



# Tow Bitts



*This watercolor of the tug Martha Foss was painted by artist **Byron Birdsall** and appears on the 2008 Foss holiday card. It was painted from a 1944 photo taken in Port Angeles. An article on the history of the long-gone Martha appears on page 23. An article about Birdsall and reproductions of the paintings on the 2009 Foss calendar appear on pages 12 and 13.*

## A HOLIDAY GREETING TAKING PRIDE IN THE ACCOMPLISHMENTS OF 2008

**By Gary Faber**  
President and Chief Operating Officer

As the end of 2008 approaches, all of us at Foss can look back with pride on a year in which there were major positives in a couple of our most important initiatives: We received widespread recognition for our safety-environmental effort—as our injury rates continued to fall—and we made significant progress in our fleet improvement program.

The beacon for both our environmental and fleet improvement programs is our Hybrid Dolphin tug, which as you read this is likely to be undergoing sea trials. Soon, it will head to Southern California to be christened and to begin

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# INSIDE *Tow Bitts*

## African Diary

Foss Senior Vice President Operations

**Scott Merritt** traveled to Africa last summer and shares his impressions of the challenges of conducting business in Senegal and Mauritania. He rode the tug *Lauren Foss* during its third humanitarian aid voyage to the continent.

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## Watching from Whidbey

Retiring Vice President Human Resources

**Gil Graham** says he'll be keeping track of passing Foss tugs from the getaway cabin, perched at the highest point on Whidbey Island, where he and his wife **Ann** will be living after his 14-year career at Foss.

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## Getting Along

Improving relations with union officials and the employees they represent was the aim of Foss executives who staged the third annual "Common Interest Meeting" on Nov. 5 in Seattle. Foss President and COO **Gary Faber** called those relations "a number-one priority" for the company.

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## Narrow Escape from the Ice

A Foss fleet of four tugs and two lightering barges barely made it out of the Arctic on Oct. 25 as ice closed in on the Red Dog Mine Port. It was the company's 19th year lightering ore at Red Dog, and the barges carried 1.28 million tons to bulk carriers waiting in deep water.

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## Sister Company Profile

It's a far-flung journey from Seattle, but the business of Argentina-based Mercosur Shuttle Group (MSG) is a good fit for its owner Marine Resources Group, which also owns Foss. MSG mostly handles transshipment cargo from containerhips in Buenos Aires and Montevideo.

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## A Family that Competes in Triathlons Together . . .

Foss Administrative Port Captain **Chris Springer** and his wife **Laura**, a Coast Guard lieutenant, share a passion for triathlon competition.

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## A HOLIDAY GREETING

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service in the Los Angeles-Long Beach harbor, where we have been introducing new double-hull tankbarges to serve Chevron.

The hybrid has become a lightning rod for our environmental efforts, and the outside world is taking notice. Our commitment to hybrid technology was a key to our receiving four major environmental awards in 2008, as was the conversion of all of our vessels to low-sulfur diesel fuel.

The U.S. Coast Guard gave Foss its prestigious William H. Benkert gold-level award for marine environmental protection, citing the hybrid among the company's achievements. Also, BP Shipping gave Foss its "CEO's Health, Safety and Environment Award," for outstanding environmental achievement, including use of hybrid technology.

Foss also was the first maritime operating company to receive the U.S. Environmental Protection Agency's Clean Air Excellence Award. And the company was recognized by the L.A. and Long Beach ports with a Clean Air Action Plan Award.

While the hybrid and the double-hull barges are the most visible symbol of our environmental efforts, they also are benchmarks for our fleet improvement program.

Including the hybrid, four new tugs entered service for Foss this year. In July, the Foss Rainier yard turned out its ninth diesel-powered Dolphin, the *Alta June*, which is now based in Long Beach.

Earlier in the year, the company christened two new Tacoma-built escort-and-assist tugs, the *America* and the *Pacific Star*, which are now in service on San Francisco Bay and Puget Sound respectively.

The two new double-hull tankbarges delivered to Long Beach in 2008 add to what is already the largest double-hull barge fleet on the West Coast, with four already in service on San Francisco Bay. The double-hull barges in both ports serve Chevron, and with delivery of another to Long Beach early next year, we will complete our commitment to transport all Chevron cargo in

double-hulls.

Discussions of important initiatives at Foss always come back to the safety of our people, which is our highest priority. Through September of 2008, we experienced significant declines in injury rates both in our shipyards and on our vessels. We believe those declines are a direct result of specific new programs and our increased safety focus over the last few years.

For their continuing support in everything we do, I would like to recognize and thank our families and personal friends, as we all know that relationships outside of Foss are the foundations of our well-being.

We also owe debts of gratitude to our employees, customers, vendors and to our parent companies, MRG and Saltchuk. Without your continuing backing and support, none of this would have been possible.

Have a happy holiday, and be safe.



*President and Chief Operating Officer*



**Gary Faber**

# *Tow Bitts*

To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Meagan O'Shea, coordinator of production, meaganoshea@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.



## HYBRID LAUNCHED AT RAINIER YARD

Foss' new low-emissions Hybrid Dolphin tug was launched Wednesday, Nov. 26 at the Rainier Shipyard on the Columbia River in Oregon. The tug was to travel to Seattle for sea trials before heading to Southern California for its christening and eventual operations in the ports of Long Beach and Los Angeles.

## SALTCHUK PRINCIPAL RECEIVES PRESTIGIOUS MARITIME AWARD IN NYC; GARVEY HELPED GROW ORGANIZATION TO 20 INDEPENDENT COMPANIES

Mike Garvey, a Saltchuk Resources founding partner and principal shareholder, received the United Seamen's Service Admiral of the Ocean Sea Award at a gala dinner and presentation ceremony Nov. 7 in New York City.

The annual award, the most prestigious in the U.S. maritime industry, recognizes individuals who have made significant contributions to American shipping and seafarers. Foss parent company, MRG, is a subsidiary of Saltchuk.

"As one of the founders of Saltchuk, Garvey has helped to build one of America's leading maritime shipping organizations, including Totem Ocean Trailer Express and Sea Star Line, that continues to employ many U.S. seafarers," said **John Bowers**, chairman of the AOTOS Committee and president emeritus of the International Longshoremen's Association.

