JUNE 2013 / VOLUME 25 ISSUE 3

FOSS

Tow Bitts

EMMETT AT THE HELM

***Emmett Weichbrodt**, 8, is at the controls of his namesake tug, the Emmett Foss, under the guidance of Capt. **Dan Riser**, who will be master of the new vessel. The Emmett Foss was christened June 3 following its construction at Foss Rainier Shipyard. An article and more photos appear on page 4.*

'NEW-BUILD' PROJECTS UNDERWAY AT FOSS SHIPYARDS IN SEATTLE AND RAINIER, OREGON

Two major vessel construction projects are getting underway at Foss Shipyards, with steel on order for the first of two Port of Long Beach fireboats being built in Seattle and for the first of three ocean-going tugs under construction in Rainier, Ore.

"They are both just getting off the ground, and they are both complex projects," said **Hap Richards**, director of new construction. "The fireboats are more intense as far as management goes, because we're working with the port of Long Beach and three naval architecture firms. Everything we do is looked at with a magnifying glass,

(Continued on page 5.)

INSIDE

Tow Bitts

Change is Necessary to Succeed In a Very Challenging Marketplace

The tug-and-barge industry is on the one hand steeped in tradition, but on the other requires us to embrace new technology and new business practices to succeed in a very challenging marketplace.

Gary Faber

We like it when our new equipment recalls the lines of traditional tugs. Here in *Tow Bitts*, articles about the old days are among the most popular. And numerous generations of many families have worked here, including descendants of founders **Thea** and **Andrew Foss**.

Indeed, the company's history and tradition of quality performance embodied in our "Always Ready" motto are an important component of our brand and are a key to our success going forward.

But we can't let our respect for tradition—and our belief that the way we've always done things is the only way—hold us back. No one likes change, but we have to be flexible and understand that change is inevitable in our industry. In fact, we must be willing to re-invent ourselves every single day.

In our business, deliberate and measured five-year plans are a thing of the past. Our business is dynamic and energetic. Change will continue to be constant.

Changes in our company, changes in our jobs and the way we go about them are certain as well, an inevitable consequence of our effort to pursue every advantage to grow and prosper in our marketplace.

> "We have several new prospects in both the International and Domestic sectors which will bring opportunities to our front door." —GARY FABER

We have several new prospects in both the International and Domestic sectors which will bring opportunities to our front door. We must be prepared to accept the challenge and rise to the occasion by finding new and innovative measures to beat the competition and satisfy the needs of our customers.

J. C. Faber

President and Chief Operating Officer

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.

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Foss Shipyard Wins 'Gold Award' from King County For Perfect Record on Wastewater Control

Foss Shipyard has won a "Gold Award" from King County for perfect compliance in 2012 with the terms and conditions of its industrial wastewater discharge permit.

The award, according to Foss Director of Health and Safety **Al Rainsberger**, is a reflection of the company's commitment to best management practices, which include good housekeeping in the shipyard.

"The cleaner we can keep the yard, the better our programs operate and work with success," said Rainsberger, who oversees the wastewater discharge program. He said 45 companies received gold awards, and Foss was the only one from the maritime industry.

The two major sources of wastewater in the shipyard are storm water runoff and the water used to pressure wash vessels in its three drydocks. None of it goes into the Lake Washington Ship Canal adjacent to the shipyard.

The storm water is collected in drains, stored in aboveground tanks and gradually released into the county sewer system. The wash water from the drydocks is collected into a filtration system and treated prior to discharge into the county sewer system.

Safety and Health Manager **Ron Sykes** takes a sample of stormwater collected in above ground tanks. The sample will be forwarded to a lab to be tested for zinc and copper.

The wastewater, under the permit, may contain no more than three parts per million of copper and five parts per million of zinc. Foss samples the storm water monthly and the drydock water quarterly.

The county conducts unannounced sampling semi-annually.

Shipyard Labor Foreman **Larry Hurtt** adds chemicals to tanks holding drydock wash water that bind and bond heavy metals that are collected as a sediment for disposal.

TUGBOAT COMPANY OF THE YEAR

***Roy Amalfitano**, left, president of Evergreen USA, recently presented the Tugboat Company of the Year award to Foss Director of Ship Assist **Ron Bates** at Evergreen headquarters in Jersey City, N.J. Foss has been providing service to Evergreen in Tacoma and Long Beach for more than 40 years, and Evergreen is one of Foss' top five ship assist customers. Evergreen planned to add a new service string to their Long Beach routes at the end of May, increasing Foss' work with the company by 20 percent in that port.*

Emmett Weichbrodt rears back to start his swing and break the ceremonial bottle of champagne to christen his namesake tug, the *Emmett Foss*. Family members watching at left are parents **Art** and **Stacey Wright Weichbrodt**, grandparents **Glenn** and **Sandra Campbell Wright**, and brother **Clayton Foss**. Rainier Superintendent **Tony Silva** is in the center with the plaid shirt. Foss Vice President for Technical Services **Mike Magill** is behind **Emmett Weichbrodt**, and in the background taking a photo is **Stormy Back**, a carpenter who was working on the vessel.

EMMETT FOSS TO HEAD NORTH AFTER CHRISTENING *(Continued from the cover)*

The new, shallow-draft tug *Emmett Foss* will head for Alaska's North Slope to work on a major oil-development project in late June following its construction and christening at Foss Rainier Shipyard.

During the christening ceremony on June 3, Foss Vice President for Technical Services **Mike Magill**, who oversees Foss shipyards, said the Rainier crew had "gone beyond the call of duty to deliver this vessel safely, on time and on budget."

He added, "The *Emmett Foss* project is a great example of how Rainier Shipyard delivers on its commitments…They really are the best in the business."

With a draft of just 3.2 feet the tug is ideally suited to land barges carrying modules, supplies or other kinds of cargo on Arctic beaches where the water is too shallow for conventional tugs.

