



Tow Bitts



Don Snowden

TIME TO SAVOR THE HOLIDAY SPIRIT

Allow me to take this opportunity to extend wishes for a happy holiday to our employees, customers, vendors and friends. As most of you know, it's been a busy year at Foss, with the move to our new headquarters and new and interesting projects in many of our lines of business.

You will read about some of those projects in this issue of *Tow Bitts*. I want to use my space in the newsletter to thank you for your loyalty to Foss and for your hard work during the year.

For those of you able to spend the holidays with family and friends, I encourage you to make the best of this time, temporarily setting aside the rigors of business and the stresses brought on by the economy and turmoil in many parts of the world.

To mariners at sea, I wish you smooth sailing during your voyage and a safe return to your families at home. Your safety is always our highest priority, and safe homecomings during the holidays are especially significant to our families.

The coming year at Foss and all of our companies will bring new challenges and opportunities, which we will face when the time comes. For now, I hope all of us can turn our attention to our loved ones and savor the holiday spirit.

Be safe,

Gary Faber

Foss President and COO

ALWAYS READY

INSIDE *Tow Bitts*

Twin Hybrids in Southern California

Foss has assigned a second, low-emissions hybrid-powered tug to work alongside the *Carolyn Dorothy* at the ports of Long Beach and Los Angeles. The *Campbell Foss* was retrofitted with hybrid technology at the Foss Rainier Shipyard in Oregon and headed to its duty station in mid-November.

Page 3

Making Gains in the Oil and Gas Industry

Foss safely and successfully completed three long-distance tows for the oil and gas industry. Three tugs delivered a jack-up oil rig from Esquimalt, B.C., to Cook Inlet, Alaska, and the *Corbin Foss* completed back-to-back tows from the Gulf of Mexico to Africa.

Pages 4-5

World-Renowned for Rigging Expertise

He speaks five languages, was educated at two U.S. universities and the Sorbonne in Paris and has been the rigging supervisor at Foss since 1990. **Joel Altus**, known throughout the industry for his knowledge and skills with rope and rigging, retired in November.

Page 8

Leukemia Cup Poster Child

Drake Jensen is an elite-level youth sailor and the son of Foss San Francisco Bay Area Capt. **John Jensen**. The 18-year-old suffers from Hodgkin's lymphoma and took a lead roll in promoting the Leukemia Cup sailboat regatta to raise money to fight blood cancers.

Page 16

Great Lakes Voyage for Leslie Foss

The Boston-based tug *Leslie Foss* and barge *Foss 343* made a 4,000-mile round trip last summer through the St. Lawrence Seaway and across four of the Great Lakes. It was a rare trip to the heart of the country for Foss, whose tugs normally stick to coastal waters.

Page 18

On the Cover

Don Snowden's watercolor of light snow falling on the retired tug *Arthur Foss* is on the cover of *Tow Bitts* and the company's 2011 holiday card. Snowden and his twin **Ron** were winners in this year's Foss art competition. Article on [pages 10-11](#).

Foss Assists with Salvage of Barge Carrying Navy Ammo; St. Elias Towed to Safety after Grounding on Belle Rock

Foss was called into action in mid-October when a barge carrying cargo, that included several containers of U.S. Navy munitions, ran aground at Belle Rock, about five miles southwest of Anacortes, Wash., in Rosario Strait.

Northwest Region General Manager **Leiv Lea** said, the 322-foot dry-cargo barge *St. Elias*, owned by Samson Tug and Barge, was being towed by a chartered tug from Alaska to Seattle with a stop at the Navy munitions depot on Indian Island when it hit the rock, marked with a light and equipped with a radar reflector. The cause of the allision is still under investigation by the U.S. Coast Guard, Sector Seattle.

In the hours following the grounding, Foss Director of Oil Field Services **Paul Gallagher** called the operations group at Samson's Seattle Terminal to offer assistance and help coordinate the response effort.

Capt. Dave Shaffer and the crew of the *Garth Foss*, having just completed a tanker escort, were in the vicinity and were requested to stand by outside the security zone as the Coast Guard and other government agencies responded to the incident, which occurred on an outgoing tide.

Global Diving and Salvage inspected the barge and found significant damage to one tank. On the incoming tide the barge floated free and was taken to Ship Harbor near Shannon Point for a dive survey. After Global evaluated the video from the dive survey with the Coast Guard, Foss worked collaboratively with Samson, Global and the Coast Guard and prepared a detailed transit plan to safely move



The barge *St. Elias*, aground on Belle Rock.

to the U.S. Navy cargo terminal on Indian Island.

Capt. Rod Myers and the crew aboard the *Delta Lindsey* provided what Gallagher described as "critical input" to the transit plan and rigged the barge for the transit. A salvage crew from Global and a Coast Guard inspector rode the *Delta Lindsey* as a precautionary measure to monitor the barge during the transit.

Lea said the munitions containers were offloaded at Indian Island, and the *Delta Lindsey* then towed the barge to Samson's Seattle terminal on the Duwamish River where the remainder of the cargo was offloaded without incident.

In an e-mail to Gallagher, **Devon Grennan**, president of Global Diving said, "in an emergency situation our salvage team requires specialized equipment and trained personnel and that is why we routinely turn to Foss Maritime as you are a premier marine support contractor to the salvage industry."

The *St. Elias* has been shifted to a marine repair facility.

U.S. Coast Guard Photo

Tow Bitts

To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Earl Clark, coordinator of production, earl@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published quarterly by Foss Maritime for 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.

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Two Hybrids will be at Work in Southern California; Retrofit of Campbell Foss Completed at Rainier Shipyard

The *Campbell Foss* will soon become the second hybrid-powered tug in the Los Angeles/Long Beach harbor, joining the *Carolyn Dorothy* and enabling Foss to offer tandem “green assists” to its southern California customers.

The *Campbell*, a diesel-powered Dolphin-class tug built in 2005 at Foss Rainier Shipyard, was retrofitted with hybrid technology at the same yard beginning last August. Foss Project Manager **Rick McKenna** said that aside from some scheduling and technical challenges at the busy yard, “it went pretty much without a hitch.”

Susan Hayman, Foss vice president environmental and governmental affairs, said the company’s move into hybrid propulsion systems has generated interest around the world. She noted that Rotterdam-based *Kotug* is retrofitting one of its vessels with hybrid technology similar to the *Campbell*’s.

Canadian companies Aspin Kemp & Associates developed the XeroPoint hybrid systems used on both Foss tugs and the *Kotug* vessel.

“We are definitely looking to retrofit additional tugs,” Hayman said, noting that most Foss harbor tugs could be candidates. Unlike the *Carolyn Dorothy*, which uses its diesel engines and electric motor generators to develop full power during ship assists, the *Campbell Foss* is set up to use electric propulsion only when transiting the harbor between jobs.

The *Campbell* retains its original main diesel engines, rated at a total of 5,080 horsepower, roughly the equivalent of what the *Carolyn Dorothy* puts out with its main engines and motor generators combined. Consequently, Foss installed less powerful motor generators in the *Campbell*, rated at 500 kilowatts compared to the *Carolyn Dorothy*’s one megawatt.



The *Campbell Foss* at Foss Rainier Shipyard before heading south to California. Longview, Washington is in the background, across the Columbia River.

As part of the retrofit, Foss replaced one of the *Campbell*’s 125-kilowatt service generators with a 350-kilowatt model. The *Campbell* also has new lithium-polymer batteries, which are an upgrade from the lead-acid batteries on the *Carolyn Dorothy*.

