



Tow Bits



Mark Stork

The tug America gets ready for its bollard-pull test Feb. 25 at the Port of Tacoma. Foss Supervisor of Vessel Rigging Joel Altus set up the test and pronounced it "very successful." The tug pulled 89.2 tons ahead and 85.2 tons astern.

NEW TRACTORS JOIN GROWING FOSS FLEET; TACOMA-BUILT BOATS TO FOCUS ON TANKER ESCORTS, ASSISTS

Two brand new high-powered tractor tugs, big enough to handle tankers and the biggest container ships but maneuverable enough to work in the tightest harbor waterways, were secured this winter by Foss Maritime. One of the tugs, the *America*, is already in service on Puget Sound, and the second is to join the fleet when it is completed in May.

J.M. Martinac Shipbuilding of Tacoma is the builder of the 98-foot-long tugs, rated at 6,610 horsepower and powered by twin Z-drives, and Robert Allan, Ltd., of Vancouver, B.C. designed them. Allan's company also is the designer of the

Continued on page 4

Newborn Twins Join Foss

A pair of brand new tractor tugs are joining the Foss fleet in a charter arrangement with Houston-based Signet Maritime. The first of the twins, which Foss intends to assign to tanker escorts and assists, was christened on Feb. 23 in Tacoma

Cover

Expanding in the North Country

Foss has a new Anchorage-based vice president who plans to go after a number of major projects pending in Alaska. He says the company is well-positioned to land work in the oil, natural gas and mining sectors. **Page 5**

Tugboat Workouts

Getting a good physical workout in the confined spaces of a tugboat isn't easy, but Safety and Health Coordinator Merridith Chumbley has designed and packaged a "Flex, Stretch and Strength" program tailored specifically for use by Foss mariners. **Page 9**

Would You Want your Kids at Foss?

For many company employees, the answer to that question is apparently, "yes." At least 30 children of current or past employees are now working at the company, and their photos and lineage are in this issue of *Tow Bitts*.

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First Tractor Master

When the *Wedell Foss* came into service as the company's first tractor tug in 1982, Dan Meagher was the captain and helped train skippers of subsequent tugs employing tractor technology. Meagher died Jan. 16 after a long battle with cancer.

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The Look Aft

Foss Historian Mike Skalley explains how a Foss manager's 1934 invention revolutionized the way companies rafted logs for ocean transport. The "Berg Dog," as the invention was called, was a screw pin with a loop on the end.

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Tow Bitts

Tow Bitts is published quarterly by Foss Maritime for Foss employees, customers and friends. Changes to the Tow Bitts mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3958. Tow Bitts editor is Bruce Sherman, graphic designer is Barbara Hoberecht and coordinator of production is Gil Graham, Foss Vice President of Human Resources.



Gary Faber

New Tugs Will Help Us Conform To Company Mission Statement

It's no secret to our employees, customers and vendors that Foss is in the midst of one of the most extensive fleet development efforts in our history. We are building new tugs at our Rainier Shipyard in Oregon, improving existing tugs by upgrading propulsion systems and adding to what is already the West Coast's largest double-hull tankbarge fleet.

Most recently, we also secured two new advanced Z-drive ASD tractor tugs in a charter arrangement with Houston-based Signet Maritime. (See cover article). Coincidentally, the boats are being built by our neighbor, J.M. Martinac Shipbuilding in Tacoma, where Foss was born and remains active.

All of us at Foss take pride in having these new, powerful and great-looking tugs in our fleet. But the new boats also line up very well with our mission statement to perfect our safety program, focus on customer needs, expand operations globally and retain our world-class work force.

The new tugs further our efforts to put crew safety above all else because they employ state-of-the-art navigation, propulsion, fendering and deck machinery. Each of those systems contributes to safety.

As for meeting our customer needs, the new tugs are large, powerful (180,000 pounds of bollard pull) and highly maneuverable, making them ideal both for tanker work and ship assists. They also have significant fire-fighting capabilities, an asset not only for customers but for all in the harbors where they work.