Since founding Saltchuk in 1982, Garvey has helped grow the organization's family of businesses

to over 20 independent operating companies. These include Sea Star Line, Totem Ocean Trailer Express, American Shipping Group, Interocean American Shipping, Foss and America Cargo Transport.



Mike Garvey

# Executive Shares Impressions of Running Tugs in the Third World; Crews Cope Well in Ports with Different Rules and no Guidebooks

By Scott Merritt

Senior Vice President, Operations

As the tug *Lauren Foss* cruised up the coast of West Africa, the weather was clear and comfortable, with temperatures in the high 80s, and the seas were calm. But the crew under the command of Capt. **Lyle Ackerlund** was getting ready to shift gears.

They were about to leave familiar territory—the sea, where they're used to the challenges and comfortable in their camaraderie—and head into the port of Nouakchott Mauritania. The rules are different or non-existent in these developing countries, and this Seattle-based crew had no guide book to prepare them for what lay ahead.

First, the assist

boat assigned to help the *Lauren* move the barge *American Trader* into its berth was having trouble following instructions. As is often the case in these ports, the pilot and tug operator were more accustomed to working

with tramp steamers and other small cargo ships, and their English was a bit sketchy.

With the *Lauren* and the assist boat pulling in opposite directions, and the stress level increasing on the lines and in the *Foss* pilothouse, the tug's headline parted. To his credit, Ackerlund was able to remain calm, get the situation under control and dock the barge. There was a little damage to the bulwarks, some scraped paint on the barge and the damaged headline, but no injuries to the crew and no damage to the dock.

Some good news followed the docking as the captain learned there would be no parade of local officials that



Capt. **Lyle Ackerlund** after successful meeting with officials in Dakar, Senegal.

night, as there was when the vessel docked in Dakar. That would come in the morning, after a good night's rest.

As the crew will tell you, it is not their navigational, boat handling or seamanship skills that they worry are lacking, but rather their ability to practice the less-exercised knowledge of diplomacy and détente that brings a bit of dread with each port call.

In each port the captain is expected to greet the local customs officials, harbor patrol officers, harbor master, agricultural inspectors, immigration and a variety of other local regulatory bodies all seeking to demonstrate their authority and ensure the *Lauren Foss* and her tow comply with the local laws, customs and practices (whether documented or not).

The local agent is key to assisting the Captain through this process, but as happened in Dakar, the agent can often disappear just when the language barrier appears to be insurmountable and the words "large fine" are the only things that can be understood from the official.

But even without the agent the

captain, armed by the Chief Mate **Brian Hole** with a well organized set of paperwork to smooth the water, was able to meet the requirements of the particular regulatory body.

I went to Africa because it was time for someone from our executive management group to experience firsthand the challenges our captains and crews are facing during these long and sometimes difficult voyages. We also wanted to show them that we weren't just sending them off and forgetting them.

I met the tug in Dakar, Senegal, as it proceeded on its 68-day loop from Houston, towing a barge loaded with rice being delivered to humanitarian agencies. This was the third African trip for the *Lauren* under a contract with *Foss* subsidiary America Cargo Transport Corp. (ACTC), which owns the double-deck container barge, *American Trader*.

My arrival at the Dakar airport after a red-eye from Atlanta was more than a normal eye-opener. The scene in the terminal was organized chaos, very unlike a U.S. airport, bustling with

(continued on page 6)



Capt. **Ackerlund** at the helm.



The barge *American Trader* in tow, leaving Dakar.



ACT trouble shooter **Rob Wagoner** on the job in Dakar.

## MEMBERS OF THE LAUREN FOSS CREW DURING SCOTT MERRITT'S TRIP WERE:

Lyle Akerlund	<i>Captain</i>
Brian Hole	<i>Mate</i>
Glen McVicker	<i>2nd Mate</i>
Jack Hagey	<i>Chief Engineer</i>
Bob Wingle	<i>Able-bodied Seaman</i>
Charles Still	<i>Able-bodied Seaman</i>
Leonel Bermudez	<i>Cook</i>
Colin Smith	<i>Ordinary Seaman</i>

Representatives of ACTC facilitating  
the port calls were:

Rob Wagoner  
William Roy  
Joe Haagen



The *Lauren Foss*, against the barge, is approaching the dock in Dakar as an assist boat stands by.



**Scott Merritt**, foreground, with longshoremen as they transloaded sacks of rice.

(Continued from page 4)

people holding handmade signs with the names of travelers they were greeting. In my case, someone walked up, said, “Are you Mr. Scott?,” and I trusted he was the right guy. He was.

Outside the secured area of the terminal was a chaotic mass of humanity, with people selling all manner of things, including intricate wood carvings, and changing money and otherwise working in the street economy. My driver whisked the crowd away from his van and we took off to my hotel, passing through one of the poorest areas of Dakar.

The roads were lined with one- and two-story brick and masonry dwellings with tin roofs. There also were many unfinished buildings and piles of construction debris in the middle of the street. In contrast, much of downtown Dakar has the appearance of a modern, cosmopolitan city with 10- and 20-story buildings. But the streets are narrow, and the occasional dilapidated structure reminds you that this is not Seattle.

Dakar is popular among European tourists, and my hotel was a small resort. My room looked like what you might find at a U.S. motel, but the grounds were gorgeous with a pool and bar looking back to the city. The hotel was a bit north of the port, far enough to avoid the effect of raw sewage that was occasionally diverted into the harbor.

The Port of Dakar isn’t unlike what you might see in the U.S. Some areas are brand new, some in disrepair, but there aren’t nearly as many modern cranes nor as much cargo handling equipment. The terminal where the *Lauren* called was somewhere in the middle.

Safety standards were not absent but not to the level one would expect in the U.S. For example, a number of workers were wearing open-toed sandals, and the security wasn’t tight enough to keep out street vendors, who wandered freely about the facility.

ACTC Director of Cargo Operations **Rob Wagoner** precedes the *Lauren* and

its tow in each port to ensure orderly handling of the cargo, an enormous challenge. I learned that in Africa, when someone tells you there is no problem, there really is a problem. When they say there is a big problem, you better get your money out. And when they say something is impossible, it probably is possible, but they’re trying to maximize the benefit for their company.

