rigging...our workers have done a remarkable job up to this point."

There are just seven tugs in existence with drives as large as those on the *Attentive* and *Aware*. The two Crowley tugs have been in service for 10 years, and had not previously had their drives removed.

In addition to extracting and transporting the drives, the yard recoated the *Attentive's* bottom and did some topside painting and steel work. The scope of work on the *Aware* will be similar.

The maintenance work on the other four Crowley tugs, of different classes, will follow.



NEW-BUILD FOR ALASKA WORK

The pilothouse of a new shallow-draft tug was taking shape in early March at Foss Rainier Shipyard. The tug, scheduled to be finished in June, will measure 76 feet in length, 32 feet in beam and will have a river draft of just 3.6 feet. Foss is building the tug for anticipated work in western Alaska and the Arctic.



KODIAK SURFER

Casey Meyer, a deckhand in the Columbia-Snake River Division who is currently a barge foreman on the Tuuq, couldn't stay away from the waves when the barge was stationed in Kodiak recently, even though the water temperature was 37 degrees Fahrenheit and the air temperature was 25. The Tuuq was refitted last year to support Shell's exploratory drilling project in the Alaskan Arctic.



MAJOR REPAIRS ON TUG THAT RAN AGROUND

Foss Shipyard in Seattle this winter performed extensive steel work on the tug *Polar Wind*, damaged last November when it went aground during a storm near Cold Bay on the Alaska Peninsula. The yard also replaced the tail shafts, propellers and rudders, and repaired the rudder skegs and shoes. In addition, craftsmen performed extensive mechanical and joinery work on the tug's interior to repair damage resulting from water intrusion and removed gear boxes and other machinery for inspection by vendors. "When we're done, we'll give it new paint, spruce it up, and it will be ready to go back to work," said **Jon Hie**, director of shipyard operations. The tug came into the yard in mid-January and is due to leave at the end of April. In the bottom photo, welders **Casey Chamblee**, left, and **Doug Doherty** work on the tug's starboard side.

VP's Daughter Rakes in Medals at Conference And NCAA Division III Championship Swim Meets

Mariah Williamson, a Foss scholarship winner and the daughter of Vice President and General Counsel **Frank Williamson**, is experiencing unprecedented success as a freshman swimmer at Kenyon College in Gambier, Ohio.

Mariah, 19, won two individual championships, placed third in another individual event, and anchored a winning relay at the North Coast Athletic Conference Swimming Championships, Feb. 13-16 in Canton, Ohio.

Then on March 20-23, Mariah helped lead the Kenyon women's team to a second-place finish at the Division III National Swimming and Diving Championships in Houston. Kenyon won the men's championship.

The elder Williamson describes Kenyon, a private college with 1,600 students, as a "swimming dynasty school." Kenyon has won 55 NCAA Division III swimming championships, more than any U.S. school in any sport.

"She is able to attend in part due to the generous Foss educational scholarship that she was awarded," Frank Williamson said. "So this is a success



The Kenyon women's swimming team with their second place trophy at the Division III swim championships. **Mariah Williamson** is fourth from the left.

story directly related to the Foss scholarship program."

At the conference meet, Mariah won the 500-yard freestyle championship with a personal best time, finished an impressive third in the 400-yard individual medley and then anchored the winning 800-yard freestyle relay team, which set a new NCAC conference record. In the 1650-yard freestyle, she crushed the field in setting new conference and Kenyon records.

At nationals, she won silver in the 1650-yard freestyle, fourth in the 500-yard freestyle, eighth in the 400-yard individual medley, and was a member

of the second-place Kenyon team in the 800-yard freestyle relay team. She accounted for 77 of Kenyon's 400-plus points, and all four of her swims qualified her for All-America status.

The Kenyon records she broke during the year in the 500-yard freestyle, 1,000-yard freestyle and 1,650-yard freestyle events were 20 years old.

"Now the ladies are determined to knock off first-place Emory and get back in the number-one spot," Frank Williamson said. The Kenyon women finished second at nationals for the fifth time and have won the championship 23 times.

LOVE SEASON AT FOSS

*Love is apparently in the air in Seattle, with an unusually high number of new or pending unions reported at corporate headquarters. These recently engaged or married employees gathered for a photo on the day after Valentine's Day. They are from left, **Mindy Murrill**, **Charlene Brown** and **Matt Baker**, all engaged to others, **Myola (Martinez) Shanholtzer**, recently married, and **Colette Lowe** and **Jeanne Louie**, engaged to each other.*





FOSS BIKERS

A group of motorcyclists representing Foss Maritime joined 16,000 fellow riders in early December for the 35th Annual Olympia Toy run to raise more than \$200,000 for Christmas toys distributed to needy children by the Salvation Army. In the front row are, from left, Commercial Director Jeff Horst, Pacific Northwest Port Captain Steve Kimmel, Health and Safety Manager Ron Sykes (with his wife Stephanie), and Marine Transportation Port Engineer Lee Scholl, riding with Safety, Health and Compliance Manager Merridith Van Arsdale. The others were from the ODD Fellows Motorcycle Club, Tacoma Lodge No. 211, and were recruited for the ride by Sykes, who organized the group. They are, second row, Caleb Alexander, Jerry Sykes, (Ron's Brother) and Charlie Ghramm, and, third row, Jayne Alexander, Dan Horne riding with Lisa Carter, and Phil Watson.