Through our alliance with Signet,

which plans to charter a new Dolphin-class tug and a conventional tug from Foss, we further our aim to expand operations globally. Signet is heavily involved in petroleum industry support and moves oil, project cargoes and breakbulk freight worldwide.

And giving employees the right tools to do their jobs, as these new tugs will, goes a long way toward keeping them. Modern upgrades such as internet access and entertainment amenities don't hurt either.

Aside from helping us fulfill our mission statement, securing the tugs from Signet also helps us solve a problem we don't mind having. We had intended to start building big escort tugs like the Signet boats soon at the Rainier Shipyard, but the facility is increasingly busy with the highly successful Dolphin program.

The Signet tugs enable us to continue focusing on Dolphins at Rainier and postpone construction of larger boats. We originally planned on building seven Dolphins. Number ten is now under construction.

As we become more of an industry leader in technology, safety and customer service, we become more of a target for our competition. So we have to keep working to stay ahead.

But viewed from another perspective, our competitors are complimenting us by following our lead in these areas. If imitation is the greatest form of flattery, we certainly have cause for celebration!

President and Chief Operating Officer

Hybrid Tug Construction Progresses at Foss Rainier Shipyard

Work is progressing on Foss' new hybrid tug at the company's Rainier Shipyard on the Columbia River in Oregon. The revolutionary tug, a modified Dolphin-Class vessel, is scheduled for delivery to Southern California next fall. It will combine diesel and electric power for high fuel efficiency and low emissions.

PHOTO 1. Nick Tinoco works on the deck outside the pilot house of the new tug.

PHOTO 2. Eric Bergseng observes from the gangway as a floating crane moves a 20,000-pound wing tank for the new tug.

PHOTO 3. Superintendent Tony Silva, left, keeps an eye on the operation while New Construction Manager Tim Stewart guides the Dolphin's 35,000-pound central hull section into position.

PHOTO 4. Brian Parsons fabricates a Shibata fender bracket for the new tug.



NEW TUGS JOINING FLEET

Continued from Page 1

Dolphin-Class tugs (78 feet, 5,080 horsepower) Foss is building at its shipyard in Rainier, Oregon.

Foss will operate the new tugs under a charter agreement with Houston-based Signet Maritime, whose equipment requirements have changed since it ordered the vessels from Martinac. In return, Signet will charter an as-yet-unidentified conventional tug and a new Dolphin-Class boat from Foss.

Foss President and Chief Operating Officer **Gary Faber** said the timing of the deal with Signet “couldn’t be better.”

“Foss and Signet’s vessel needs were aligned and could be met with a trade,” he said. “We have a long history of working cooperatively with Signet in the Gulf, and this is the next step in the evolution of that relationship.”

“Partnering with Foss, a company that builds its own vessels, is an ideal situation for Signet,” said **J. Barry Snyder**, Signet chief executive officer and president. “This way, as opportunities arise, we can respond quickly with new-construction vessels.”

Foss Senior Vice President for Operations **Scott Merritt** said the acquisitions enable Foss to advance its fleet development plan by almost two years. Foss had intended to build a couple of big tugs at the Rainier Shipyard to supplement its tanker escort-assist fleet, until the Signet deal came up.

While similar in size and power to the *Marshall Foss* and *Lynn Marie*, which work with tankers on San Francisco Bay, Merritt said the new tugs have some unique features in their hull design.

“They have the feel of a double-

“They have the feel of a double-ender under the water that will allow them to perform very well in both the ahead and the astern mode.”

Scott Merritt

ender under the water that will allow them to perform very well in both the ahead and the astern mode,” Merritt said. “Traditional ASDs generally have squarer stern, creating a significant difference in the vessel’s handling characteristics when going astern.”

Also, the 6,610 horsepower MTU engines that power the new boats are the next generation of the 6,250 horsepower power plants in the *Lynn Marie* and *Marshall Foss*, according to Merritt,

who added, “they’ve improved upon the design, creating a more reliable and efficient power plant.”