When people told Wagoner things weren’t possible, he demonstrated a polite but persistent ability to press the issue to the next person who was perceived to be the barrier and then the next until a solution was found. One of our stevedore’s problems was a lack of chassis to move rice-filled containers from the terminal, which Wagoner discovered by going to the port in the middle of the night to check up on the progress. This fueled the discussions the next day with the agent and stevedores.

Rob pressed until he had all the night superintendents in the room to

ensure they had the chassis, tractors and labor to unload and un-stuff the 135 containers destined for the port. It takes a gang of six or seven men an hour to remove all the 100-pound sacks of rice from a 20-foot container.

We took off for Mauritania on a Saturday afternoon for the easy day-and-a-half trip, much of it out of sight of land to ward off poachers who come out on small boats to pinch things from the barge.

Stowaways, who see the promise of a new life in the name of the barge, also are a problem. But the crews have a solution to that. They carefully search the barges, checking those places they've found are the favorites of the stowaways. Just in case they miss someone, they leave food and beverages in the open on the barge, and when it disappears, they know stowaways are hiding somewhere, and they are able to locate them and get them off the barge.

From Mauritania, I flew to Angola, via Casablanca, Paris and Lisbon to scope out an LNG project, and then back to Seattle.

What were the principal lessons I learned on this trip?

I was continuously impressed with the resilience, ingenuity and creativity of the crew. They went over there with great support from ACTC, notes from the previous captain and communication from the Marine Transportation Operations department. But they were in many ways blazing the trail for future ventures on the subcontinent. They dealt with many issues that were way out of the ordinary for Foss crews and they handled them professionally and with great skill. They dealt with the ambiguity of working in the third world, where third-world standards are the norm, and did so without compromising the core values.

I also learned that there's no



Cargo operations, employing a top-pick in Dakar.

replacement for getting out from behind your desk and seeing what our employees do, seeing what they're faced with. This trip was the highlight of my year and drove home the value of our operational excellence program, training and safety programs.

And I learned that there's a lot of opportunity for us in the developing world, as tugs and barges compete best in areas with little infrastructure. We have a great opportunity to expand beyond our comfort zone and meet our customers' needs around the world. But in doing so we will have to ensure we continue to listen to our crews and do our homework so we can improve the support we give our mariners.



Lauren crew members **Colin Smith**, left, and **John "Jack" Hagey**.

# Graham Helped Foss Build the Teamwork That Enabled The Company to Move into the Global Projects Arena

**Gil Graham** remembers exactly what he said during his first interview at Foss, when then-president **Tom Van Dawark** asked why he wanted to work for the company.

“I said, ‘Who wouldn’t want to work for a company that is steeped in tradition, respected in its communities and is a technology leader in its industry?’” Graham recalled recently. “I also said tugboats are kind of romantic, and Tom said, ‘You’re right.’”

That was in 1994, and Graham was hired as vice president for human resources, becoming one of the youngest members of the Foss leadership team. Today, he is the oldest, approaching 63, and will retire on Jan. 1, 2009.

“I’ve had an opportunity to work with talented and experienced people at all levels of the company—people who have been here for many years—providing me with a platform for learning,” Graham said. “It was clear to me from the start that the talent level here was extremely high, and that was what made the company so successful.”

Graham spent his early childhood in Maryland, on the Severn River near Annapolis. He moved with his family to the Los Angeles area when he was a sophomore in high school and went to Cal Poly San Luis Obispo before spending a tour of duty in Vietnam as an Army lieutenant.

After the Army, he went back to Cal Poly, earned an MBA and went to work in the retailing industry, first in Southern California, then in St. Louis, and then in Seattle with The Bon Marche, where he ended up as vice president for labor relations.

When The Bon changed ownership and planned to move labor relations functions to the Midwest, Graham threw his hat into the ring for the job at Foss. He heard about the opening from the man he replaced,



**Gil Graham**, vice president human resources, will retire on Jan. 1, 2009.

**Ken Carnahan**, whom he knew because their wives taught at the same school.

“I have felt like a part of Foss from the moment I walked in the door,” he said.

During his tenure at Foss, Graham is proud to have helped with the hiring, orientation and training of employees that partly enabled the high-level of teamwork necessary to move into the global arena.

For the last five years, he also has been heavily involved in recruiting and developing new management talent that will take Foss into the next generation.

And on the marine side, Graham has worked to install a program that will bring new licensed and unlicensed personnel into the company and give them opportunities to move up. Foss also has increased its support for maritime training programs for youth, at junior colleges and maritime

academies, and is sponsoring cadets at Seattle’s Pacific Maritime Institute.

With two grown daughters—one an elementary school principal in Issaquah and the other a human resources officer with Microsoft—Graham and his wife **Ann** have sold their home in Bellevue and will retire to their place on Whidbey Island, near Freeland.

Graham plans to keep busy with travel, gardening, charitable work in the community and a host of projects he hasn’t had time for. Their home is on the highest point of the island, with a view of Puget Sound and the Olympic Mountains.

“We’ll be checking all the Foss tugs that go by,” he said.



# Foss and Union Reps Hold ‘Non-Adversarial’ Meeting; Building Relationships Was Goal of Seattle Gathering

As part of a continuing effort to improve relationships with Foss employees and their representatives, top company executives met Nov. 5 with a dozen leaders of maritime and shipyard unions, sharing food and ideas in a non-adversarial gathering in Seattle.

“This is and has been a number-one priority for us,” Foss President and Chief Operating officer **Gary Faber** told the group at the World Trade Center. “The idea is to have a much better collaboration with this group and with our employees.”

Dubbed a “Common Interest Meeting,” the gathering was the third in three years organized by Labor Relations Director **Kristie Chorny**. It featured presentations by Faber, **Frank Williamson**, vice president for safety, quality and general counsel, and two guest speakers, with breakfast and lunch as bookends.

Faber said that in spite of recent declines in shipyard employment and the fact that activity “is on the slow bell” throughout the company along with the rest of the economy, “for the most part, the business is healthy.”

“We’ll get through this, but it’s not going to be without a little bit of angst,” Faber said.

Williamson outlined the operations of the company’s safety department which had just one person three years ago. The department has grown to five and is supplemented by a four-person Marine Assurance Group, a team devoted mostly to safety in the Operations Department.