The 73-foot-long tug also packs plenty of power, with a rated horsepower of 1,437 and a bollard pull of 25,000 pounds.

The *Emmett Foss* is nearly identical to the *Capt. Frank Moody*, delivered two years ago by the Rainier Shipyard to Foss sister company Delta Western and is currently being used for fuel deliveries in Western Alaska. (See article on page 15.)

Dan Cole was the engineering project manager during construction of the *Emmett Foss*. **Dan Riser** is master of the tug.

The tug is named for **Emmett Weichbrodt**, 8, a second grader at Hazelwood Elementary School in Auburn, Wash. He is the son of **Art** and **Stacey Wright Weichbrodt**, the grandson of **Glenn** and **Sandra Campbell Wright**, the great-grandson of **Sidney** and **Barbara Foss Campbell** and the great-great-great grandson of company founders **Thea** and **Andrew Foss**.

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

The *Emmett Foss* is 73 feet long and draws just 3.2 feet, making it ideal for landing barges on Arctic beaches.

Foss Vice President for Technical Services **Mike Magill**, center, presented a baseball shirt signed by Foss Rainier Shipyard workers to **Emmett Weichbrodt** before the christening of the *Emmett Foss*.

The new Arctic Class tugs, shown here in a computerized rendering, will be 132 feet long and will have ice-strengthened hulls.

'NEW-BUILD' PROJECTS UNDERWAY AT FOSS SHIPYARDS

(Continued from the cover)

from purchasing to production."

Construction management of the ocean-going tugs, he said will be simpler. "It's an in-house customer, Foss," he said.

The Glosten Associates of Seattle in May had finished modeling the front two thirds of the hull of the first 132-foot "Arctic Class" tug for Foss. The tug will be built in modules, and the yard has ordered steel for a bow machinery section, the engineroom and a space behind the engineroom.

The tugs, which will have ice strengthened hulls, will be built in a new, 11,000 square-foot area the Foss Rainier yard, created by building a 180 foot bulkhead 62 feet offshore in the Columbia River and filling behind it.

The first is to be delivered in December of 2014, and the other two are to be finished 12 and 24 months later, respectively.

With regard to the fireboats, modeling of the first module, which includes the engineroom and the area that houses the vessels' Voith drives, was nearing completion in May, enabling steel to be ordered. The yard also expected to give the go-ahead for construction of the aluminum pilothouse at Kvichak Marine Industries of Seattle.

Work on the first fireboat's piping system, complex because of the boat's purpose, also was expected to begin in June. The first fireboat is scheduled to sail to Southern California in May of 2014, and the second is to be completed the following December.

The boats are being built inside a 100 by 83 foot aluminum-framed, fabric-covered building erected at the yard recently.

Robert Alan Ltd. of Vancouver, B.C. is the initial designer of the fireboats. Jensen Naval Architects of Seattle will be the owner's representative during construction and Guido Perla & Associates of Seattle is performing construction engineering for Foss.

Foss Rainier Shipyard added 11,000 square feet of space for construction of the Arctic Class tugs by filling behind a 180-by-60 foot bulkhead.

Tony Silva

A fabric-covered, aluminum-framed building at Foss Shipyard in Seattle will house construction of two new fireboats for the Port of Long Beach.

Alex Otero

Foss International is Up to the Challenge in West Africa; Ports and Inland Infrastructure Hinder Cargo Movement

Foss International successfully met the challenges presented by broken down port equipment, roads full of washouts and potholes and security issues in war-ravaged countries during a recent, 3 ½-month trip to ports in Sierra Leon, Togo and Cameroon in West Africa.

Carrying food-aid cargo for the U.S. government, the articulated tug-barge (*ATB*) *Thunder and Lightning* left Lake Charles, La., Dec. 28 and made a stop in Guatemala before heading east to its West African destinations.

Jay Schram of Foss International, who flew into each of the West Africa ports ahead of the *ATB's* arrival to finalize arrangements and oversee cargo operations, said it's impossible to compare doing business in Africa to similar operations in the United States or other developed countries.

"We have the trains, and the roads are policed, and we have rules and regulations," he said. "The trucks and trailers are in good condition and there's such a higher standard of equipment in these countries.

"The only reason Africa functions is that people know you have to have a decent street for the freight to travel, and if the freight doesn't travel you don't sell anything and you don't make money. You have to have a certain amount of infrastructure to have an economy."

But Schram said even the most basic infrastructure deteriorates in times of war and corruption, and he noted "We carry food aid, so we go to the worst of these countries."

The first stop was in Freetown, Sierra Leone, where the *ATB* discharged 40 containers. The roads were so bad and congested that it took trucks an entire day to make a 10-mile round trip from the port to the warehouse where the food was to be stored.

The *Thunder and Lightning* arrives in Freetown, Sierra Leone.

"Also, the reach-stackers and forklifts were breaking down," Schram said. "And it's not just the equipment but the way of life. It's not a big deal spending three days getting something done that we would do in a few hours."

Sierra Leone experienced a number of coups and a civil war lasting into the middle of the last decade.

Things were better at the next stop, in Lomé, Togo, where the *Thunder and Lightning* discharged 47 containers in a port that had good cranes and infrastructure. But the final destinations of the cargo were about 900 miles inland in Bamako and Segou, Mali, a country where French troops had been helping to push back a takeover by Islamist fighters.

Foss hired an established and reliable contractor, Central African Transport, which sent the cargo into Mali in convoys of 10 trucks each for security from looters. The trip took 10 days over difficult roads.

"Sometimes the washout might have happened a year ago," and they haven't gotten to it," Schram said. "You find a way around it—you just go through a guy's field and get back on the road."

The last stop was Douala Cameroon, where the ATB discharged 112 containers at a port Schram described as being updated with decent equipment. Foss was not responsible for the inland delivery there.