The drives on the new boats were manufactured by Niigata. Foss generally has used Rolls-Royce and Schottel

drives on its Z-drive tractor tugs, and Merritt said, “We’re eager to see how these new drives perform.”

Foss is having Martinac make minor modifications to the second vessel to ensure the crews are comfortable during the 15-day live-aboard schedule Foss uses in Puget Sound.

Martinac also is installing a permanent anchor system to replace the emergency anchor on the second boat, as tugs on Northern Puget Sound often stand by at anchor between jobs. When the second boat is completed, the *America* is likely to be reassigned to another Foss Market.

Assignment of a new tug to Northern Puget Sound frees up the *Barbara Foss* for other work.

“We wanted to get her out in the ocean, which is what she does best,” Merritt said. “These new boats are more mission specific for the tanker assist and escort market.”



Sponsor **Diane Faber**, wife of Foss President and Chief Operating Officer **Gary Faber**, smashes the ceremonial bottle of champagne to christen the new tug *America* at J.M. Martinac Shipbuilding in Tacoma on Saturday, Feb. 23. With her, from left, are **Joe Martinac Jr.**, president of the shipyard, Gary Faber and **J. Barry Snyder**, Signet president and chief executive.

Shallow-Draft Experience Plus Safe, Efficient Operations Give Foss Leg Up In Seeking Alaska Business, Says New VP

Taking aim at a number of major projects on the horizon, and with well-known expertise in moving heavy-lift cargoes in extreme environments, Foss is well positioned for substantial growth in the petroleum sector.

That's the opinion of **Mike O'Shea**, who joined the company in late 2007 as vice president, oil industry services. O'Shea came to Foss after a 33-year career at Crowley Maritime, where he started as a freight clerk and deckhand and left as director of business development for marine services in Alaska.

"Foss is in an excellent position in this industry, because we have a lot of experience in working in shallow-draft areas, we have good equipment in-house, and we know how to operate safely and efficiently for the customer," O'Shea said. "We also have a good name, and our reputation in the marketplace is excellent."

O'Shea is responsible for selling and marketing the services of Foss and its sister companies throughout Alaska, focusing on the petroleum industry but also developing customers in other sectors.

As for petroleum-industry projects, O'Shea said, "Everything in this business is long-term, way out there." But projects that could bring business to Foss include hauling cargo for the much-needed updating of the Trans-Alaska Pipeline.

There also is potential business in the mining industry, oil exploration in Cook Inlet, and the long-anticipated construction of a natural gas pipeline linking the North Slope with the Lower 48 states.

Foss also could offload modules in the Arctic for tar-sands development in upper Alberta, "but that could be another 30 years out," O'Shea said.

In addition to its operating expertise, Foss' petroleum prospects also are buoyed by its good working



Mike O'Shea is Foss' new vice president, oil industry services.

relationships with heavy-lift companies such as Fagioli, Mammoet and Bigge. Foss would likely partner with one of those companies to move cargo to oilfield production sites.

O'Shea said the continuing development of a safety culture at Foss also is a key to developing its petroleum services business.

"The first thing potential customers look at is our safety record—it isn't like it used to be," he said. "These guys think nothing about shutting a job down . . . they like people to keep their head in the game and always be thinking about going home at the end of the shift with all your digits, safely to your families."

O'Shea, based in Anchorage, first went to Alaska as a 14-year-old. His

father also worked his way up through Crowley, reaching the position of vice president of Arctic operations.

O'Shea was approached last year about coming to Foss by President and Chief Operating Officer **Gary Faber**, also a longtime Crowley veteran.

"You could always tell that this was a well-run company that cared about its employees, and the equipment always looked really good," he said. "It took me several months to

make up my mind, but I think this is a good opportunity for me, and I hope Foss feels the same."

"Foss is in an excellent position in this industry, because we have a lot of experience in working in shallow-draft areas, we have good equipment in-house, and we know how to operate safely and efficiently for the customer,"

ALWAYS READY

A High-Flying Bridge is Towed Up the Multnomah River Channel

Four Foss tugs moved an unusual piece of cargo, set in an even more unusual position, up Portland's Multnomah Channel without a hitch on Friday, Dec. 28.