“If there is any issue that presents no barrier between labor and management, it’s safety,” Williamson said. “This is a large department and it exhibits a very serious commitment to safety by the company... There will not be any cuts in this area.”

As evidence of the success of the safety program, Williamson pointed to



Metal Trades union representatives attending the Common Interest Meeting included, from left, **Wil Rance** (partially blocked), **Bob Scott**, **Dave Jacobsen** and **James McGee**.

recent improvements in injury rates on both vessels and in the shipyards.

Those numbers drew a compliment from **Bob Scott**, president of Shipwright’s Local 1184.

He noted that safety is a constant concern in shipyards — “It’s no drive up I-5. It’s every step in a shipyard,” Scott said.

The guest speakers included **Kevin Sheridan**, CEO of HR Solutions, a Chicago-based company that specializes in employee surveys. Also speaking was Consultant **James Stott**, based in Gig Harbor, Wash., who helps companies improve relationships with employees by learning to reach consensus agreements on issues outside collective bargaining agreements.

“If I could get something like that running on all cylinders with Foss, I could take it in other directions,” said **Dennis Conklin**, Puget Sound region director for the Inland Boatmen’s Union of the Pacific

Also in attendance from Foss were Senior Vice President Operations **Scott Merritt**, Senior Vice President Global Services **Vince Godfrey**, Vice President Harbor Services **David Hill**, Vice

President Technical Services **Andy Stephens**, Vice President Information Technology **Craig Campbell**, MRG Vice President and General Counsel **Skip Volkle**, Human Resources Manager **Lisa Sulock** and Executive Assistant **Colleen Liman**.

Union Representatives also included: Masters Mates and Pilots, Vice President **Mike Nizetich** and **Mike Murray**; Sailors Union of the Pacific, Branch Agent **Vince O’Halloran**; Inlandboatmen’s Union of the Pacific, President **Alan Cote**, SF Region Director **Marina Secchitano**, Southern California Region Director **Pete Korody** and CSR Region Director **Mike Conradi**.

Additional union representatives were: Plumbers and Pipefitters Local 32, **Marty Yellam**; Teamsters Local 117, **Wil Rance**; Teamsters Local 174, Business Agent **Dave Jacobsen**; Laborers Local 252, **James McGee**; Boilermakers Local 104, Business Manager/Secretary Treasurer **Gary Powers**; and International Brotherhood of Electrical Workers Local 46, **Harry Thompson**.

# Delta Mariner Sails to Ohio to Pick up NASA Cargo; Farthest Penetration Yet into Mississippi River System

The Foss-owned *Delta Mariner* recently completed a successful voyage to pick up rocket parts built by a NASA plant in Ohio, navigating 1916 miles into the Mississippi River System, four times as far as it had previously traveled inland.

The journey took the 312-foot vessel—nicknamed the *Foss Rocket Ship*—through 15 locks as it traveled from the Gulf of Mexico up the Mississippi and Ohio rivers to Wellsville, Ohio, and back to Port Canaveral, Fla.

The upriver journey took 11 days, said **Dean White**, marine superintendent at Gulf Caribe Maritime, the Foss subsidiary that operates the ship. The ship spent nine days traveling down river, plus another three traveling 948 miles to the Florida port.

The cargo operation on Oct. 22 in Ohio was the first-ever for a new Columbiana County terminal and the first lift for the terminal's new gantry crane.

The oversized rocket parts were carried from NASA's John Glen Research Center in Cleveland, over-

the-road by special arrangement with the Ohio Department of Transportation. White said it took three truck trips of three hours each to move the 12 pieces.

NASA initially wanted to move the cargo from Cleveland through the St. Lawrence Seaway, according to White, but the Seaway's 75-foot-wide locks were too narrow to accommodate the *Delta Mariner*, which has a beam of 82 feet.

The rocket parts are for the Ares 1-X space vehicle, which will power the successor to the space shuttle beginning in about 2012.

The *Delta Mariner's* previously deepest penetrations into the river system have been about 550 miles, to a Boeing Plant in Decatur, Ala. The ship was built to carry Delta IV rocket components for Boeing.



A section of an Ares 1-X space vehicle is loaded onto the stern of the *Delta Mariner* at Wellsville, Ohio, on the Ohio River.

The ship is unique not only because of the special cargo it carries, but because of its ability to operate on both shallow inland waterways and on the open ocean. It navigates waters as shallow as 9 feet inland and can ballast down to 12-14 feet of draft in the ocean, depending on sea conditions and speed.

Capt. **Lloyd Patten** commanded the *Delta Mariner* on the recent voyage.

## RED DOG FLEET BEATS ICE BY A DAY, FINISHES 19TH SEASON IN ALASKAN ARCTIC

Four Foss tugs and two lightering barges departed a slushy Red Dog Mine port in the Alaskan Arctic on Oct. 25, cutting short loading operations on the last ship of the year a day before the ice became impassable.

The Red Dog fleet traveled 150 miles south to Port Clarence, where crews prepared the barges Kivalina and Noatak for the voyage to Seattle. Getting out of Port Clarence also was a challenge, as the ice-strengthened tugs and barges plowed through 4-inch ice for three hours to reach open water.

Lighterage Operations Manager **Paul Wooden** said ice also delayed the

start of operations for 9 days in early July.

Crews carried 1,284,967 tons of ore to 23 ships, slightly less than average due to lower production by the mine operator, Tech Cominco. It was Foss' 19<sup>th</sup> season at the mine, following 2007's record of 1,462,000 tons.