The *Thunder and Lightning* arrived back in Lake Charles on April 16.

SIERRA LEONE EXPERIENCED A NUMBER OF COUPS AND A CIVIL WAR LASTING INTO THE MIDDLE OF THE LAST DECADE.

A typical street scene in Freetown, Sierra Leone.

Congested highways like this one in Freetown often hamper cargo movement.

New Program Aims to Prevent Serious Injuries And Fatalities on Foss Vessels and in Shipyards

Al Rainsberger

By Al Rainsberger
Director of Health and Safety

Serious Injuries and Fatalities (SIFs) have devastating impacts on anyone involved, including families and co-workers. Serious injuries are life-threatening (such as significant loss of blood, trauma to vital organs and damage to the brain or spinal cord), or life-altering (resulting in permanent or long-term impairment or loss of an internal organ, body function, or body part.)

Foss has implemented the SIF Prevention Program, which employees have received information on and will soon get the *Foss 10 Rules To Live By* on laminated wallet sized cards. Here are some points that outline the program:

A SIF is defined as any injury or illness that results in:

- A fatality.
- A life-threatening condition, which if not immediately addressed is likely to lead to death and will usually require the intervention of internal and/or external emergency response personnel to provide life-sustaining support. Examples include: laceration or crushing injuries that result in significant blood loss; an injury involving damage to the brain or spinal cord; an event that requires cardiopulmonary resuscitation or an external defibrillator; chest or abdominal trauma affecting vital organs; and serious burns.
- A life-altering condition or illness that results in permanent or long-term impairment or loss of use of an internal organ, body function, or body part. Examples include: significant head injuries; spinal cord injuries; paralysis; amputation; broken or fractured bones; and serious burns.

A SIF precursor is a high-risk situation in which management controls are either absent, ineffective, or not complied with, and which will result in a serious or fatal injury if allowed to continue. Another accepted, and more succinct definition of a SIF precursor is an unmitigated high-risk situation, which will result in a serious or fatal injury if allowed to continue.

Here are two examples of accidents that each resulted in a broken foot and illustrate how to determine when an injury has SIF potential:

Case A, with no SIF potential: An employee suffered a fractured foot when he climbed out of a truck cab, missed the bottom rung of the ladder, and fell 30 inches to the ground. Their foot rolled off a small rock, resulting in a fracture.

Case B, with SIF potential: An employee suffered a fractured foot when it was backed over by a forklift truck. The forklift operator backed up without looking, and the backup alarm was not functioning. This easily could have been a serious (life-threatening or life-altering) injury, or fatality, if the employee's full body had been struck and run over.

Employees will be learning how to combine the Job Safety Analysis process with the SIF Prevention Program to recognize potential SIF precursors and mitigate high-risk situations.

SALTCHUK SAFETY AWARD

*Saltchuk Chairman **Mark Tabbutt**, right, presented a safety award to Foss Director of Health and Safety Al Rainsberger on May 16 at the Saltchuk Risk Managers' Conference in Seattle. Rainsberger accepted the award on behalf of the Marine Transportation division, recognized for experiencing no lost time-injuries in 2012. The division also won the award in 2011. "There are no lost-time injuries this year, so we may see a three-peat," Rainsberger said.*

PEDESTAL GRINDER SAFETY

Foss Director of Health and Safety ***Al Rainsberger****, right, checked the distance between the tool rest and a grinder wheel during a recent safety audit at Foss' Long Beach facility. If the distance is too great, the tool can be pulled through the space and cause injury. With Rainsberger in the photo is* ***James Cauvier*** *of the Southern California marine operations department*

YACHT OVERHAUL

The 115-foot yacht C Jewel was drydocked at Foss Shipyard in Seattle in April, mainly for shaft and propeller work. But an unusual twist to the job was installation of underwater floodlights beneath the swim-step at the stern to facilitate nighttime swimming. The yard also overhauled the fibreglass yacht's roll stabilizers, and the Foss Engineering Department drew up a plan for placements of structures to support the vessel in the drydock.

LABOR SHOP

The First and Last Craftsmen on the Job

Members of the Labor Shop are, front from left, **Humberto Moreno**, **Dennis Thurston** and **Manning Webb**, and on the gangway, Foreman **Larry Hurtt**, **Jeff Rogers**, **Norm Vigoren**, **Mike Flynn** and **Jared Tegantvoort**.

If you're a Foss Seattle Shipyard customer, these men are likely to be the first craftsmen you see when your vessel arrives and the last ones to work on it as it leaves.

They are the laborers, and their responsibilities include operating the yard's three drydocks.

Once your vessel is out of the water, they will cover it with environmental tarping before performing the sandblasting, pressure washing and other prep work required for painting.

If welding is part of the job, the laborers stand fire watch.

And when the other crafts are finished, the laborers perform cleanup duties aboard vessels, in the drydocks and in other shipyard facilities.

More than 120 Years of Experience

Labor Shop Foreman **Larry Hurtt** joined Foss in 1987 after working at Fairhaven Shipyard in Bellingham. Eight men work for him on the day shift and one on the swing shift. Most of them have been working in the yard 15 years or longer and Hurtt says their experience totals more than 120 years.