The tugs *Daniel Foss*, *P.J. Brix*, *Jim Moore* and *Betsy L* inched a 1,500-ton bridge from its construction site at Terminal Two, seven miles to Sauvie Island in a three-and-a-half-hour job.

The 365-foot-long, 99-foot-tall bridge made the trip while jacked 70 feet above the deck of the ocean-going barge *Western Challenger*, enabling the span to be lowered into position between the island and the mainland.

The move had been delayed for several weeks because of adverse weather, said Regional Operations Manager **Mike Walker**. "We had a good weather window and we went with it," he said.

"The barge size (300 by 80 feet) and construction provided excellent stability, this enabled us to forgo any ballasting, overall the bridge load was well-balanced," Walker said. "With the recent rains we wanted to wait for the river levels to drop and favorable weather for an extra margin of safety."

The new bridge replaces one that was built in 1950 and wasn't capable of handling the heavy trucks that deliver goods to the island and its tourism-oriented businesses today.



With good weather and smooth water, four Foss tugs move Portland's new Sauvie Island Bridge up the Multnomah Channel. The tugs, from left, are the *Daniel Foss*, *PJ Brix* and *Jim Moore*. The *Betsy L* is out of sight on the other side of the barge.

Tom Riviera

The bridge builder was Max J. Kuney Co. of Spokane. Foss was hired by the transportation subcontractor, Dix Corporation, also based in Spokane.

Port Captain **Toby Jacobsen** and Walker joined Dix Corporation officials on the beach to oversee the in-water operation as safety observers.

Crewmembers of the Foss tugs were:

PJ Brix. Captains **Guenter Eckardt** and **Mike Rayburn**, and Deckhands **Ken Aman**, **Jason Baggett**, and **Rick Johnson**.

Daniel Foss. Captains **Ron Everman** and **Kevin Gabriel**, and Deckhands **Dick Stevenson** and **David Lee**.

Betsy L. Captain **Don Butcher** and Deckhand **Tom Rekart**.

Jim Moore. Captain **Ron Walthers** and Deckhand **John Munson**.

CONSTELLATION TUG RESCUES CREW OF DREDGE, HELPS KEEP IT AFLOAT AFTER ORANGE JUICE TANKER GOES ASTRAY IN NEW YORK HARBOR

A Constellation Maritime tug evacuated the nine-man crew of a dredge, and then helped keep the extensively damaged dredge afloat, after it was hit by a tanker that apparently lost its steering in the Newark Bay section of New York Harbor on Jan. 24.

The incident occurred while the *Volans* was performing support work for the dredge *New York* during channel maintenance in the bay.

Mate **Roy Laird** was at the helm of the *Volans*, headed for shore, and

heard radio traffic in which the 669-foot orange juice tanker *Orange Sun* was trying to warn the dredge of the impending accident. The dredge wasn't responding, so Laird called in the warning himself over a "house" channel.

"Watching this take place, Laird immediately turned the *Volans*, returning to the dredge," said Constellation Operations Manager **Bob Manning**. "All of the *Volans*' crew was immediately mustered, and the evacuation of

nine crew of the *New York* was accomplished without incident."

When the collision occurred, the tug *Melvin E. Lemmerhirt* was attempting to land a scow on the starboard side of the dredge, opposite from the point of collision.

With the *New York* rapidly taking on water, and the extent of the damage unknown, **Cpts. Bobby Peterson** of the *Lemmerhirt* and **Steve Cluett** of the *Volans* relocated the empty scow on the port side of the *New York* in an

CEREMONIAL CHRISTENING IN LONG BEACH FOR PIPER INNESS



Piper Cameron

Curt Cameron, father of the late Foss Deckhand Piper Inness Cameron, on Feb. 20 christened the vessel named by Foss in her honor. With him is Cameron Allen, Piper's sister.