The tugs were the *Sandra Foss*, *Stacey Foss*, *Iver Foss* and *Jeffrey Foss*. This year's tug, barge and support personnel were:

**Neftali Alas, Rob Alexander, Greg Alman, Val Alonzo, Roland Ashby, Dave Atkins, Darryn Baker, Mark Bechtel, Doug Bender, Dave Black,**

**Jacob Blackson, Aaron Brown, Dave Buckley, Kalo Burns, Corey Coxon, Steve Creech, Jeff Crooks, Don Daigle, Wynn Davis, Ken DeFrancesco, Mike Denton and Tim Dvorak.**

Also, **Justin Earl, Ricky Edwards, Dylan Eperson, Roger Fallon, Bogdan Fetsek, Vitaliy Fetsek, Jack Finney, Carl Foster Jr., Roger Foszcz, Tom Gibbons, Jim Greenlund, Matt Harris, Jeff Hedges, Garth Henry, Nathen Henry, Doug Hodgson, Carl Horton, Dennis Howell, Julio Ibanez-Kunz, Nate Jansma, Lawrence Jones and Gary May.**

Also, **Mark McKinley, Charles**



## LAYING LINES ON PUGET SOUND

*Foss assisted recently with two outfall line installation projects on Puget Sound, one from the Brightwater Wastewater Treatment plant in Snohomish County and the other from the Redondo Wastewater Treatment plant south of Seattle. In the photo above, **John Tarabocia**, left, is at the controls of the Foss 300 derrick as crews prepare to sink 1,800 feet of plastic pipe off Redondo Beach.*

Mitchell, Nate Nelson, Joe Noverr,  
Scott Olson, Dave Otterbach,  
Dean Pappas, Cody Pearson,  
Al Pinchin, Greg Rankin, Jason Reese,  
Ben Roberson, Tyee Robinson, Pete  
Roney, Drew Rose, Jake Rosenberg,  
John Routh, Bob Rowan, Mitch  
Russeff, Oliver Ryan, Anthony Sezer,  
Kinuwan Sharpe and Eric Skewis.

Also, Stan Stromme, Justin Teague,  
Mike Thompson, Stan Tidyman, Gary  
Trupiano, Steve Warrick, Eric Watson,  
Todd Wilson, Ron Wolf, and Mark  
Worsham.



The Red Dog Mine Port, iced up on Oct. 27.

# Contest Winner Also is Working On a Book for Saltchuk Resources

Byron Birdsall, an award-winning artist who has traveled much of the world to paint and ride on tugs owned by Foss and its sister companies, is a double-winner in the contest to select paintings for the 2008 holiday card and the 2009 Foss calendar.

His watercolor of the long-gone tug

*Martha Foss* is on the holiday card, and a watercolor of the ocean-going tug *Iver Foss* occupies the September page of the calendar. In each, the tugs are in still water, casting realistic painted reflections.

“Watercolors are what I do best—  
It’s my medium of choice,”

Birdsall, 70, said recently. “Sometimes I violate the traditional rules of watercolor, using it more opaquely. I’ve bent the medium to suit my particular technique.”

Birdsall also has been working on a collection of 150 paintings since 2005 for Saltchuk Resources, owner of Foss



**January**, James R. Williamson, *Andrew Foss Assisting CSL Cabo*



**February**, Eugene Erickson, *The New America*



**March**, Charles Fawcett, *Pre-Dawn Departure*



**April**, Allan Nielsen, *High Tide, Shelton WA*



**May**, Mike Corcoran, *The White Glove Treatment*



**June**, Alan Ryall, *Last Departure*

parent company MRG. The paintings, depicting people, tugs, ships and other equipment, will appear in a soon-to-be produced book, "People of the Saltchuk."

As part of the project, Birdsall has traveled to Boston, Buenos Aires, Sakhalin Island, the Red Dog Mine in Alaska, and many other locations to capture tugs and other subjects.

"Boy, have I had fun," Birdsall said.

"I love to travel. Normally I just paint landscapes—that's my thing—but now I can also paint rust, tires, chains and lines."

He said the project started out at 75 paintings but has grown to 150, partly because Saltchuk has continued to grow.

Birdsall splits his time between homes on Whidbey Island and in Anchorage. Since his first solo exhibition in 1967, he has held more than 150 one-man shows.



Artist **Byron Birdsall**, center, and his painting with Marine Transportation Vice President **Bruce Reed**, left, and Harbor Services Vice President **David Hill**.



**July**, JohnChristensen, *Modern Power*



**August**, Pien Ellis, *Garth's Duty*



**September**, Byron Birdsall, *Iver Foss*



**October**, Mike Grygiel, *Helping Hand*



**November**, Austin Dwyer, *Standing By*



**December**, Marshall Johnson, *Guemes Traffic*

## DAY-LONG TRAINING SESSIONS BOLSTER TANKBARGE SAFETY RECORD IN SO CAL

Twenty-four Southern California tankermen practiced spill response, man-overboard routines, firefighting and other incident-handling skills during an annual safety-training program organized by Tankbarge Manager **Ron Costin**.

The one-day sessions were held on Oct. 14 and 15 in Long Beach and featured both classroom and hands-on training.

“This year, we have a lot going on, including introduction of the new double-hull barges, the vessel maintenance program, the new system for job-safety analysis, ISO and ISM standards and other things,” Costin said. “There’s a lot of new stuff hitting the street, and we wanted to support our safety record.”

Safety and Health Director **Al Rainsberger** said the training gives

the tankermen tools to perform in situations that are outside of normal operations. “Like the man overboard training,” he said. “These are skills they may never use but occasionally need to practice.”

For the man-overboard training, the tankermen actually threw a rubber dummy overboard and practiced tossing life rings to retrieve the dummy. While practicing spill response, the tankermen used a davit to deploy a boom boat and went over the components of their skim packs.

During firefighting drills, they identified areas of risk on the barge, placed fire extinguishers for easy availability, and developed on-board firefighting plans. The tankermen also established working committees to implement things they learned.

“What we accomplished most is



Tankerman Anthony Mattera practices throwing a life ring during man overboard training with coaching from Capt. Mark Grosshans.

that we discussed where we’ve been and determined where we want to go,” Costin said. “There was a lot of input from all the individuals on how we could improve what we’re doing.”

In addition to Costin and Rainsberger, trainers included Capt. **Mark Grosshans** (seamanship), Operations Health and Safety Manager **Merridith Chumbley** (flexing and stretching), and **John Victoria**, spill-response coordinator with NRC.