Getting the Job Done

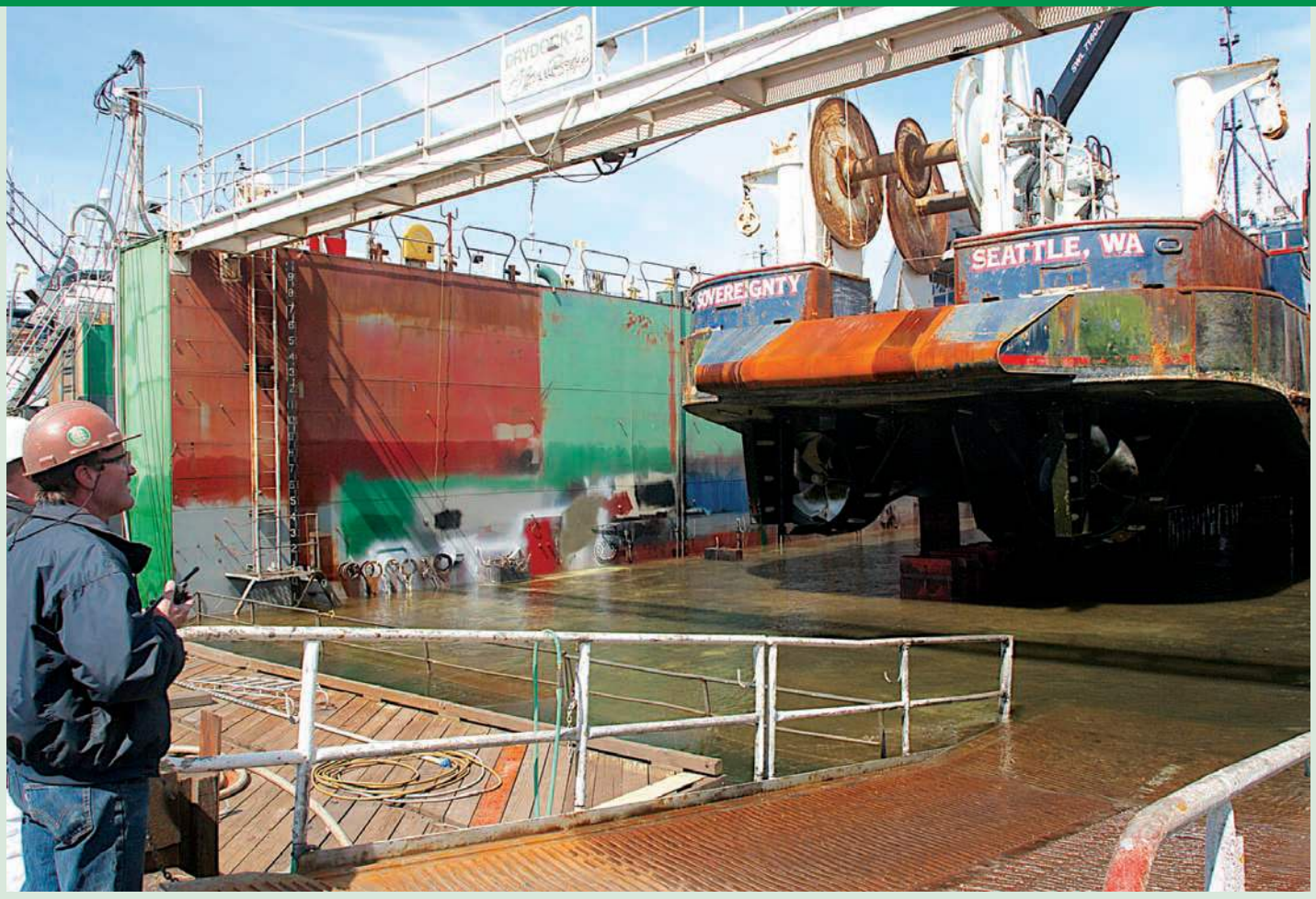
Dennis Thurston, who operates the controls on the drydocks, says, "You don't have to tell these guys how to do their jobs. You just tell them what to do and it gets done." Says Hurtt, "We are the hardest working crew in the yard. I tell the guys what to do and they might tell me to jump in the creek, but they get the job done."

Pride in Their Work

The laborers find satisfaction in meeting their always-tight schedules, according to Hurtt, and they take pride in their work. "The Labor Shop carries the yard and picks up the slack," he declared.

Jon Hie, director of shipyard operations, described the laborers as "probably one of the more overlooked crafts in the yard but among the most critical." He added, "They are in demand on every vessel…And in addition to their other work, they perform the wettest and dirtiest jobs in the yard. It's hard and thankless work, and frankly, we couldn't function without them."

FOSS



Foreman **Larry Hurtt** supervises the drydocking of a Trident ship.

Humberto Moereno, foreground, and **Larry Hurtt** close drydock valves after bringing up a Trident fishing ship recently.

Mike Flynn is at the controls of Drydock No. 2 at Foss Shipyard

LNG TANKS IN PORTLAND

Foss barged four 100-ton tanks built to hold liquid natural gas from Seattle to the Columbia River beginning on April 6. The tanks were transferred with ship's gear from the cargo vessel BBC Amazon to the barge AMS 250 at the Port of Tacoma's Terminal 7 and towed to Portland by the tug Iver Foss. Another company towed the barge to Umatilla, Ore., where the tanks began a short over-the-road trip to Hermiston, Ore. Each tank measured 98.5 feet long and 14 feet wide. In the photo above, the Foss tug P.J. Brix repositions the barge in Portland.

READY FOR TUNNEL SPOILS

***Tracy Fitzhugh**, a dockhand at Island Tug and Barge, uses a Bobcat to scrub the deck of the barge ITB 250 at the company's headquarters on the Duwamish Waterway in Seattle. Foss is chartering the barge to carry spoils from Seattle's SR 99 downtown tunnel drilling project beginning in July. Foss will barge an estimated 1.8 million tons of spoils in many trips from Pier 48 in Seattle about 25 miles north for disposal at an old quarry on Mats Mats Bay, north of Port Ludlow.*

Rick McKenna

FERRY NEARING COMPLETION

A new 20-car Ferry Foss is building for the Washington State Department of Transportation is nearing completion at a provisional shipyard on the Columbia River above the Grand Coulee Dam. In the photo above, the pilothouse is lifted into position, and in the photo below, the ferry is shown housed in a temporary building erected at the yard. The ferry, which will serve a cross-river run on State Route 21, is scheduled to be launched on July 10 and christened in August.