In the photo below at the ceremonies are, from left, Saltchuk Resources President Tim Engle, Cameron, Foss President and Chief Operating Officer Gary Faber and Foss Senior Vice President for Operations Scott Merritt. Piper Cameron died a year-to-the-day before the christening in an accident that occurred while her tug was handling a barge near Long Beach. Shortly after the accident, the vessel Foss uses to service tankers in the Pacific Area Lightering zone was renamed the Piper Inness. Piper Cameron had frequently worked on the boat.



Ernie Rodriguez Photos

attempt to provide floatation next to the breached compartments.

The *Volans* also coordinated communications with the New York Vessel Traffic Service and with representatives of Great Lakes Dredge & Dock Corp., which operates both the *New York* and the *Leimmerhirt*.

The 200-foot-long *New York* is a hydraulic backhoe dredge built in 1997 for the New York market and is the biggest and most powerful vessel of its kind in the world. It was not known

when repairs would be completed.

The *Volans* has been supporting Great Lakes dredging operations in New York since last September.

In addition to Laird and Cluett, members of the *Volans*' crew were Engineer **Paul Terrell** and Deckhand **Bill Muise**.

The dredge *New York* lists slightly to port following the accident in Newark Bay.



Tug Battles Surf, Current to Salvage Beached Fishing Boat

The Portland-based Foss tug *Howard Olsen* successfully dislodged a grounded 70-foot crab fishing boat from a beach in Copalis, Wash., on Jan. 25, using helicopters in several attempts to carry lines from the vessel while dealing with surf up to 12 feet and a strong river current.

The tug was dispatched on Jan. 23 to assist Fred Devine Diving and Salvage with the *F/V Anna Marie*. On board the tug were Capt. **Ray Freel**, Chief Mate **Scotty Parker**, Second Mate **Bert Little**, and Seamen **Curt Dawson** and **Chris Jakovac**.

The salvage crew failed in an initial attempt Jan. 24 to ferry a 10-inch line by helicopter from the crab vessel to the *Howard Olsen*, standing by outside the surf line, about six-tenths of a mile offshore.

That helicopter wasn't strong enough to pull the line against the strong outflow current of the Copalis River, said Columbia Snake River Region Port Captain **Toby Jacobsen**.

Salvors also failed in an attempt to get a three-quarter inch messenger line to a small boat, which they hoped could get closer to shore than the tug.

It couldn't, according to Jacobsen, noting the surf was up to about 12 feet by then.

On Jan. 25, a more powerful, twin-rotor helicopter arrived at the scene with an additional 3,000 feet of 10-inch line, bringing the total to 7,000 feet. The line was successfully airlifted to the *Howard Olsen* shortly before high water, and the tug managed to pull the *Anna Marie* from the sand and tow it to Port Townsend, Wash., for repairs.

"The *Howard Olsen* crew deserves a lot of credit for successfully completing this job," Jacobsen said. "They did one heck of a job."

A helicopter hovers over the beached *F/V Anna Marie* while the *Howard Olsen* stands by in the distance.



Toby Jacobsen

SATISFACTION GUARANTEED

Pay attention to the future. Anticipate the changing needs of your customers.

— *From Satisfaction Guaranteed*

By *Byrd Baggett*

Foss Mariners Are Now Towing, Flexing and Stretching; Program Aims to Improve Quality of Life Afloat and at Home

A voluntary Flex-and-Stretch program, similar to one implemented last year in Foss shipyards but with a new component for strength, is now being rolled out for the company's mariners.

The program, created by Operations Health and Safety Manager **Merridith Chumbley**, is tailored for small spaces on boats and in offices and other working areas where weights and other fitness equipment aren't practical.

It aims to improve the health of Foss employees while reducing the

number of sprains and strains suffered at work.

"Our hope is that this program will help keep you safe and uninjured not only at work," Chumbley said, "but that it will improve your quality of life when you are away from Foss."

Employees being introduced to the program will receive a small zipper bag, emblazoned with the Foss logo, that contains everything necessary to get started. Inside are several lengths of Thera-Band latex straps for stretch-

ing and resistance training.