## CELEBRATING SAFETY IMPROVEMENT

The San Francisco Bay region of Foss on Sept. 11 celebrated 180 days without a lost-time injury. About 50 employees attended a barbecue, enjoyed cake, and received Foss hats and six-month “No-LTI” pins presented by the Marine Assurance Group. The event coincided with a meeting of the Bay Area Regional Safety Committee. Health and Safety Director **Allan Rainsberger** and Fleet Assurance Officer **Kent Salo** attended.



always safe

# Portland Tug Heads South for Tow to Nuclear Plant in California

The Portland-based tug *Howard Olsen* traveled to Southern California recently to deliver four mammoth generators from Port Hueneme to the Diablo Canyon nuclear plant near San Luis Obispo. The barges 185 C-3, recently converted from a chip barge to a deck barge, and the ZB 240 were used on the tandem, 137-mile tow.

Each of the generators is about 70 feet long and weighs about 350 tons. The plant owned by Pacific Gas and Electric Co. was built in 1985 and provides power for more than 2 million customers in northern and central California. The *Howard Olsen* performed a similar job for the plant last year.

Crewmembers during the recent job were Capt. **Ray Freel**, Mate **Scotty Parker**, Engineer **Kelly Madsen**, Deckhands **Brian Edwards** and **Jared Benedict**.



The *Howard Olsen* is against the pier in Port Hueneme before heading north with two generators. Rafted alongside are two tugs operated by Pacific Towboat, which assisted the barges into the small harbor at the power plant.

# Repaired Gate Towed up Columbia to John Day Lock and Dam

The Foss tug *Lewiston* and barge *Seattle* headed up the Columbia River early the morning of Oct. 27 with a 215,000-pound lock gate, repaired after it was hit by a barge last February.

The gate, which measures 30 by 90 feet and is 15 feet thick, was loaded aboard the *Seattle* at the Columbia Industrial Park in Vancouver Wash., on Oct. 23. The lock was to be closed for about 12 hours while the gate was lowered into place.

The gate on the dam near Goldendale, Wash., was damaged when a barge being towed upstream came into contact with it. Foss was not involved in the accident. The dam is operated by the U.S. Army Corps of Engineers.

Members of the *Lewiston* crew were Capts. **Dane Howard** and **Kelly Bonnin**, Deckhands **Chris Nolan** and **James Green** and Deckhand Trainee **Andy Murray**.



The lock gate sits on the barge *Seattle* in Portland, awaiting transport to the John Day Dam by the tug *Lewiston*, right.

# HMG Division Starting Work on Alaska State Ferry LeConte; Vessel Calls Remote Communities in Southeastern Region

Foss division Harbor Marine Group (HMG) is beginning naval architecture and design work on the rehabilitation of the Alaska ferry *LeConte*, a 235-foot vessel that calls remote communities on daily trips from Juneau.

HMG has now been the prime contractor on four Alaska Marine Highway System vessel rehabs, including the current *LeConte* effort, and has been involved in about a dozen. The Glosten Associates and Beacon Professional Services, both based in the Seattle area, are subcontractors on the *LeConte*.

HMG Director **David Dumont** said the ferry is scheduled to enter a shipyard for the work late in 2009. It will include upgrading the sanitation system and installation of life-saving slides, new electrical panels, plumbing and heating-ventilating systems.

Some of the lounges on the ferry also will be refurbished and HMG also is planning steel work and installation of secondary escape doors and a satellite communications system.



The Alaska state ferry *LeConte* was photographed at the terminal in Tenakee Springs, Alaska. The remote hamlet has a population of 104.

The *LeConte* was built in 1974 and has a capacity of 250 passengers and 34 automobiles. From Juneau., it calls Angoon, Hoonah, Tenakee Springs and Haines.

Dumont and **Justin Mercer**, a naval architect who recently joined HMG, traveled to Alaska in early November to survey the vessel before beginning work on the project.



## PILOT BOAT TAKES SHAPE

*The hull form of a new pilot boat continued to take shape recently at the Foss Rainier Shipyard. The boat is being built for the San Francisco Bar Pilots' Benevolent and Protective Association and measures 104 by 28 feet. The boat is due for completion next June and is the first new vessel, other than the Dolphin-Class tugs, to be built at the yard. Plans called for the pilot boat to be placed on the yard's ship ways after the Hybrid Dolphin launched.*

## TANKER ASSIST

The tug *Marshall Foss* assisted a tanker into Richmond Long Wharf recently on San Francisco Bay. The tug is 98-feet long, packs 6,250 horsepower in two Detroit Diesel main engines, and is equipped with two Rolls Royce azimuthing stern drives for maneuverability.

Warren Smith



## ENGINE OVERHAUL FOR BARBARA FOSS

Rigger **Jim Fox**, above, guided a new piston for the *Barbara Foss* out of its packaging at Foss Shipyard on Thursday, Sept. 25. **Bill Levandusky** is operating the crane lifting the the piston to the *Barbara*, at right. Both of the *Barbara's* main engines were overhauled by skilled shipyard machinists, a job that in the past might have been hired out to a contractor. The yard also overhauled the tug's port gearbox and rebuilt its tow pin assembly. In the photo at right, Rigger **Damieon Dorosky** signals the crane operator while helping a piston through the *Barbara's* deck toward the engineroom.

## MAKING SPARKS FLY

Welder **Thinh Tien Nguyen** of Foss Shipyard created a fireworks show recently while working on the forward ballast tank of the *Malulani*, which was in Foss Shipyard this fall for steel renewal, installation of a new tow wire and work on both forward and aft ballast tanks. The 106-foot tug is owned by Foss sister company Hawaiian Tug and Barge/Young Brothers and is used in the inter-island cargo trade.



## ASD TRAINING FOR CSR CAPTAINS

Columbia-Snake River captains completed a two-day training session in mid-November on the azimuthal stern drive (ASD) simulator at Pacific Maritime Training Institute in Seattle. “When the first tractor tug in the Columbia River, the *P.J. Brix*, arrived in 1982 there wasn’t an industry standard for ASD controls,” said **Toby Jacobsen**, port captain, CSR. Spurred by a shortage of captains, the standardized ASD training will build skills and give Foss more flexibility in assigning employees. From left are Capt. **Guenter Eckardt**, Capt. **Jim Bauserman**, Capt. **Dave Nicklous** and on the controls, Capt. **Darren Olsen**.

Meagan O’Shea

# Major Overhaul Provides New Life for Brusco-Owned Tug

Foss Shipyard recently completed a top-to-bottom overhaul of a 44-year-old tug for Brusco Tug and Barge, adding a significant number of years to the life of the vessel, while helping to stabilize the shipyard's workforce with a six-month project.