For the same size and mass, the lithium-polymer batteries deliver four times as much power as lead-acid batteries. While more expensive, the new batteries also charge and discharge faster, can be drawn down farther, perform better for short bursts of power and have improved life expectancy.

McKenna said using the motor generators and diesel engines at the same time for propulsion, as the *Carolyn Dorothy* does, “complicates the controls and electronics considerably.”

He added, “The hybrid system on the *Campbell* is a simplification and an advancement. We’re driving down to the core of the emissions and fuel savings in a more simplified package.”

The retrofit was paid for, in part,



Project Manager **Rick McKenna** explains how one of the *Campbell*’s electric motor-generators, right, is connected to the starboard main engine, left, with a clutch, covered by black housing.

with a \$1 million grant from the California Air Resources Board (CARB) obtained through the Ports of Los Angeles and Long Beach.

ALWAYS SAFE

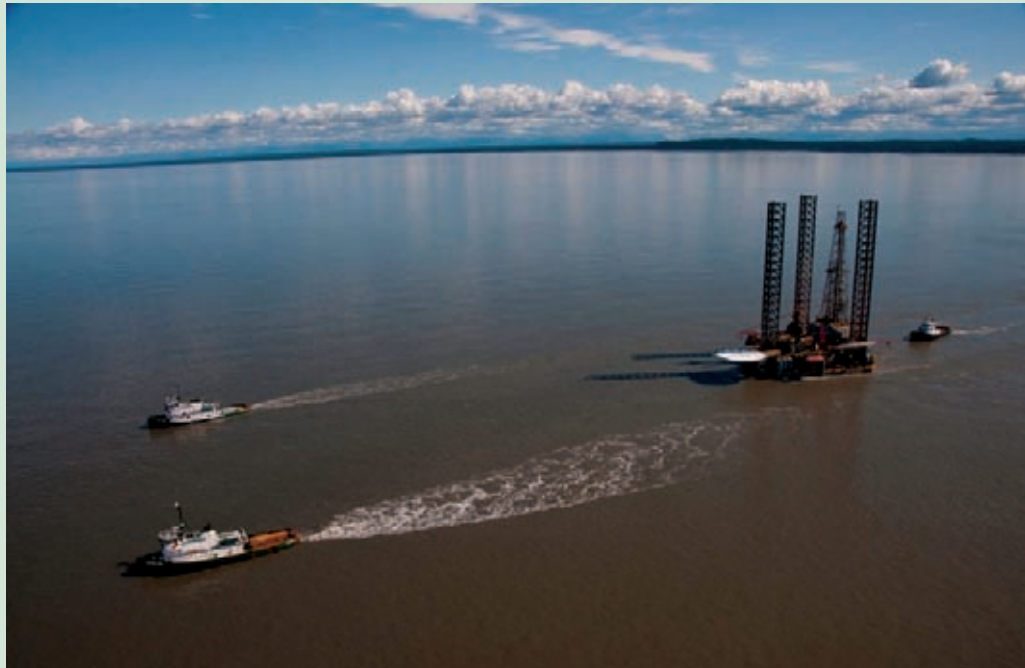
Business With Oil and Gas Industry Continues to Grow; Foss Tows Rig North, and MRG Chartered Boat to Service It

Foss' growing business with customers in the oil and gas industry took another big step forward last summer with the tow of a drilling rig from Victoria, B.C., to Cook Inlet, Alaska by three Foss tugs. In addition, a subsidiary of Foss parent company MRG, MRGSI, has been contracted to provide a 185-foot Offshore Supply Vessel (OSV) to support the rig operations, and in November two tugs returned to Alaska to reposition the rig for winter storage.

The Rig is the *Spartan 151*, which is drilling for natural gas in Cook Inlet about 12 miles off the coast of Nikiski, Alaska. Furie Operating Alaska LLC has the drilling rights at the site and Spartan Offshore is the rig owner and operator. The rig is a "jack-up," which essentially is a floating vessel fitted with support legs that are lowered to the sea bottom at the drilling site. Then the hull is jacked up and the unit becomes a stable drilling platform.

Paul Gallagher, Foss director of oil field services, was instrumental securing the project, working closely with the customer over several months to ensure that Foss would be the service provider.

Foss parent company MRG chartered the *Green Provider*, shown near Nikiski, to service the *Spartan 151*



The tugs *Justine Foss*, left foreground, *Jeffrey Foss*, above the *Justine*, and *Pacific Explorer* brought the jack-up oilrig *Spartan 151* into Cook Inlet, passing Nikiski, Alaska, on August 10

The rig departed the Gulf of Mexico last March onboard a Chinese-flagged heavy-lift ship, having to round the tip of South America, due to it being too wide to transit the Panama Canal.

The rig was discharged in British Columbia, Canada, and underwent modifications at a Vancouver Island shipyard. Before departing Canada,

Joel Altus met with Spartan Offshore and marine surveyor J.F. Moore International of Houston and designed a rig-specific tow bridle and associated wire rigging for the tow.

The new rigging was installed by Foss and the rig was towed by the *Jeffrey Foss*, *Justine Foss* and *Pacific Explorer* to Alaska. Foss left Esquimalt with the rig on July 20 and arrived at the drilling site on August 10.

Capt. Doug Pearson was the tow master on site during the rig installation. At 0645 August 11, on the third attempt, the rig was set down 3.4 feet off center, with anything within 10 feet being acceptable.

"Towmaster Pearson, along with tug captains **Sam Nelson**, **Steve Robertson** and **Dan Riser** and their crews did a great job over a 48-hour period to get this accomplished while operating in up to 4.5 knots of current", said Gallagher.

After the rig was placed on station, Foss received a letter from principal marine surveyor **Jim Moore**. In the letter, Moore states, "I would like to



add our compliments on a job well done in a most professional seamanship manner from start to finish. It was a pleasure working with Foss Maritime on this project. I have already informed underwriters in London of the success of this venture and they were very pleased. The success is no doubt due to the professional and great job from Foss and the tug captains and crew.”

The OSV (Offshore Service Vessel) *Green Provider* arrived on site on Sept. 2 following a voyage from the U.S. Gulf of Mexico and immediately went to work for the rig delivering supplies.

The *Green Provider* worked continuously throughout the season with Capt. **Jim Van Wormer** and crew “performing in the safe and effective manner in which they have been trained,” said Foss Pacific Northwest General Manager **Leiv Lea**.

“Rigs need drilling mud, cement, water, drill pipe, fuel, and food,” Lea added. “Everything they need out there has to be brought out to them, and that’s the role of the *Green Provider*.”

Oct. 31 marked the end of the 2011 drilling season for the *Spartan 151*. Foss was awarded the winter demobilization tow from the drill site to the winter storage location in Port Graham, which was to take place mid-November with the *Jeffrey Foss* and the *Justine Foss* as well as Cook Inlet Tug and Barge’s *Stellar Wind*.

“We are very pleased that Spartan Offshore chose to use Foss for this in-field move,” said Lea, noting that Foss also has a commitment from Spartan for the mobilization tow back to the drill site in the spring of 2012.



CORBIN FOSS COMPLETES BACK-TO-BACK TOWS TO AFRICA, BECOMES FIRST FOSS TUG EVER TO ENTER MEDITERRANEAN

The *Corbin Foss* off Trinidad and Tobago, where it stopped for fuel on its most recent trip to Africa.

The ocean-going tug *Corbin Foss* in mid-November was on its way home from completing back-to-back tows from the U.S. Gulf Coast to West Africa, testing the mettle of the Foss crews and operations department while signaling the continuing growth of the company’s business in the oil and gas sector.