Foss Shipyard Sticks with Time-Saving Prefab Process, This Time for Building Hull Panels for a Crab Boat

After successfully installing a new main deck in prefabricated sections on a factory trawler last year, Foss Shipyard repeated the innovative technique on a 165-foot crab boat, but this time on the boat's hull.

The boat is the *Northern Patriot*, owned by Trident Seafoods. **Jon Hie**, director of shipyard operations, said the yard expected to replace several thousand pounds of deteriorated steel hull plating on the vessel.

"We will prefabricate panels for the bottom plate with the structure attached, so we don't have to weld in tight little places." Hie said. "It will allow us to improve quality and save on labor.

A sistership to the *Northern Patriot*, the *Sovereignty*, also owned by Trident, was drydocked at the shipyard at the same time, but mainly for routine maintenance. It was expected to need much less steel work than the *Northern Patriot*. Coincidentally, Foss machinists were performing maintenance work on a third Trident vessel at another yard.

Last year's deck replacement project was on the trawler *Cape Horn*. The yard replaced the entire 40-by-80-foot deck with two prefabricated steel structures.

Because the hull panels for the *Northern Patriot* are being built on flat, horizontal surfaces, the yard can use a high-quality welding process called "submerged arc," with mechanized welding equipment that moves automatically over the plate.

"It's as close as making one piece of steel out of two as you can get," Hie said. "It travels along at a pre-determined rate of speed, and it won't travel uphill or upside down."

Routine maintenance work on the crab boats included coating their bottoms and checking their propellers, bearings, shafts and sea connections. Both boats were expected to be finished the first week of May.

FOSS

Two crab boats owned by Trident Seafoods were in drydock simultaneously at Foss Shipyard during the spring.

The *Halle Foss* and barge *Washington* anchor in sheltered water while supplying "mosquito fleet" vessels.

Halle Foss is Helping Sister Company Deliver Fuels to Remote Communities of Western Alaska

The tug *Halle Foss* is once again teaming up with a "mosquito fleet" operated by sister company Delta Western, helping to deliver fuel and energy to remote communities of Western Alaska that are ice-bound and inaccessible for most of the year.

As tender to the Delta Western petroleum barge *Washington*, the *Halle* is working its way north from Bristol Bay as the ice breaks up on dozens of rivers, streams, bays, and inlets while supplying three shallow-draft tugs and barges that deliver fuel to more than 50 communities each year.

Some of those communities have 100 or fewer residents, and might be as far as 200 miles up shallow, unmarked rivers.

"The river levels will sometimes be challenging because of insufficient rain or snowfall, and might require light loading in order for our vessels to make it," said **Mike Myers**, vice president of operations for Delta Western. "And you have to have the highest tide of the year in many of these places, so you only get one stab at it."

But he said the tug operators are well served by their extensive knowledge and experience, noting, "they have learned what to look for, and what to avoid."

Delta Western, one of Alaska's leading fuel suppliers, faces numerous other challenges in the Western Alaska business, not the least of which is weather.

"It can preclude vessel-to-vessel transfers while you're waiting for the wind and sea-swell state to drop and allow safe operations," Myers said. "It also can make for difficult transits, because there are fairly significant distances between safe harbors."

The barge *Washington* can be refilled at one of three terminals Delta Western operates in Western Alaska, from a larger "linehaul barge" or from oil tankers. Products typically include several grades of heating oil, diesel fuel, aviation fuels and gasoline.

The *Halle* and barge *Washington* generally anchor in sheltered, deeper water while supplying the mosquito fleet vessels as they ferry their cargoes upstream.

One of the boats in Delta Western's mosquito fleet is the *Capt. Frank Moody*, which draws just 3 ½ feet and was built at Foss Rainier Shipyard. The shipyard just completed a sister vessel, which will be operated by Foss on Alaska projects. (See story on page 5.)

This is the *Halle Foss's* second season working for Delta Western. Foss and Delta Western are both owned by Seattle-based Saltchuk Resources.

"We're glad to have the *Halle* and crew assisting us this year, and we're looking forward to a safe and successful season," Myers said.

(Foss historian Mike Skalley writes about past fuel deliveries to remote Alaska on page 23.)

Red Dog Team Hoping for Better Weather This Season; Goals Were Met in 2012 Despite Fewest Working Days Ever

Red Dog managers are hoping for better weather in the Arctic this season, following a stormy 2012 effort during which the Foss team met its lightering goals in spite of having the fewest working days ever.

Keith Spearman, who heads up the group, said Foss hopes to carry between 1.2 million and 1.4 million tons of ore this year—the 24th for Foss on the project—from the Red Dog Mine to deep draft ships waiting at anchor.

The company uses two specialized ore barges, the *Kivalina* and the *Noatak* to carry the ore from the shallow port to the ships. About 75 mariners, barge crewmen and support personnel, plus four tugs go north with the barges each season. The tugs are the *Iver Foss*, *Stacey Foss*, *Sidney Foss* and *Sandra Foss*.

This year will see a number of changes in the operation, both in personnel and equipment.

Spearman, who has been manager at Red Dog for the last four years and for a half dozen years beginning in 1997, will be breaking in his replacement, **Jay Schram**, who has most recently been overseeing cargo operations for Foss International in Africa. (See story on page 6.)

With regard to equipment, Foss will be testing two new loaders that scoop the ore from the barge decks and put it into hoppers. These new loaders weigh about 60 percent less than the existing 115,000-pound units, use about 60 percent less fuel and will carry reduced maintenance expense because they will be leased.

"They are closer to the specs of our original loaders, which have grown in size as we have replaced them over the years," Spearman said.

In addition to regular maintenance, off-season work on the barges included installation of new scale systems for weighing the ore, and new electronics for monitoring the barges' drafts.