HONORING HIS FATHER

Shane O'Connor, right, son of the late Foss Capt. Shawn O'Connor, honored his father in early March by raising \$1,071 for the Foss Waterway Seaport Museum in Tacoma. The young O'Connor organized a trap shoot at the Gig Harbor Sportsman's club for the museum as part of his senior project at Gig Harbor High School. About 40 shooters attended the event, including family and friends, using shotguns to shoot clay pigeons. Accepting the check in the photo at the museum is Joseph Govednik, curator and volunteer manager. Shane has expressed interest in following in his father's footsteps into the maritime industry. Shawn O'Connor died unexpectedly in December as a result of complications from surgery.



Retired Shipwright Writes Book About Life on Indian Reservation

In an attempt to document Native American traditions and practices that might otherwise be forgotten, a retired Foss shipwright has written a book about his experiences as a youth growing up on the Quillayute Reservation on the Olympic Peninsula.

Howard Hansen, who retired from Foss Shipyard in 1997, is half Quillayute and lived on the reservation in La Push until he was 14. The self-published book, entitled *Twilight on the Thunderbird*, was released in late February.

“Without this book, these memories would die when I’m gone.”

— **HOWARD HANSEN**

The book features such reminiscences as lodge meetings led by women, going out in the ocean in a canoe to gather sea gull eggs, drumming and singing, and other memories of life on the reservation.

“Nobody else can remember these things now,” said Hansen, who at 88 is the oldest living member of the tribe. “Without this book, these memories would die when I’m gone.”

Hansen, who lives in Seattle, originally joined Foss as a deckhand and engineer in 1959 and spent a few years as an art teacher before



Howard Hansen

becoming a shipwright at Foss in 1976. He can be reached at kulell1971@yahoo.com.

PASSINGS

Larry Huwe Mate, Puget Sound

Larry Huwe, a 25-year Foss employee who retired in 1978 as a mate based on Puget Sound, died Dec. 26 after suffering a stroke. He was 90 and lived in Lakewood, Pierce County Washington.



Larry Huwe

Huwe was born in Timberlake, S.D., and moved to Eastern Washington with his family when he was 15. He worked briefly in the shoe repair business before moving to Western Washington and landing a job as a deckhand with Foss.

He worked his way up

to mate, working on both harbor and ocean tugs. Four years before he retired, he opened a shoe repair shop and ran it for 14 years. His widow, Mae Huwe, said her husband built the home where she still lives.

“He was very handy,” Mae Huwe said. “He could take a motor out of a car and overhaul it.” Huwe also was one of the organizers of the Tacoma retirees’ lunch gatherings.

SATISFACTION GUARANTEED

*Never be too busy
to follow up on your
customers’ requests.*

—From *Satisfaction Guaranteed*,
By Byrd Baggett

PEOPLE NEWS

NEW EMPLOYEES

Doug Kaminski
Ship Repair Superintendent
Seattle Shipyard

James Ding
Assistant Port Engineer
SOCAL

RETIREMENTS

James Everman
Customer Service Representative
Portland

John Skeffington
Captain
Gulf Caribe *Delta Mariner*



The *Arthur Foss* tows a barge up a channel through the ice during the 1975 sealift to the North Slope.

The Largest Peacetime Sealift in U.S. History Was an Ice-Plagued Arctic Odyssey for the Jeffrey Foss

By Mike Skalley

Every year since 1968 thousands of tons of supplies, production modules, and equipment have been barged between West Coast ports and the Prudhoe Bay oil fields, located on the North Slope of Alaska.

With the large volume of cargo to be moved in the 1975 season, Crowley Maritime, the prime contractor, required twenty-three tugs and forty-seven barges to deliver the supplies, equipment and modules. To meet these demands Crowley chartered three Foss tugs, *Arthur Foss* (Capt. Guy Johnson), *Henry Foss*, (Capt. Paul Plate), and *Jeffrey Foss*, (Capt. Joe Uskevich) and six Foss barges to supplement their own equipment in what became the largest peacetime sealift in U.S. history. A total of 160,000 tons of cargo, valued at \$500 million was to be delivered. The modules loaded on ten of the forty-seven barges were the top-priority cargo, as the oil companies required



Joe Uskevich,
Jeffrey Foss captain

these to complete the flow stations and processing plants.

The *Jeffrey Foss* departed Seattle on July 5 with two barges in tow and dropped anchor off Wainwright on July 25. The waiting game had begun.