The most recent tow was a 10,000-mile voyage from the Louisiana coast to Equatorial Guinea that took seven weeks. The *Corbin* was towing a 400-by-105-foot barge loaded with a jacket and a wellhead structure bound for the Noble Energy’s Alen development project.

The customer was the Dutch offshore installation company Heerema Marine Contractors. Foss previously worked with Heerema on development projects off the east coast of Mexico for PEMEX, the Mexican national oil company.

After dropping off the cargo in Malabo, Equatorial Guinea, the *Corbin* towed the Heerema barge through the Strait of Gibraltar to Gibraltar, marking the first time a Foss tug has entered the Mediterranean Sea.

Earlier in the summer, the *Corbin* towed the derrick barge Cherokee, at 390-by-100 feet, from Lake Charles Louisiana to Tema, Ghana. The pipe-laying derrick carried a

riding crew during the tow to tend its machinery.

“This is good business for us, with the *Corbin* having done two oil-and-gas development tows to West Africa back-to-back,” said **Mike Lauer**, manager of business development for Foss Global Services. “They accomplished the Cherokee tow and then steamed back to the Gulf to get the Heerema tow. Our operations group did a great job turning the tug around in a very short amount of time.”

Lauer gave special credit to the crews and to Foss Global Services Director of Operations **Doug Pearson**, Operations Manager **John Bates** and Foss International Port Engineer **Lee Scholl**.

He said Heerema will be undertaking a substantial installation project in the Gulf of Mexico next year and in 2013 and added, “We’re hopeful to take part in Heerema’s 2012-2013 U.S. Gulf installation campaign.”

Lauer noted that Foss has become increasingly successful in taking advantage of opportunities in the “upstream” oil and gas industries and said, “There’s always future business on the horizon.”

The *Corbin* is 141 feet long and 40 feet in beam and is rated at 8,200 horsepower.

Tugs, Barges Return from 22nd Season at Red Dog; Foss Team Lighters 1.27 Million Tons to 23 Ships

Four Foss tugs and two ore lightering barges completed the company's 22nd season at the Red Dog Mine in the Alaskan Arctic in October, heading south before the ice closed in on the port near Kotzebue.

The season started June 28, with the Foss tugs and barges loading ore from the lead and zinc mine on the bulk carrier Maple Grove and ended Oct. 15 when they lightered ore to the ship Ocean Breeze.

The totals for the season were 1.27 million wet metric tons lightered to 23 ships. The record was set in 2007, when Foss lightered 1.46 million tons.

The Red Dog project manager was **Keith Spearman** and the port captain was **Scott Olson**. **Cody Pearson** was the dispatcher. Crew members during the 2011 season were:

Sandra Foss. Capt. **Jeff Crooks**, Mate, **Mark Bechtel**, Mate **Tim Spencer**, Chief Eng. **Jack Hagey**, ABs **Steve**

Creech and **Chad Moen**, Cook **Doug Bender** and OS **Kyle Witty**.

Stacey Foss. Capt. **Stan Stromme**, Mate **Eric Watson**, Mate **Justin Earl**, Chief Eng. **Jake Rosenberg**, ABs **Aaron Brown** and **Ricky Edwards**, Cook **Tom Gibbons** and OS **Jordan Bullock**.

Iver Foss. Capt. **Gary May**, Capt. **Nate Jansma**, Mate **Glen McVicker**, Chief Eng. **Mike Jacques**, ABs **Tim Dvorak** and **Mike Helt** and Cook **Greg Rankin**.

Sidney Foss. Capts. **Mark McKinley** and **Todd Wilson**, Mate **Dan McGrath**, Chief Eng. **Darryn Baker**, ABs **Ron Hopla** and **Scott Cameron** and Cook **Ron Wolf**.

Relief Crew. Capts. **Bob Farrell** and **Eric Skewis**, Mates **Dean Pappas**, **Robby Ackerman**, **Steve Winter** and **Dave Black**, Chief Engs. **Russell Barker**, **Dave Atkins** and **Jeff Durette**, ABs **Rolan McCune**, **Jake Blackson**, **Colin Smith**, **Jason Hudkins** and **Sam**

Anderson, Cooks **Gary Trupiano** and **Jeff Martin** and OS **Steve Williamson**.

Barge *Noatak*. Superintendent **Bob Rowan**, Loader Operators **Carl Horten** and **Josh Shalan**, Rover Mechanic **Neftali Alas**, Load Supervisor **Vitaliy Fetsek** and Laborers **Vince Roney**, **Robert Mulluk** and **Brett Pace**.

Barge *Kivalina*. Superintendent **Dave Buckley**, Loader Operators **Val Alonzo** and **Carl Foster**, Rover Mechanic **John Routh**, Load Supervisor **Wynn Davis** and Laborers **Dan Zeufeldt** and **Bill Phillips**.

Barge Relief. Superintendent **Bogdan Fetsek**, Loader Operators **Corey Coxon** and **Nathan Henry**, Rover Mechanic **Greg Alman**, Load Supervisor **Ricky Sockpick** and Laborers **Greg Warnes**, **Gil Barr**, **Ben Stilwell** and **Jaye Brodie Jr.**

Maintenance. Supervisor **Mitch Russeff**, Millwright **Ed Goebel** and Electrician **Stanley Tidyman**.

SAFETY DIRECTOR HONORED FOR SERVICE

Foss Director of Safety and Health **Al Rainsberger**, right, was recognized recently for six years of service on the Marine Chemist Qualification Board of the National Fire Protection Association (NFPA). **Larry Russell**, left, senior chemical and marine specialist with the NFPA, presented the award at the board's quarterly meeting in Annapolis, Maryland. The board certifies and recertifies new and current marine chemists, who specialize in atmospheric testing on marine vessels. The award presented to Rainsberger is a replica of lanterns once used by miners to determine whether there was sufficient oxygen in a mine for human survival. If the flame died, the mine was unsafe.



Justine Crew Uses “Orville Hook” to Rescue A Chip Barge off the Columbia River Bar

Capt. **Steve Robertson** and the crew of the *Justine Foss* gave further proof to the importance of emergency drills in early October when they used a hook suspended from a buoy to snag a tow chain and rescue a barge just outside the Columbia River Bar.

The rescue went smoothly, and Robertson attributed the success to the fact that the crew had practiced deploying the so-called “Orville Hook” barge retrieval system during a recent voyage. The system is named for Orville “Bud” Fuller, the Sause Bros. captain who developed it in 1970.

The performance of the crew drew immediate compliments from Foss marine operations managers.

“Please offer a well-done to Capt. Steve and the crew of the *Justine* for their superb performance retrieving the Brusco Barge 250,” said Columbia-Snake River Port Capt. **Toby Jacobsen**.

Marine Transportation Port Captains **Chris Springer** and **Chris Mack Jr.**, in a note to the *Justine*, called their effort “a job well done in retrieving the Brusco Barge 250. It is clear that our crews can perform successfully and most importantly, safely, at a moment’s notice.”

The *Brusco 250*, a chip barge that was empty at the time of the incident, broke free after its tug, the *Triton*, experienced a tow winch failure,



After snagging the “pigtail” chain on the tow bridle of the Brusco Barge 250, the *Justine Foss*, shown here in a file photo, towed the barge across the Columbia Bar to safety.

spooling out all of the tow wire.

At the direction of the Coast Guard, the *Triton* held the barge on station with a light line, not appropriate for towing, while the *Justine* made the eight-hour downriver trip to the scene from Portland. The *Justine’s* crew staged the Orville Hook on deck before they reached the waiting tug and barge.