Spearman characterized 2012 as a "rough year" as a result of the weather. "If we don't go through that scenario again, we should be fine this season, due for the most part the same great pool of talent in the crews, which has the greatest impact on operational success."

The *Foss 300* derrick lifted a one of Foss' existing Red Dog loaders onto the ore barge *Kivalina* recently at Foss Terminal in Seattle. The Red Dog team this season will be testing new loaders that are 60 percent lighter and use 60 percent less fuel.

Sykes Overcomes Language Barrier, Uses Translator to Teach First Aid

Ron Sykes has taught dozens of classes on first aid and a variety of safety topics in the past, but this time was a little bit different.

Normally, he's in front of employees of Foss or one of its sister companies. This time, however, he was in a sewing factory in south Seattle, teaching basic first aid to 10 Vietnamese employees through an interpreter.

"It was a great experience for me, but I've never worked with a translator," Sykes said of the March 15 class at Sony Sewing. "It was a different experience because of the language barrier."

A non-profit group called the Environmental Coalition of South Seattle (ECOSS) arranged the class. Foss is a member of the group, which helps businesses implement environmentally sustainable practices. **Al Rainsberger**, Foss director of health and safety is the president and chairman of the board for ECOSS. In addition to Sykes' class, ECOSS gave the Sony employees training on environmental spill prevention and hazards of the workplace.

Sykes' class covered such topics as treating burns, stopping bleeding, applying pressure to a wound, making a splint, and what to look for to determine whether someone has had a stroke or heart attack.

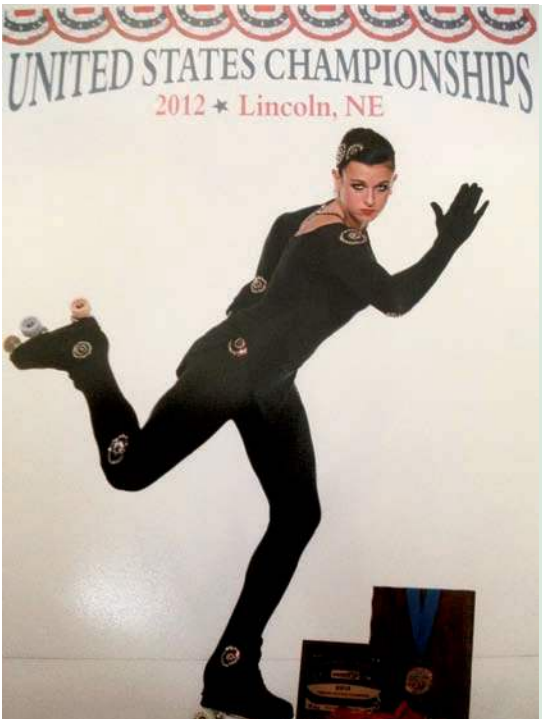
Ron Sykes, left, led a first aid class for Vietnamese speaking workers at a sewing factory in south Seattle. The translator was the woman wearing the blue scarf.

He said he had to rework his class for the group.

"I usually speak a bit fast, so I had to break things down into segments, and I gave the translator a transcript," he said. "It was a coordinated effort between me and the translator.

ECOSS Sustainable Business Coordinator **Stephanie Gowing** said Sykes "was wonderful" to work with on the project.

"You can tell from the staff's enthusiasm that his volunteered time was very much appreciated," Gowing said. "We have another happy client thanks to Ron and Foss Maritime's effort."



HEADED FOR THE WORLD GAMES

***Kylee Berger**, the daughter of Foss Purchasing Director Keri Mjeltevik, was the top U.S. finisher at the Artistic Roller Skating World Championships in New Zealand last year, which qualified her to compete in the World Games in Cali, Columbia, in July. The World Games are held every four years for sports not contested at the Olympics. Thirty-six sports will be represented in Cali this year. Berger, 23, is a multiple winner of U.S. National Championships in artistic roller skating, as both a junior and senior competitor and in both pairs and singles. Shown in a poster promoting the 2012 Nationals, she is a senior at the University of Washington majoring in molecular-cellular biology and medical ethics and hopes to have a career in health sciences.*

Jereme Ruhl

CONGRESSWOMAN TOURS RAINIER YARD

*Rep. **Suzanne Bonamici**, toured Foss Rainier Shipyard recently, checking out a shallow-draft tug under construction and a 90-ton crane paid for mostly with a federal small-shipyard grant. She also was given a presentation on Foss, boarded the tug P.J. Brix and chatted with crewmembers. The shipyard is within the district of the Oregon Democrat. In the photo below are, from left, Foss Shipyards Director **Gene Henley**, Bonamici, Saltchuk Vice President of Government Affairs **Chris Coakley**, Foss Marine Holdings Vice President of Environmental and Regulatory Affairs **Susan Hayman**, Rainier Superintendent **Tony Silva** and **Ryan Mann**, Bonamici district representative. In the photo above, Bonamici posed with the new crane.*

PORT TOUR FOR CONGRESSIONAL STAFFERS

Two Southern California congressional staffers took a tour of the Los Angeles/Long Beach harbor on the hybrid tug Carolyn Dorothy in early May, getting a bit of an education on the towing industry and having what Port Capt. ***Paul Hendriks*** *described as "a fantastic time."* ***Charlie Costanzo****, Western Vice President of the American Waterways Association, arranged the visit for* **Michael Harrison***, left, deputy district director for Rep.* ***Duncan Hunter*** *of San Diego County, and* ***Helene Ansel****, center, senior field representative for Rep.* ***Alan Lowenthal*** *of Los Angeles and Orange counties. Hendriks is on the right. Crewmembers on the tug were Capt.* ***Don Williams****, Engineer* ***James Terrin*** *and Able-Bodied Seaman* ***Phil Montgomery****.*