The ice at Point Barrow, 180 miles West of Prudhoe did not yield in early August as normal. It was Sept. 2 before a lead opened up to allow the first

four tugs with priority cargoes to navigate through the pack ice.

Comments from Capt. Uskevich in the log book of the *Jeffrey* tell the story of the frustrating waiting game, as the 23 tugs with their barges lined up in a row between Port Clarence and Wainwright only to be driven back by unrelenting storms and ice day after day and week after week. Ships log for August 4: "Same as before, day in and day out. Heavy drift ice in all directions."

August 6: "Had to make a strategic withdrawal south to Icy Cape to prevent ice damage. Heavy ice is moving south with thick fog and

temperature of 32 degrees.

By August 26 the days of waiting had turned into days of boredom and frustration for the 184 crewmen aboard the tugs. Most of the tugs had now been ice-bound for a month or longer.

On August 28 a decision was made to single up (one barge per tug) the ten priority barges to make a desperate dash around Point Barrow if the narrowest safe passage should open up. The *Jeffrey* was chosen as the lead tug with one barge. They began the long slow move through the ice to Point Barrow. At last on Sept. 2 a small lead was spotted by an ice patrol plane and the next day the *Jeffrey* and three Crowley tugs rounded Barrow in heavy pack ice.

It took two days for the tugs to navigate the 165 miles of ice-choked waters, with the *Jeffrey* arriving at Prudhoe Bay at 2100 on Sept. 4. The temperature was 20 degrees and it was snowing heavily. After taking fuel the *Jeffrey* and the three Crowley tugs returned to Point Barrow to assist the next group of tugs and barges. With two tugs on each barge the second group made it into Prudhoe on Sept. 7.



The *Jeffrey Foss* in a modern-day photo, taken in Neah Bay in 2010 when the tug was stationed there for emergency response.

The *Jeffrey* departed Prudhoe on the Sept. 9 to meet up with the third group of tugs and barges to assist in the dash around Barrow. However Mother Nature was not cooperating. The *Jeffrey's* log for Sept. 10 reads "Can't get around Barrow. Heavy ice and thick fog. Bergs up to 30 feet high all around. We are being forced into Elson Lagoon to escape the heavy pressure ice building around us." For five days the tugs remained trapped in the lagoon. Fortunately a change in the wind allowed the tugs to break free and join the rest of the fleet South of Point Barrow.

The oil companies made the decision to "go for broke" and keep the tugs "in the ready" for another opportunity to get more barges into Prudhoe since the cost of the delays was running \$200,000 per day! By Sept. 16 the unrelenting ice had cost the oil companies nearly \$10 million.

Finally on September 24 Capt.

Uskevich reported that 15 tugs with the next 15 priority barges were heading single file toward Point Barrow. Once again the flotilla was stopped by ice just south of Barrow. On Sept. 28, with the aid of the Coast Guard ice-breaker *Burton Island*, the fleet rounded Point Barrow. The air temperature was 5 degrees and six inches of new ice had formed in addition to the year-old pack ice. At 1315 on Sept. 30 the *Jeffrey* radioed they were stuck solid in pressure ice with heavy ice building on their port side. The *Jeffrey* was able to break free the next day and they followed a very small lead, arriving in Prudhoe Bay on Oct. 1. Capt. Uskevich reported ramming the *Jeffrey* through ice fourteen to sixteen inches thick during the last 100 miles.

With Prudhoe Bay nearly frozen solid and the air temperature at 0 degrees it was clear the 25 barges that made it into Prudhoe would remain frozen in until the next season.

At 2240 hours on Oct. 2 the *Jeffrey* joined the single-file column for the escape through the narrow lane hugging the shallow water near the shore. After two days of ramming through the ice the *Jeffrey* and the other tugs safely rounded Barrow for the last time in the 1975 season. Of the 47 barges that originally went north, 25 were safely delivered; 20 barges were towed to Seward for discharge with the cargo being trucked overland to the oil fields. Two barges returned to Seattle to wait out the 1976 sealift.

The *Jeffrey*, for her part, picked up one of the remaining barges in Port Clarence and towed it to Seward for discharge before finally returning to Seattle on Nov. 4 after a 124-day Arctic-ice odyssey. Thus ended the 1975 sealift in the worst summer ice recorded in Arctic history."

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



1151 Fairview Avenue North
Seattle, WA 98109

PRESORTED
STANDARD
U.S. POSTAGE PAID
SEATTLE, WA
PERMIT NO. 15551



TACOMA ASSIST

The tug Henry Foss recently assisted the Wallenius Wilhelmsen cargo ship Salome into Terminal 7 at the Port of Tacoma. The 869-foot ship entered service for the longtime Foss customer last year. The Salome is one of the highest capacity Ro-Ro ships in the world, with a capacity of more than 6,000 automobiles.