Once the Orville Hook was deployed, Robertson had the *Triton* crew release the barge. Towing the buoy and hook on a line from his tug, Robertson made two passes in front of

the barge, snagging the “pigtail” chain hanging from its tow bridle on the second pass.

The *Justine* then towed the *Brusco 250* across the bar to safety.

“The crew performed very well during this entire process, paying attention to safety and detail,” Robertson wrote in his report on the incident. “The bottom line is we had the proper gear and training to do what could have been a dangerous job in a safe and controlled manner, reducing the exposure risk to our people.

“Safety does work if you live it.”

FOSS BRINGS ON INDUSTRY VETERAN TO HEAD UP ENGINEERING DEPARTMENT

Maritime industry veteran **Douglas Wolff** has joined Foss Maritime as the company’s director of engineering.

Wolff brings 35 years of naval architecture and project management experience to Foss, including a combined 17 years at MARCO Seattle and Halter Marine. He most recently served at the Elliott Bay Design Group as the vice president of operations, and before that as chief naval architect.

“Doug has extensive experience in the design of all types of commercial vessels,” said **Mike Magill**, vice president of technical services. “He’s also worked closely with regulatory agencies for many years. We’re thrilled to have him bring his industry and technical knowledge to Foss.”

A professional engineer, Wolff is registered in five states including Washington and Oregon. He was

elected a Fellow of the Society of Naval Architects and Marine Engineers, and has published numerous technical papers. Wolff graduated from Webb Institute of Naval Architecture and has a Masters of Business Administration from City University of Seattle.



Douglas Wolff

Joel Altus Leaving Foss Maritime after 32-Year Career; Cerebral Rigging Supervisor Earned Worldwide Reputation

If you ask **Joel Altus** why rope and rigging turn him on, he's just as likely to show you a drawing of how mariners made splices in the 17th century as he is to talk about advanced synthetic lines and how they've changed the towing industry over the last 20 years.

"It's ancient and it's modern," he said recently of the discipline he has mastered and for which he is known throughout the industry. "You can look at a manual from the 17th century and get all the input you need. They hauled loads and hoisted things the same way we do today."

Altus, who joined Foss in 1979, and has been the company's rigging supervisor since 1990, retired in November.

He knows as well as anyone, of course, that today's loads are bigger and the power generated by the tugs and machinery that moves those loads is enormous, even in comparison to the standards of the 1970s, and that's where the modern ropes come in.

For example, the company's biggest tractor tugs, the *Garth Foss* and *Lindsey Foss* each generate 175,000 pounds of bollard pull. "And if you had to use wire to handle those loads, it would simply be too heavy to handle," said Altus noting that modern plasma line has strength parity with wire rope at roughly one-seventh the weight.

"The development of these ropes has made the powerful, modern propulsion system possible," Altus said.

He grew up in Detroit, the son of an auto-industry factory worker, went to Wayne State University, the University of Michigan and studied at the Sorbonne in Paris for two years. Including English, he speaks five languages. The others are French, German, Spanish and Hebrew.

What advanced degrees does he have?

"None that I'll admit to," he said, noting that at one point he planned to



Joel Altus, in this 2003 photo, displays two types of synthetic rope used by Foss.

pursue an academic career but gave up on the idea after he got to know a few academics. "I'll just stand on the one I got from the Trident School of Marine Technology here in Seattle. The others aren't relevant to the marine community."

He enrolled in the school to learn the basics of workboat technology after moving to Seattle as a carpenter building shoe stores in the early 1970s. Altus, finishing out one of the stores, overheard a couple of men talking about sailboat racing and told them if they'd take him on as crew, he'd give them a free pair of shoes.

That led him to years of ocean racing on sailboats, including sailing as navigator on several Victoria-Maui Classics. Soon after joining Foss, he

was on a boat that was dismantled in a storm in the middle of the Pacific and limped back to Hawaii with a jury-rigged mainsail. But he was sold on a marine career.

His first job at Foss was as a service representative for Foss Wire Rope and Rigging, which at the time was a division of the company that sold gear and services to others. Altus also was a supervisor in purchasing and materials control before **Steve Scalzo** (now chief operating officer of Foss parent MRG) tabbed him for his current job.

"He wanted compliance with rigging standards to be of the highest level," Altus said, "so we began to develop a department and over time that became my job."

Altus' reputation for designing

safe and effective rigging for the most complicated tows is known worldwide. Most recently, he designed the rigging used by three Foss tugs to tow an oilrig from Esquimalt, B.C. to Cook Inlet, Alaska,

“He has helped me and many others understand line strength, bit strength and safe working loads,” said Capt. **Carl Engstrom**, formerly with Foss and now a Puget Sound Pilot. “It doesn’t matter whether it’s wire or rope or any kind of rigging. He has extensive knowledge about it and has spoken nationally and worldwide on these subjects.”

Foss Marine Transportation Port Captain **Chris Springer** said Altus “has established himself as a distinguished legend and a priceless asset to Foss Maritime.”

Scott Kreis, sales vice president for winch maker Markey Machinery, said Altus had been a mentor for him over the years and described him as “a very patient and smart guy.”

“I would call him when I need some advice on soft line applications and tow rigging applications,” Kreis said. “You always knew you were going to get the information you needed. And he, in turn, would work with me on winch applications.”

In his retirement, Altus plans to do some consulting for Foss, and possibly rope makers, rigging companies and others (but not for Foss competitors). He lives in the Bryant neighborhood of North Seattle with his wife of 30 years, Kathryn, and has three grown children.

Looking back on his career, Altus recalls that he and Foss saw, beginning in the mid 1980s, that synthetic lines “would have an immediate impact on what we did” because of its high strength and low weight, compared to wire cable.

“Foss was a very progressive company,” he said. “The company was always open to what would work.”



Altus rigs a load cell during a recent bollard-pull test for a Foss tug on Commencement Bay in Tacoma.

THE MASTER, JOEL ALTUS, DEFINES RIGGING

“Rigging is the use of rope, wire rope or cable and chain to enable vessels to tow or to guy while moving dynamically or pushing through the water.”

They Look Alike, They Often Paint Alike and Both are Winners This Year

Ron and Don Snowden are identical twins who grew up together, were in the U.S. Navy at the same time, travel together and live not far from each other. So it should come as no surprise that both also are artists, and both are among winners in this year's Foss calendar and holiday card competition.

Don's snowy watercolor of the retired Foss tug and current museum vessel Arthur Foss is reproduced on the 2011 holiday card, and Ron's painting (also a watercolor) of the tug Andrew Foss assisting a Zim containership at the Port of Seattle is the September image on the 2012 calendar.

"I love doing marine art," said Don, who lives in Gig Harbor, Wash., and entered the contest for the first time this year. "I've done lighthouses and floats and buoys and some commission work on people's boats. I live on the water so that encourages me too." Ron, who notes that he just lives on



January, Austin Dwyer, *Date Night With a Lady*



February, Eugene Erickson, *Garth Foss – Anacortes*



March, James Williamson, *Pacific Star Assisting SBX Radar Vessel Into Seattle*



April, Byron Birdsall, *Tug O' My Heart*



May, James Williamson, *Orion Assisting Normand Clipper*



June, Michael Corcoran, *Andrew and the Giant Ro/Ro*

a pond in Puyallup, is in the calendar for the second time in two tries. “I like marine art, and there’s plenty of subject matter in the Northwest to paint,” he said.

The Snowdens’ paintings were among 33 submitted by 25 artists from California, and the Northwest, plus one from the United Kingdom (which didn’t win). Each winning artist

receives a \$500 fee to reproduce their painting and retains the right to sell it. All of the entries are displayed at Foss headquarters at the south end of Lake Union in Seattle.