NORM MANLY SCHOLARSHIP WINNERS

Six western Washington high school seniors in April were named winners in the ninth annual Norm Manly Youth Maritime Training Association (YMTA) Educational Scholarship competition. The competition is named for retired Foss Marine Personnel Manager ***Norm Manly****, who was the founder of the YMTA. The winners are, from left,* ***Kevin Hughes*** *from Port Townsend High School (sponsored by Foss retiree* ***John*** *and* ***Anita Crawford****),* ***Becky Shelton*** *from Roosevelt High School in Seattle,* ***Iryna Serhiychuk*** *from Mariner High School in Everett,* ***Mallory Suggs*** *from Ocean Research College Academy at Everett Community College and Monroe High School,* ***Stefan Sorensen*** *from Ocean Research College Academy at Everett Community College and Lake Stevens High School (sponsored by Foss Maritime and the R.H. Philips Publishing Group) and* ***Alec Bittner*** *from Skyview High School in Vancouver.*

Foss Teams up with AMNAV to Rescue Barge after Tug Sinks Off Central California Coast

Vessels from Foss and sister company AMNAV battled through gale-force winds and 14-foot seas in mid-April to rescue a derrick barge off the central California coast after its tug took on water and sank.

A Coast Guard helicopter rescued the four crewmembers of the tug *Delta Captain* from a life raft soon after the tug sank about 13 nautical miles off Point Sur. The tug, owned by Marine Express of Alameda, Calif., had been towing the derrick barge from San Francisco to Long Beach.

Foss Bay Area Regional Operations Manager **Bob Gregory** said Foss was called to go after the drifting barge at about 4 p.m. on April 13, and the tug *Marshall Foss* was underway and outside the Golden Gate by about 6 p.m. The Coast Guard wanted a second tug, so Foss contacted AMNAV, which dispatched the tug *Liberty*.

The tugs reached the derrick barge, which had been blown about 60 miles south, shortly before 11 a.m. the next day. The *Liberty*, in consultation with the Foss crew, waited until the wind and seas abated and deployed an Orville Hook, a device designed to snag barges or vessels that have lost power.

The AMNAV tug *Liberty* approaches the drifting derrick barge in this photo taken from the *Marshall Foss*.

"They got the barge's tow bridle on the first pass," said Gregory.

While it was believed that the *Delta Captain's* tow wire to the barge had parted, the Coast Guard couldn't be 100 percent sure the tug wasn't dangling on the wire 1,700 feet below the surface. To be safe, the Coast Guard had the *Marshall* accompany the *Liberty* as it towed the barge to Southern California.

After dumping the *Delta Captain's* tow wire off Catalina Island, the *Liberty* arrived with the derrick barge in Long Beach late in the afternoon of April 17.

"It was a very successful job," said Gregory. "They kept safety in mind and we obviously had the right crews on the boats."

On the *Marshall Foss* were Capt. **Whit Olson**, Capt. **Martin Miller**, Engineer **Gilbert Sontag** and Able-Bodied Seaman **Bernie Taylor**.

SURVIVAL SUIT RACE WINNERS

A Foss Maritime team made up of members of the Red Dog group won the survival suit race again at the Seattle Maritime Festival on May 11. The victory over six other teams was the 13th for Foss in the annual event. Displaying their trophy from the Red Dog ore barge Kivalina are, from left, ***Patrick Thornton****, coach,* ***Neftali Alas****, team captain,* ***Eli Fellows****,* ***Kyle Cantu*** *and* ***Vince Roney****, who also posted the fastest individual time. In the race, the four competitors put on their survival suits, jump into the water and swim to a raft. First team to get all four members out of the water wins.*

Jay Peterson Had 30-Year Career At Foss; Executive was 'All Business' but with a Soft Side

John "Jay" Peterson, who joined Foss as a mate in 1950 and rose to become marine operations manager before overseeing the company's Puget Sound outports, died on March 22. He was 90 and had been living in Everett, Wash.

Peterson was born in Seattle on Aug. 9, 1922, son of a sea captain, and followed his father into the maritime industry. He went to sea as a young man, and during World War II, the tugs he was working on were taken into the military.

Soon after joining Foss, he came ashore and became a night dispatcher and eventually became chief dispatcher, manager of personnel and manager of marine operations. He later served as administrative assistant to then-President **Sid Campbell** and General Manager **Paul Pearson** and later **Orville Sund**, when Sund succeeded Pearson.

During many of his 30 years at Foss, Peterson was deeply involved in arranging ocean tows. At the time of his retirement in 1979, he was manager of the Tacoma, Everett, Bellingham and Port Angeles outports.

In a retrospective 1999 article about Peterson in *Tow Bitts*, he said, "I couldn't have had a better tutor than Sid and better people to work with… Foss was only as good as their people, and they knew that."

Pete Campbell, who retired from Foss as director of business development in 2001, said Peterson was his mentor when he was a young man working in operations.

"He was very, very thorough and made a concerted effort to impart his knowledge," said Campbell, Sid Campbell's son and the great grandson of company founders.

Mike Skalley, who joined Foss in 1970 and is currently manager of billing and contract administration, said Peterson was "all business" but had a soft side as well.

"He lived near me when I was growing up and he knew my father," Skalley said. "He would pick me up and bring me down to the office so I could watch the dispatchers, and he arranged for lots of tug rides… He did the world for me and was most influential in getting me established at Foss."

Jay Peterson

In his spare time, Peterson and his wife of 58 years, **Shirley** enjoyed cruising their boat on Puget Sound and the Inside Passage. After his retirement, they moved to Hemet, Calif., and lived there for 20 years before returning to the Pacific Northwest. Shirley died in 2007.

Peterson is survived by two sons, two daughters, 10 grandchildren and four great grandchildren.