The tug is the 105-foot *Arthur Brusco*, whose Longview, Wash.-based owners focus on forest products transportation and also perform harbor work in Eureka, Stockton, Sacramento and Hueneme, Calif., and Grays Harbor, Wash.

Foss Project Manager **Van Vorwerk** said the *Arthur Brusco* is the most recent of several tugs upon which the shipyard has performed major overhauls over the last several years.

"Projects like this are great because the owners have planned ample out of service duration which provides us the opportunity to plan and work as efficiently as possible while helping us to balance shipyard manning." Vorwerk said, noting that the *Arthur Brusco* has provided work for all of the shipyard's crafts.

Another plus, according to Vorwerk: "Owners Representatives **Bill Kelley** and **Bill Smith** with Brusco have established a good level of trust with

us over the last few years on various projects so they don't have to be here 24-7 to oversee every minute detail. That allows the "Bills" to travel to other projects as required and be assured that we have their best interest at heart. That works out very well for both parties."

The job included removal of the old engines and installation of new Cat 3512s and Twin Disc gears. The yard also installed new keel coolers for the engines, fabricated one new tail shaft and repaired the other, replaced both auxiliary generators and installed electronic engine controls in the engine room and pilothouse. Both the new mains and auxiliaries are Tier II emissions compliant, which was a significant factor in the decision and justification to repower.

Foss workers also performed steel



Rigger **Terry Dawley**, standing on the scaffolding, installs a new bow pud on the tug *Arthur Brusco* while Rigger Foreman **Johnny Warnes** observes from above. Partially visible under the scaffolding is rigger **Damieon Dorosky**. Welder **Long Co** is working on the pilothouse. Van Vorwerk Photo

repairs in advance of the tug's five-year ABS inspection and sandblasted and painted the entire hull and main deck.

The *Arthur Brusco* isn't the only job its owners are pushing Foss' way. The yard is also building new tail shafts for the *Cleo Brusco* and *Henry Brusco*, and a fourth tug, the *Bo Brusco*, is scheduled for a drydocking.

**Mike Port** was the Foss ship repair superintendent on the *Arthur Brusco*.

## MIKE LAUER JOINS FOSS AS MANAGER IN GLOBAL SERVICES GROUP

**Mike Lauer** has been named Foss Maritime Company's manager of new business development planning and analysis, a new position that reports to Foss' vice president of global services.

The position was created to assist in the growth of Foss Maritime's global services division, which manages complex projects across the globe, often in extreme environments such as Alaska and the Russian Far East.

Lauer is a recent MBA graduate from the University of Washington. He received his undergraduate degree from Oregon State University in Civil

Engineering and is licensed as a professional Civil Engineer in California. Lauer's extensive experience includes working for Bechtel on major infrastructure projects in California and Washington.

"Mike is a welcome addition to our team," said **Vince Godfrey**, senior vice president, global services. "He comes to us with extremely relevant experience working at Bechtel—one of Foss's global service customers—and with a strong engineering and business education. It's a great fit."



**Mike Lauer** is a recent MBA Graduate from the University of Washington.

Meagan O'Shea

## Mercosur Shuttle Group, Buenos Aires, Argentina

### The Business

Mercosur Shuttle Group was purchased from Crowley Maritime in 2000 by Saltchuk Resources and is part of Saltchuk's Marine Resources Group, which also owns Foss Maritime. MSG transports containerized cargo and vehicles between Asuncion, Paraguay, Buenos Aires, Argentina and Montevideo, Uruguay. Approximately 75 percent of the container movements are trans-shipment cargo from international shipping lines and the balance are containers moving between the three Mercosur countries.

### Area of Operation

MSG operates on the Hydrovia Parana Paraguay and Rio de la Plata, an inland system of natural waterways that stretches from Montevideo north to Asuncion, Paraguay, a distance of nearly 1,000 miles. The company provides the only regularly scheduled service linking those ports as well as Buenos Aires, Corrientes, Rosario and Zarate, all in Argentina.

### Management and Equipment

The president of the company is **Alejandro Tanoue**, who was commercial manager when Crowley owned the company and became the chief executive after the purchase by Saltchuk. MSG operates six tugs up to 4,300 horsepower and 101 feet in length and nine barges, the largest being 285 feet long, 85 feet wide and capable of carrying the equivalent of 370 20-foot containers. Because of the shallow conditions that sometimes occur on the river, MSG's equipment is capable of operating in as little as 7 ½ feet of water with a reasonable load.

### Cargo and Competition

Inbound cargo includes all manner of consumer goods, with the peak



MSG operates six tugs and nine barges on the Hydrovia Panama Paraguay and Rio de la Plata.

occurring prior to the holiday season. The export season peaks in July and August, with principal cargos being agricultural products from all over Paraguay and bound for the Far East and Europe, including seeds, juice concentrate, leather, timber, charcoal, sawn lumber and organic soy beans. The company has plenty of competition, almost all Paraguayan-flagged, and has a market share hovering between 25 and 27 percent.

### Quote

"We receive technical assistance from Foss and run our purchasing system through Foss in Seattle, and that's been great for us. But we do everything else ourselves as we are very far away. It's 18-hours of flying from Buenos Aires to Seattle."

Alejandro Tanoue  
President, Mercosur Shuttle Group

## SATISFACTION GUARANTEED

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how much you  
appreciate them.

Then show them.

— From *Satisfaction  
Guaranteed*  
By Byrd Baggett



## CARING FOR RAVENNA PARK

Seattle's Ravenna Park was the beneficiary of a "Day of Caring" project undertaken by Foss on Friday, Sept. 12. Thirteen from the company cleared ivy and put down mulch for three hours in the park as part of a volunteering program organized by United Way of King County. In the group photo, above, are, from left, **Romen Cross**, **Terry Knorpp**, **Sean Ducharme**, **Jim Peschel**, **Ross McDonald**, **Tina Wissmar** (team leader), **Jennifer Winchester**, **Rick McKenna**, **Patricia Fulnecky**, **Leiv Lea** and **Ron Sykes**. Not in the photograph are **Bob Wilkinson** and **Angie Upchurch**.