Ron Snowden is a retired graphic artist. Don Snowden retired five years ago as a produce merchandiser for Safeway.



Don Snowden, left, painted the watercolor on this year’s Foss holiday card, and **Ron’s** is the September painting in the 2012 calendar.



July, Karla Fowler, *Port Partners – Olympia Assist*



August, Pien Ellis, *Journey to Alaska*



September, Ron Snowden, *Andrew Foss Assisting Container Ship*



October, Alan Nielson, *Up the Lazy River*



November, Alan Ryall, *Day’s End*



December, Byron Birdsall, *Aurthur & Friends Out to Help*

Foss Joins Forces with Sister Company to Distribute Fuel to Remote Communities of Western Alaska

As part of a growing relationship with one of its sister companies, Foss dispatched the ocean tug *Drew Foss* and the tankbarge *Washington* to Western Alaska last summer to work with Delta Western, supplying petroleum products to remote upriver and coastal communities.

The *Drew* and barge *Washington* acted as “intermediates,” receiving cargo from tankships, larger barges or from Delta Western’s terminal in Dutch Harbor, and then delivering the oil to smaller, shallow-draft barges that Delta Western uses to distribute the product.

Delta Western, which distributes fuel throughout Alaska, and Foss are both owned by Seattle-based Saltchuk Resources.

“Delta Western had been using another vendor to tow and operate our barge” said **Rick Chalker**, who managed the business for Foss. “It makes good business sense to me to have sister companies work together when possible, rather than hiring our competitors.”

The operation ran from mid-May to mid-September when the Kuskokwim River communities served by Delta Western are ice-free. Meeting delivery schedules is crucial for Delta Western,

according Chalker, because after the rivers ice up, the only way to get fuel to the communities is by air.

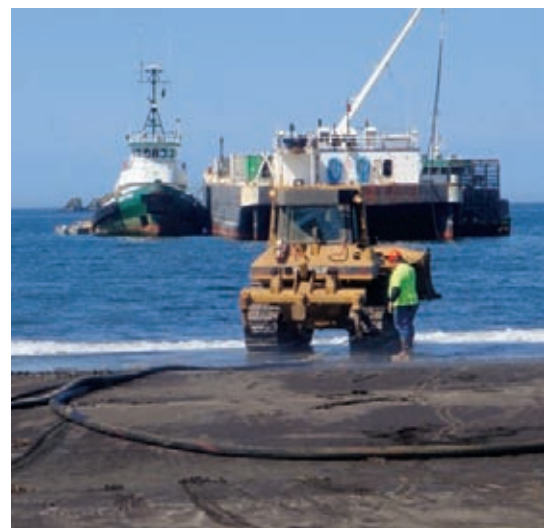
“That’s cost prohibitive,” he said.

During the course of the season, the *Drew* and its barge would take on oil and then remain on station, often in the Kuskokwim River, supplying the small Delta Western barges as they followed their distribution routines. The *Drew Foss* and barge *Washington* also supplied fuel to other areas of Western Alaska, seafood processing plants in Akutan and Sand Point, and to Delta Western terminals in Haines and Juneau.

In one unusual job, the *Drew* and barge *Washington* were called upon to supply 50,000 gallons of diesel to a remote site at Surf Bay on the north side of Akutan Island in the Aleutians, where Kiewit Construction is building a runway.

Due to the shallow water in Surf Bay the tug and barge, moored about 700 feet from the beach. The shore tanks were nearly 300 feet inland, so crews deployed 1,000 feet of three-inch cargo hose and pumped the fuel ashore in about six hours.

Chalker said he was not certain whether Foss had ever delivered oil that way, but he had experience doing it with



At Surf Bay on Akutan Island, the *Drew Foss* and barge *Washington* pumped diesel ashore through a 1,000-foot, three-inch cargo hose.

a previous employer. “I knew we could do it safely. We had a great crew, proper equipment and the weather cooperated” he said.

There is plenty of opportunity for growth in the kind of business undertaken for Delta Western last summer, according to Chalker, who added that Foss is off to a good start.

“We fulfilled Delta Western’s requirements very well,” he said. “We were on time, safe, and the customer’s satisfaction was high.”

BIG GRAIN SHIP CALLS TACOMA

The grain carrier *John Wuulf*, assisted in the photo by the tug *Henry Foss*, visited the Temco grain terminal at the Port of Tacoma in early July, becoming the largest ship to visit the facility in more than 20 years.. The ship measures 748 by 127 feet and is registered in Liberia. The ship loaded 82,000 tons of corn for Asia



Leiv Lea Takes Helm of the Foss Northwest Division After Helping to Build Business in Petroleum Sector

The Northwest Division has an excellent team of managers and operators on Puget Sound and in the Columbia/Snake River region, has great equipment and solid long-term contracts.

That's the opinion of Leiv Lea, a nine-year Foss employee who was named general manager of the division early last summer. Most recently, he had been Foss' representative in Houston, helping to develop the company's growing business in the oil field services sector.

"Things are going pretty well here in the Northwest," said Lea. "Obviously we have a challenging economic environment, but it's an excellent region and I'm very happy and lucky to have been offered this opportunity."

Lea, 44, was born in Austria, son of an Austrian mother and a Norwegian father. Lea's father was a senior ship surveyor for DNV (Det Norske Veritas) the Norwegian classification society which is similar in function to ABS (American Bureau of Shipping). Following the moves required by his father's work, the family lived in such places as Norway, Finland, New York, Houston, Mexico City and Miami.

The young Lea graduated from the University of Texas in Austin with a degree in economics and spent a summer laying up fiberglass and performing other construction tasks for a yacht builder in Florida before taking a job with Seattle-based Sunmar Shipping.

He was stationed in Dutch Harbor, Alaska, which was the commercial hub for Sunmar at that time. Sunmar operated, owned and chartered cargo ships to supply the then year-round fishing industry and carry the frozen seafood back to Seattle and to global markets. Lea soon became manager of the Dutch Harbor operation and stayed there for two years before going



Leiv Lea is the new general manager of the Foss Pacific Northwest Division.

to Tierra del Fuego, Argentina, to set up another operation for Sunmar.

He later was line manager for an operation in which Sunmar delivered supplies to and loaded seafood from Russian trawlers, mainly in the Bering Sea and Sea of Okhotsk. Subsequently, when Sunmar joined forces with a Greek reefer carrier and a Russian fishing company to form Pacific Trawlers, Lea managed logistics for the frozen fish products to their destination.

He joined Saltchuk Resources, which owns Foss parent company MRG, in 2003 and moved to Foss to work on the proposals for the Sakhalin Island sealifts for Exxon. During the actual sealifts in 2003, 2005 and 2006 he was the contract manager on the projects.

Following the Sakhalin projects, Lea worked as a contract manager in the Harbor Services Division before taking

the assignment in Texas two years ago.

"We developed good contacts and got some good tows," he said. "The Houston office is very important to Foss as Houston is the center of the oil and gas world."

As for the Northwest Division, Lea said, "There are some things we can focus on," including having the right sized fleet assigned to the Puget Sound and the CSR, respectively, to handle the work as efficiently as possible.

"It's a balancing act, trying to figure out what the best-sized fleets will be," he said.

Lea lives on Seattle's Queen Anne Hill with his wife, Nancy, who is a chef, and sons Finn, 10 and Beck, 6. In his spare time, he likes spending time with his family, exercising (including any outdoor activity) and boating.