CAPT. JIM MARTIN OPERATED SEATTLE-VANCOUVER RAILBARGES

Capt. **James O. "Jim" Martin**, a 40-year Foss mariner best known for towing rail car barges for many years from Seattle to Vancouver, B.C., died on April 14 following a bout with lung cancer. He was 78 and retired from Foss in 1996.

Born Jan. 2, 1935 in Yakima, Wash, Capt. Martin was a gifted athlete at Bellevue (Wash.) High School before being drafted and serving in the U.S. Army's 82nd Airborne Division.

Capt. Martin's daughter, **Melissa Pryon** of Tulalip, Wash., said her father ran many of the tugs in the Foss fleet. In addition to the railbarge, she said he worked out of Tacoma and at the time of his retirement was working on San Francisco Bay.

After his retirement, Capt. Martin regularly served as a judge at the Foss Cup competition for radio-controlled tug modelers, held annually in Bellevue.

He and his wife of 28 years, **Darlene**, made their retirement home in Marysville, Wash.

Alex Otero

POLAR WIND IS BACK IN BUSINESS

*The tug Polar Wind was rolled on self-propelled dollies into a Foss Shipyard drydock in Seattle and launched on May 6, following nearly five months of repairs on the tarmac. Work on the 85-foot tug, extensively damaged in a grounding in Alaska last November, included replacing more than 18,000 pounds of steel on the hull, installing new rudders, tail shafts and propellers and a full paint job from the bulwarks to the keel. Shipyard craftsmen also performed extensive work on interior spaces and machinery damaged by water intrusion. In addition, they rebuilt the tow winch. "Every craft in the yard had a significant role in this one," said **Jon Hie**, director of shipyard operations.*

PEOPLE NEWS

NEW EMPLOYEES

Michelle Vanguardia
Claims Adjuster

Perry Brown
Claims Adjuster

PASSINGS

Dan Canfield
Retired Mate
Ketchikan, Alaska

Robert Fraser
Retired Mate
Pacific Northwest

Mary Galland
Retired Purchasing Agent
Seattle

Joseph Heil
Retired Log Yard Equipment Operator
Everett, WA

James O. "Jim" Martin
Retired Captain
Pacific Northwest

John "Jay" Peterson
Retired Manager, Puget Sound Outports

A Long History of Service to Remote Alaskan Communities

By Mike Skalley

Seventy years prior to the 3,000-horsepower *Drew Foss* and oil barge *Washington* departing Seattle for their first season working for Delta Western in Western Alaska, another Foss tug, the 500-horsepower *Edith Foss* departed Seattle towing the 8,000-barrel oil barge *Foss 100* to Western Alaska on a similar service. This newly signed contract with Standard Oil Company in April, 1941, was for transporting refined petroleum products between the Standard Oil tank farm in Dutch Harbor and communities in Bristol Bay and the Kuskokwim River port of Bethel.

After World War II surplus marine equipment became available for commercial use. Foss purchased several tugs from the Army Transport Service in 1946. One of these tugs, the wooden hulled LT 187 became the *Christine Foss*. One of her first assignments was to run lite to New Orleans via the Panama Canal and tow a newly purchased oil barge to Seattle as a replacement for the aging Foss 100. During a shipyard period, the 14,000-barrel barge was renamed *Foss 95*, and modified for Alaska use, including living quarters for a two man riding crew. With the modifications complete by April 1947, the 1,380-horsepower *Christine* and *Foss 95* departed Seattle for the long haul to Dutch Harbor. For the next six months they delivered much needed petroleum products to the towns of Naknek, Dillingham, Platinum, Port Moller and Bethel.

Little did anyone ashore or afloat realize that the 1947 delivery season would be the first of twenty-nine consecutive seasons the *Christine* faithfully carried out the six month service with no breakdowns or accidents, departing Seattle in late April and returning in late October.

With the population of the Bristol Bay communities growing, additional petroleum products were being consumed, thus requiring a larger capacity oil barge. Foss contracted with Todd Shipyard in Seattle to build a new 20,000-barrel barge, the *Foss 111*, to be completed in time for the 1964 season. Additionally the twenty-year-old Fairbanks-Morse engines in the *Christine* were replaced with new Caterpillar diesels. The upgraded *Christine* and the *111* serviced the Bristol Bay communities for the next twelve seasons.

The wooden-hulled *Christine Foss underway.*

A significant change occurred for the 1976 season when additional communities and canneries on the East side of the Alaska Peninsula were added to the seasonal itinerary. The added ports of call required a significantly larger capacity oil barge. The 30,000-barrel barge *Foss 256* was placed in the Standard Oil service along with a 3,000-horsepower tug, the *Wendy Foss*. The *Wendy* served the Western Alaska route through the 1982 season. The 1983 through 1985 seasons were handled by the seven year old *Sandra Foss*. The arrival in Seattle of the *Sandra* and the 256 in November of 1985 marked the end of the forty-five year Foss–Standard Oil (Chevron) era in Western Alaska. Chevron was selling their distribution plants and the new owners would be making other petroleum supply arrangements for the upcoming seasons.

In addition to longevity of the contract and the longevity of the *Christine* on the run, there was one final item for the record books. Longtime Foss captain, **Robert Burns** handled the Standard Oil run for twenty-five consecutive seasons, remaining on the tug for the entire six months every year. It was only part way through the final 1985 season that Capt. Burns made the decision to "call it a day" part-way through the season and flew home from Dutch Harbor to enjoy a well-deserved retirement, catching up on what the Northwest had to offer during the summer and fall seasons he had missed for 25 years.

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

FOSS

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Jan Anderson

PASSING MOUNT RAINIER

The Andrew Foss traversed Commencement Bay in Tacoma recently on a clear spring day with Mount Rainier in the background. The Andrew is a twin-screw Voith tractor tug, 106 feet in length and rated at 4,000 horsepower. It was built in 1982.