Meagan O'Shea

## THE GREEN BIKE BOYS

Seven Foss Seattle employees received free "green bikes" in a program sponsored by King County and Recreational Equipment Inc. to promote biking to work instead of driving. About 200 bikes were given away countywide in the program. People could also sign up to receive free tune-ups for their own bikes at REI. In order to get a bike or free tune-ups, participants had to commit to riding to work 60 percent of the time from September through November and February through May. Bike recipients in the photo from left are **Andy Stephens**, **Leiv Lea**, **Matt Brown**, **Rick McKenna**, **John Marcantonio** and **Jim Peschel**. Not in the photo are **Kent Salo**, who also got a free bike, and **Charlie Watson** of Foss Shipyard, who will be receiving free tune-ups.

# Kings Point Classmates Now Working in Seattle And Following Their Passion for Ironman Triathlons

By day, **Chris Springer** is the administrative port captain for Foss in Seattle, and his wife **Laura** is a U.S. Coast Guard lieutenant, working in the Contingency Planning Office in downtown Seattle.

But the rest of the time, you're likely to see the couple training together, running or biking the hills near their home on Bainbridge Island or doing their time in the pool. The Springers are triathletes.

Laura, 26, competed in the Ironman World Championship in Kona on the Island of Hawaii, on Oct. 11, 2008. Ironman events include a 2.4-mile open-water swim, a 112-mile bike ride and a full 26.2-mile marathon. Laura finished in the middle of her 25 – 29 age group, in 11 hours, 27 minutes despite a flat tire on the bike ride.

Chris, 27, didn't qualify for the Kona event this year, but plans to join his wife and compete in his first Ironman event next August at Ironman Canada in Penticton, B.C. They have also competed together in a number of Half Ironman events and shorter triathlons.

"Sure, there's a bit of competition between us, but she's hands-down a much better swimmer than I am," said Chris Springer. "It was a lifelong dream and goal of hers to race in Kona. In the end, it's the goal of



**Chris and Laura Springer** with their bikes on the road up Maui's 10,023-foot volcano, Haleakala.

most triathletes, but it's not easily attainable."

The Springers were classmates at the United States Maritime Academy at Kings Point, N.Y., graduating with the class of 2004. Laura was a distance swimmer there, as she was when she was younger. Chris grew up racing mountain bikes and was a wrestler in college.

Chris evolved into triathlon competition after college, and his wife soon followed "quickly" in his footsteps. "She had quite a bit of success," he said. "Preparing for Kona, she

probably trained 20 hours a week on top of moving to Seattle and working a full-time job."

Until late last summer the couple lived in Honolulu, she working for the Coast Guard and he for Foss sister company Hawaiian Tug and Barge -Young Brothers, where he left as manager of safety, quality and environmental protection.

Together, they run 25 – 30 miles a week, bike about 140 miles and swim about six miles. Not surprisingly, they don't yet have any children.

## PEOPLE NEWS

### NEW EMPLOYEES

**Ken LeRoy**  
Project Manager, Seattle Shipyard

**Justin Mercer**  
Naval Architect, Harbor Marine Group

**Gary Smith**  
Captain, Social

### PROMOTIONS

**Sue Evanson**  
Claims Adjuster to Claims Manager



**FOSS**

### RETIRED

**James "Joe" Goodman**  
Deckhand, PNW

**Brian "Kip" Smith**  
Deckhand, PNW

**William "Bill" Guy**  
Deckhand, PNW

# Tug Martha Foss had an Outstanding Record Before its Unfortunate Demise in a 1946 Mishap

By Mike Skalley

The 88-foot *Martha Foss*, originally built as the steam powered fish packer *Dolphin* in 1886, was purchased by Foss in January 1926. It spent the next seven months at Ballard Marine Ways being transformed into a modern up-to-date tugboat, including a new 240 horsepower Ingersoll-Rand diesel engine.

Between August of 1926 and April of 1943 the *Martha Foss* worked out of the Seattle office, towing gravel barges and oil barges on established runs throughout Puget Sound. During the summer months, the *Martha* was assigned to towing the steel-hulled 6,000-barrel oil barge *Foss-100* between Edmonds and Ketchikan, Alaska, for Union Oil Company.

In 1943 the *Martha* was transferred to the Foss division in Port Angeles for log towing assignments in the Strait of Juan de Fuca, and between British

Columbia ports and Tacoma, Olympia, and Shelton. Capt. **Warren Waterman** commanded the vessel for most of its time working out of Port Angeles.

The tows out of Crofton, B.C., were the heaviest and required the longest towing time. A typical 40 section log tow between Crofton and the St. Regis paper mill in Tacoma would average 14 days, with seven days actually towing and seven days waiting on weather and tides.

The *Martha* had an outstanding record in log towing as shown during the period of May 1945 through April 1946. It delivered 30 log tows comprising 775 sections, approaching 25 million board feet, a remarkable achievement for a 240 horsepower tug, nearing 60 years of age.

The *Martha* came to a sudden and unfortunate end with the loss of one life. While running lite in zero-

visibility fog from Port Angeles to Washington Harbor to pick up a log tow the tug was rammed on the starboard side by the fast-steaming Puget Sound freight ship, *Iroquois*.

The bow of the *Iroquois* nearly cut the tug in half. Six of the seven crewmembers had just enough time to jump into the water and swim away before the *Martha* rolled over and sank. Unfortunately, the seventh man, Engineer **Nelson Gillette**, was trapped in the engine room.

The *Martha Foss* had been named in honor of **Andrew Foss'** mother, and was only the second tug in the growing Foss fleet to be named after a family member, the first being the original *Andrew Foss*.

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



In this 1930s photo, the *Martha Foss* has a white hull, identifying it as part of the Seattle fleet.



## NIGHT ASSIST

*The Henry Foss assisted the Horizon Kodiak out of its berth at the Port of Tacoma on Oct. 10. Horizon Lines, which provides ocean container service to Alaska, Hawaii, Guam and Puerto Rico, is a longtime Foss customer. The Henry Foss is a "Tractor-Plus" tug, powered by its two original Voith drives and a Z-drive that was added in 2005, giving the tug about 5,000 horsepower.*



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