TOO BIG FOR THE ROAD

Foss last June used the Henry Foss and the barge Foss 245 to move two top-pick machines from Pier 7 on the Port of Tacoma's Sitcum Waterway to East Blair Terminal No. 1. The customer on the job was Jones Stevedoring, and to load and unload the 140,000-pound machines, Foss rented 40-foot ramps from Bigge Crane and set them with a port fork lift. The top-picks, used to stack containers and load them on rail cars, were too high to fit under utility lines on the roads between the two terminals.



RUSSIAN FRIGATE VISITS LOS ANGELES

The Russian three-masted frigate Pallada was assisted by the Foss tug Carolyn Dorothy into Los Angeles on August 25 for a four-day visit on a North American cruise to commemorate the 270th anniversary of the first Russian exploration of Alaska. The Pallada, which is 354 feet long, is said to be the fastest large sailing ship in the world, capable of speeds up to 18 knots. It is a sail training ship, based in Vladivostok in Russian Far East.



Newly Refurbished Tug and Barge Go to Work Serving Navy Base off Coast of Southern California

The barge *SNI* makes its first landing at the Navy Base on San Nicolas Island. On this particular run, the *Benjamin Foss* stood in for the *SNI*'s regular tug, the *Edith Foss*.

A newly refurbished Foss tug and barge are now serving the U.S. Navy base on San Nicolas Island, the most remote of southern California's Channel Islands and the site of a weapons testing and training facility.

Depending on the weather, Foss operates twice-weekly service to the island from Port Hueneme, a distance of about 65 miles. The company has had the San Nicolas contract for about 20 years, with cargo mainly including gasoline trucks to supply the island's service station, rubbish bins, construction equipment and specialized gear for the Navy.

Foss also expects to haul components of a large windmill farm

planned for the island, according to Southern California Port Capt. **Jim Russell**.

The tug on the run is the *Edith Foss*, which underwent an extensive refit at Foss Rainier Shipyard, including installation of new low-emission tier-two engines. The former chip barge *Foss 185 C-4* also went into the Rainier yard to have its fences trimmed to the Navy's specifications, six feet on the sides and eight feet on the bow.

The barge has been renamed the *SNI*. Upon arrival in southern California, workers installed the ramp from the barge formerly used on the run, the *PT&S 379*. The *SNI* also has

new electric mooring winches, and a hydraulic ram that keeps dock lines taught was also transferred from the old barge.

Russell said Foss made beach landings on the island until about five years ago, when the Navy installed a pier tailored to handle Foss ramp barges. But landings at the island are still challenging, because the pier is unprotected, and its south-facing location is subject to strong winds and currents.

"This is a really good piece of business for us," Russell said. "And this newly refurbished equipment will enable us to maintain the high level of service that the Navy requires."



Whit Olson

ASSISTING THE ABRAHAM LINCOLN

The *Arthur Foss* was one of three Foss tugs that assisted the aircraft carrier *Abraham Lincoln* and three other U.S. Navy ships into the Port of Los Angeles on July 25 for Navy Days and public tours. Port Captain **Jim Russell** said the Foss captains met the challenge of finding spots to fit their tugs under the carrier's large overhang during the assists. For security purposes, police divers inspected the underbodies of all the tugs before each arrival and departure. In addition to the *Arthur Foss*, the tugs *Lynn Marie* and *Alta June* assisted the Navy ships in and out of their berths.

Captain's Son was Poster Child for Bay Area Fundraiser To Help Fight Leukemia and Lymphoma

A San Francisco Bay Area captain's son, who is fighting an uphill battle against Hodgkin's lymphoma, took a lead role during the fall in the effort to raise money to fight blood cancers.

Drake Jensen, 18, the son of Capt. **John Jensen**, appeared on posters and in a *You Tube* video promoting the Bay Area's "Leukemia Cup" sailing regatta, a fundraiser sponsored on Oct. 1 and 2 by the Leukemia and Lymphoma Society to help fund the fight against blood cancers.

An elite-level youth sailor himself, Drake was named the U.S. Sailing Sailor of the Week for the week of May 12 – 18. He is a freshman at Contra Costa College, where he plans to earn an associate degree and then transfer to California Maritime Academy, the University of California at Berkeley, or join the Coast Guard.

"Being the poster child for the Leukemia Cup, I feel like I was kind of a role model, I guess," he said recently. "I'm trying to set an example for other people with certain types of diseases. It gives me an opportunity to help them."

The regatta, hosted by the San Francisco Yacht Club, featured a 13-mile race with all manner of boats participating (Drake estimated hundreds). Skippers and crew



members donated more than \$1 million to leukemia research, and Drake personally raised \$1,400.

"I was amazed at how many people supported the event," he said. "There were lots of familiar faces, and it was awesome to see them out there for the Leukemia Cup."

Drake is currently regaining his strength and returning to sailing after going through eight months of chemotherapy and radiation treatments. He said the disease is currently in remission and his tumors are inactive.

"It's been very long and challenging," he said of his disease. "I wasn't

expecting to get cancer, and it's made me realize that life is fragile, and you can't assume that everything is going to be perfect."

Drake's dad introduced him to sailing when he was 12. He joined Richmond Yacht Club, started in El Toro dinghies, and sailed Lasers competitively through high school. Over the last three years, he has sailed in the U.S. Youth Championships, the U.S. Junior Championships and the Pacific Coast Interscholastic Sailing Association Cressy Championship.

BAY AREA SAFETY TRAINING

Deckhand **Robin Matsumoto** volunteered to be the patient during first aid practice recently as Foss marine and shoreside employees in the Bay area started going through annual two-day training sessions conducted by Fremont Maritime of Seattle. The training, an STCW (Standards of Training and Watchkeeping) refresher course, this year includes basic first aid, CPR, automated external defibrillator (AED) training, social responsibility, customer service and communication, benzene and H₂S awareness, confined space entry and lock-out tag out.



Boston's Airport Approach is Too Close for Comfort; LNG Tanker Taken to Open Water for Rudder Repair

Foss assisted with the repair of a rudder bearing on an LNG tanker outside Boston Harbor in October.

"No one, including the Coast Guard, port authority, or terminal operators would allow these repairs to take place within the harbor," said **Bob Manning** of Foss Atlantic Division. "The inside anchorage is under the approach to Logan Airport, and all LNG ship movements in the port are highly regulated through a long-standing protocol."

The only alternative available to the owners was to ballast the ship down by the head in Broad Sound anchorage, about six miles from the harbor entrance. Foss engaged Cianbro Corp. of Pittsfield, Maine, to design and build a staging assembly for the ship's workers to access the rudder bearing exposed by ballasting. Cianbro, which has partnered with Foss on several projects, was given just two days to complete fabrication and delivery.

The staging was almost 60 feet tall, 25 feet long, and 5 feet wide. Two pieces were fabricated to hang from the ship's transom, one on each side of the rudder. Each piece weighed approximately 4 tons. Since lifting the pieces into place with a floating crane of adequate height in open ocean was considered impractical, temporary booms were fabricated and installed by Cianbro on the ship's deck at the stern. Lifting power was provided by tugger winches running on the ship's compressed air.

The Foss tug *Volans* delivered the staging to the offshore anchorage on a local crane barge. On site, the staging was lowered into the water and placed alongside a Foss work barge made up to the tractor tug *Orion*. The staging was secured to the barge with a two-parted wire from *Orion*'s deck winch.

"Our goal was to dampen the effect of swell while transferring the load between two vastly different vessels,"



Jason Yearance of Foss works on the scaffolding used by a crew from Hyundai to repair a rudder bearing on the LNG tanker. Two members of the Hyundai crew crawled through the hole in the rudder to repair the bearing.

said project manager Manning. The work barge was placed directly astern of the ship and the lifting wire from deck was attached. *Orion* paid out wire and lowered the staging into the sea as the Cianbro crew on the ship took in wire. When the ship's wire was bearing the entire load, *Orion* disconnected and moved back. Unfortunately, the first piece could not be attached in place due to a failure in the lifting gear. It was safely lowered to the seabed and buoyed for recovery. The second piece of staging was positioned successfully and proved adequate by itself for completion of the repairs.

The offshore portion of the job was performed over four days and required several trips to the mooring site. Almost all of the Boston crews were engaged in one way or another.

"Of particular note was the professional handling of *Orion* at critical points by Capt. *Jeff McKay* and *Doug Richmond*," Manning said.

Sales Manager **Conti Coluntino** secured this unusual work for Foss and Atlantic Division Vice President **Marc Villa** handled the commercial side of the project.

Villa said Manning's leadership was key to the success of the project.

Great Lakes Voyage for Boston-Based Tug and Barge; A 4,000-Mile Trip to Carry Mining Shovel to Quebec

Foss made a rare trip through the St. Lawrence Seaway and across four of the Great Lakes to Milwaukee last summer, a round trip of about 4,000 miles to pick up a giant mining shovel and deliver it to Baie-Comeau in Eastern Quebec Province.

The tug *Leslie Foss* and Barge *Foss 343* made the voyage from Boston under the command of Capt. **Brandon Luzzi**.

The *Foss 343*, at 76 feet wide, was just two feet under the maximum for the Seaway's locks. "It was perfect for the job," said **Bob Manning** of Foss Atlantic Division. "The Seaway transit went exceptionally well, both ways, with just one minor delay for fog."

The only surprise was an increase in the costs of pilotage and assist tugs due to a change in Seaway requirements just prior to the arrival of *Leslie Foss*.

Loading and securing the cargo in Milwaukee was the most challenging part of the project. The shovel came directly from the manufacturer in hundreds of pieces, with a wide variety of handling requirements. **Jay Schram** of Foss International was called from Seattle to assist, supervising the loading operation.



Mate **Ross Robinson** is on deck outside the pilothouse of the *Leslie Foss* as the tug approaches a set of locks on the St. Lawrence Seaway.

"In short order, he organized a stow plan and loaded everything on the barge," Manning said. "It was a real benefit having someone from the Foss family of companies who was able to do that for us."

In addition to Luzzi, members of the *Leslie Foss* crew were, Mates **Dominic Rizzo** and **Ross Robinson**, Able-Bodied Seamen **Kevin Denien** and **Fred Fox**, and AB/Cadet **Sean Wentworth** from Maine Maritime Academy.

STARTING VOYAGE TO A NEW HOME

The Foss tug America assisted the retired battleship Iowa on Oct. 27 in Benecia, Calif., where the famous World War II era vessel spent the night on its way from the Suisun Bay Ready Reserve Fleet to the Port of Richmond. The battleship is being moored temporarily in Richmond and will be towed to San Pedro, where a non-profit group plans to turn it into a museum and memorial. Built in 1943, the ship last saw action in Operation Desert Storm and was decommissioned in 1991. In command of the America during the two-day move were Capts. Whit Olson and Monte McCleary.



Assistant Foreman Downie's Down-Under Solution Simplifies Repairs On Venerable Foss 300 Derrick Barge

An innovative procedure for installing steel hull plates saved time and money last summer as Foss Shipyard performed renovations on the barge that supports the venerable Foss 300 derrick.

The yard installed five steel plates, each measuring 10 by 30 feet and weighing 3,600 pounds, in the hull of the crane barge, built in 1943 for the U.S. Army. It is one of the last steam-powered derricks on the West Coast.

The yard in the past has used forklifts and come-alongs to drag plates under drydocked barges. Then they cut holes in the barge bottom to hoist the plates into position.

In the new system developed by Steel Shop Assistant Foreman **Gene Downie**, the yard has modified a former jetliner tug, acquired years ago to carry propeller shafts, with an overhead platform consisting of three I-beams to carry the plates.

Workers blocked up the barge about six feet off the dry dock floor, just high enough for the wheeled tug to drive the plates into position. Then the plates were jacked up and welded into the barge hull. A conventional forklift's masts would be too high to fit



The Foss 300 derrick in drydock at Foss Shipyard in Seattle.

under the hull.

"It's a much more efficient way to install the plates, and it's saving time and money," said Ship Repair Superintendent **Mike Port**.

While the Foss 300 was in drydock, the yard also painted the new steel, Port said. Ship Repair Superintendent **Bill Fiamengo** supervised the work.



Gene Downie with framing he designed to simplify steel replacement in the barge's hull.



FOSS CUP WINNER

Phil Northrup of East Wenatchee, Wash., on Aug. 21 topped a field of 21 competitors to win the Foss Cup trophy for radio-controlled model tug enthusiasts. In the competition, held at Downtown Park in Bellevue, Wash., the operators navigate their tugs through an obstacle course and perform a number of tasks much like what a real tug would during its normal course of work. Northrup's tug, the John D., is 27 inches long, 11 inches wide, and has a displacement of 21 pounds. It is propelled by two three-inch props, steered with six rudders and was built from scratch by Northrup.



Trucks towed a Delta IV second stage, left, and an Atlas V booster from the cargo bay of the *Delta Mariner* at Cape Canaveral. Still on the ship is a Delta IV booster.

Foss Delta Mariner Marks Milestone By Carrying Atlas and Delta IV Rocket Side-by-Side to Cape

An Atlas and a Delta IV rocket were carried side-by-side on the *Delta Mariner* to Cape Canaveral in July, marking the first time the ship has carried an Atlas and signaling a busy future for what has become known as the Foss “Rocket Ship.”

The 312-foot ship arrived at the legendary Air Force base in Florida on July 29 after a 2,100-mile, 10-day trip from the United Launch Alliance (ULA) factory in Decatur, Alabama. The trip took the ship and its cargo down the Tennessee, Ohio and Mississippi rivers, across the Gulf of Mexico, and up Florida’s east coast.

The ship was built to carry Delta IV common booster cores, originally built by The Boeing Company in Decatur. Boeing partnered with Atlas builder Lockheed Martin to form the United Launch Alliance and consolidated manufacturing of the two rockets in Decatur in 2009.

Previously, the Atlas production facility had been in Denver, and Atlas

rockets were flown to launch sites in giant Russian Antonov cargo planes.

“Utilizing the *Delta Mariner* to ship both Atlas and Delta launch vehicles simultaneously offers a significant long-term cost savings for our customers, said Mark Wilkins, ULA vice president of Program Operations.

The *Delta Mariner* is a roll-on, roll-off vessel that can travel on both rivers and open seas and navigate in waters as shallow as nine feet. It can carry up to three common booster cores, each about 150 feet long, as long as a 727 airliner fuselage.

Delta Mariner Manager **Bob Pepper** said the biggest challenge in getting ready to carry the Atlas rocket was accommodating its greater sensitivity to vibrations.

“We had to come up with the correct RPMs and propeller pitch to protect the cargo with the least vibrations,” Pepper said. “We ended up at 700 RPMs and 80 percent pitch.”

Pepper said that because the

Delta Mariner now has been cleared to carry both kinds of rockets, “The ULA is getting more bang for their buck,” as the ship already is under charter full time to the alliance.

He predicted that the ship also would be much busier.

“It’s always better to have a boat that’s moving rather than sitting—they deteriorate faster when they’re sitting,” Pepper said. “And you have a happier crew when you’re underway.”

The *Delta Mariner* left Decatur on its subsequent voyage on Oct. 5, headed for Vandenberg Air Force Base in California with a Delta IV common booster core. The ship was scheduled to arrive on Oct. 28.

During its career, the ship has made nineteen deliveries to Cape Canaveral and five to Vandenberg.



Father, Son Love Working Together at El Segundo, Even Though the Boy is the Boss in his New Job

It's a role reversal at Foss for **Vito** and his son **Franco "Frank" Rinaudo**.

"It's funny—I'm the captain and he's the deckhand," said Frank, who works with his dad on the line and crew boats at El Segundo Moorings. "People joke about me ordering him to swab the decks. You know, he's older than me, but he could still kick my butt!"

Vito and Frank worked together on the father's fishing boats in California and Alaska but not so much since Frank joined the Coast Guard 14 years ago. Vito joined Foss six years ago after struggling to make a living fishing, and Frank started with the company seven months ago after leaving the service.

"It's fun," said Vito of working with his son.

"I love being on the water with my dad," said Frank.

Vito, 62, speaks with a heavy Italian accent, having come to the United States in 1971 from Sicily. He started working as a fisherman in his home country when he was 11, and took up the same trade in the U.S. the day after he, his mother, father and sister arrived in Monterrey, Calif., where the mom's sister was living.

"I fished squid," he said, noting that he soon started fishing in Alaska and ended up with boats in both Alaska and Southern California.

Frank, 36, had a variety of jobs in the Coast Guard, including working as a deckhand on small boats in Alaska and Southern California. He also spent a year manning a remote LORAN station in Port Clarence, Alaska, (which, coincidentally, Foss helped to dismantle in 2010).

Seven months ago, he was stationed in San Pedro, and it was time to transfer again. "I had a home, a wife and two kids and I wanted to settle



The career paths of **Vito**, left, and **Frank Rinaudo** have come together at El Segundo Moorings.

down," he said. "I made the decision that I didn't want to do that to my family."

He worked for a short time at Port Hueneme, towing boats for missile target practice, and soon

was dispatched to Foss from the Inlandboatmen's Union hall.

"When they told me I would be working with dad, I was so happy," he said. "And thank God everything has been working out well."

Four Win Scholarships for Children of Employees

Four young people, three from Washington and one from California, have been awarded 2011 Foss Maritime Scholarships for children of company employees. The winners, selected by a committee of employees, are:

- **Rosalie Atkinson**, a freshman this year at Whittier College in Whittier, Calif., who plans to major in English Education. She is the daughter of Foss Capt. **Jess Atkinson** and is a graduate of Alameda High School, where she was an honors student. She also worked for the local newspaper and was president of the high school songwriters club.

- **Linda Hickman** is a senior at Pacific Lutheran University in Tacoma majoring in Biology and is on the dean's list. She is the daughter of Foss Engineer **Larry Hickman** and is a

graduate of Clover Park High School in Lakewood, Wash.

- **Courtney Stanley** is a freshman at the University of Washington in Seattle. She is the daughter of **Vance Stanley**, Outside Machine Shop foreman at Foss Shipyard in Seattle and is a graduate of Todd Beamer High School in Federal Way, Wash. She also participated in the Running Start program at Highline Community College and was an honors student there.

- **Emily Wark** is a freshman at Eastern Washington University in Cheney, Wash., where she plans to major in occupational therapy. She is the daughter of Capt. **Mike Wark** and is a graduate of Stanwood High School in Stanwood, Wash., where she lettered in swimming for all four years.



Rosalie Atkinson



Linda Hickman



Courtney Stanley



Emily Wark



MANLY SCHOLARSHIPS GO TO SIX GRADS

Six 2011 Washington state high school graduates have been awarded Norm Manly Youth Maritime Training Association (YMTA) Educational Scholarships. The scholarships are named for YMTA founder and retired Foss Marine Personnel Manager **Norm Manly**. The winners, their high schools and the sponsors of their scholarships are, from left: **Rose Hendrix**, Holy Names Academy, Seattle, Compass Courses Maritime Training and Pacific Maritime Magazine; **Madeleine Wolczko**, Vashon Island High School, YMTA; **Melissa Allen**, Mar Vista Alternative High School, Port Townsend, John and Anita Crawford; **Angelica Janda**, Clinton and South Whidbey High, Viking Bank; **Paul Van Dyke**, Chimacum High School, Foss Maritime Co.; and **Sarah DeLand**, Ocean Research College Academy at Everett Community College, Council of American Master Mariners.

Gary Schaffer was Hybrid Tug's First Engineer, Worked in Maritime Industry More Than 25 Years

Gary Schaffer, who was instrumental in bringing the hybrid tug *Carolyn Dorothy* into service as its first chief engineer and was known for his love of challenges, died Nov. 10 after a year-long battle with colon cancer. He was 49.

Schaffer worked in the maritime industry for more than 25 years, joining Foss for the first time as a chief engineer in 1994. Over the years, he also worked as an engineer on a research ship in the North Sea, on an oil tanker on the East Coast, as a technical consultant for a rocket transport vessel, and for several tug-barge companies other than Foss.

Longtime friend **Jerry Allen**, Foss fleet engineering manager in California, described Schaffer as an engineer who would “take a situation, think his way through it, accomplish it and go looking for the next one.”

Born June 20, 1963, Schaffer was raised in Long Beach and graduated from Millikan High School in 1981. He attended Long Beach City College before transferring to the California Maritime Academy in Vallejo to complete his B.S. degree in marine engineering in 1988.

Allen said that Schaffer left Foss in the late 1990s to work elsewhere and establish Schaffer Marine Services, a



Gary Schaffer, right, received a Top Mariner award for his work bringing the hybrid tug *Carolyn Dorothy* into service as its chief engineer. With him in this 2009 photo is **Jerry Allen**, fleet engineering manager for California.

service, repair and consulting company. He rejoined Foss in 2006 to be part of the startup team on the *Carolyn Dorothy*.

“Gary attacked the hybrid project, much like he did everything else,” Allen said. “He read about it, researched it and took it on as if it was his own. As the learning curve came at us, Gary just rolled with it—he was in his element.”

As Schaffer’s illness progressed and he was no longer able to work on the

boats, he came ashore to manage projects, including helping to write an engineering manual that had been planned for years.

When he wasn’t working, Schaffer was a creative chef and wine connoisseur, a photographer, writer, an avid salt-water fisherman and a certified SCUBA diver. He and his wife, **Tina**, enjoyed world travels, entertaining, and walking on the beach with their Labrador retriever, Otis.

NEW EMPLOYEES

Douglas Wolff
Director of Engineering

Beylan Brown
Compensation & Benefits Manager

RETIREMENTS

Joel Altus
Rigging Supervisor

PROMOTIONS

Don Harris
Pipe Shop Foreman to Ship Superintendent, Seattle Shipyard

Chris Intagliata
Assistant Foreman to Pipe Shop Foreman, Seattle Shipyard

PASSINGS

Gary Schaffer
Chief Engineer, SOCAL

Tom Kinnicutt, lead man in the tool room at Foss Shipyard, died on Oct. 22 after a year-long battle with cancer. Known to love jazz, rock music and blues, Kinnicutt also was a motorcycle enthusiast who bought his first Harley Davidson in the early 90s. Kinnicutt started at Foss Shipyard in 1989 and worked on Foss boats, fishing vessels and the ore barges until the late 1990s when he took over the Tool Room. He retired in June 2011.





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A CLEAR DAY IN SEATTLE

The Henry Foss cruised across the downtown Seattle waterfront on a recent crystal clear afternoon after a ship assist job at the Port of Seattle's Terminal 18.