The kit also contains a 36-page booklet featuring photos of Foss people performing the program's various stretching and strength exercises.

"We're hoping that this program will catch on as successfully throughout the company as it has in the shipyards," Chumbley said. The program will be offered to administrative employees, and the strength component will be added to the shipyard Flex and Stretch program.



Merridith Chumbley displays the zipper bag containing everything needed to get going with the workout program.



Led by Marine Transportation Mate **Marcel Ion** in the foreground, Foss mariners recently practiced with latex straps during a training session in Seattle.

SAFETY CULTURE ADVANCES AS MARINERS PASS NO-INJURY MILESTONE

Foss passed a safety milestone recently when the marine employee group went 41 days without experiencing an incident that resulted in lost work time on tugs or barges.

Safety and Health Director **Al Rainsberger** said that stretch of safe operations, if continued, would yield a lost-time injury rate of less than half the West Coast industry average.

"This is a significant accomplish-

ment as we strive to consistently improve our safety incident rate," Rainsberger said. "It means that we are reducing the frequency of injuries to the most important resource we have, which is our employees."

If the marine employees were to suffer just one lost-time incident every 41 days, their lost time incident rate would be .084 accidents per 100 employees per year. The rate for West

Coast companies in the American Waterways Operators Association is 2.06 and the rate for all industries, as reported by the Bureau of Labor Statistics, is 1.8.

"We want our employees to go home to their families in the same condition as they arrived at work, and we're making progress in our efforts to change our safety culture," Rainsberger said.

GETTING THE RIGHT WRAP

Pacific Northwest Deckhand Ryan Lewis, right, provides the tension as Jon Kjaerulff, left, of Fremont Maritime in Seattle discusses stresses on deck fittings such as cleats and bitts. The growing use of extra-strong synthetic lines has made understanding these forces more important, Kjaerulff said, because excessive stress could cause fittings to fail. In the old days, the line would always part first. The workshop was part of annual safety and skills training taken by all Foss mariners to maintain their Coast Guard certifications and licenses. The setting was a mock-up at Fremont Maritime's training facility at Foss Terminal.



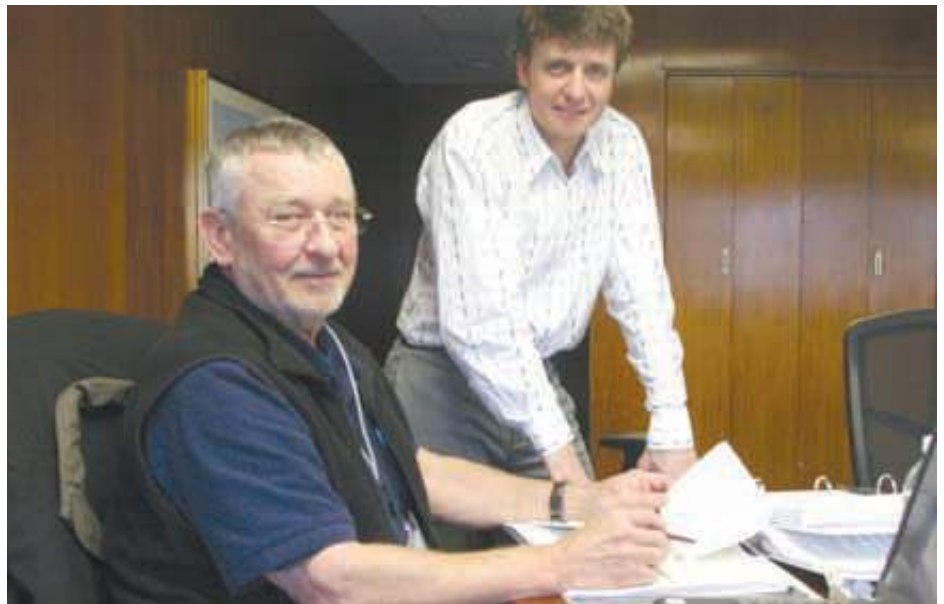
Foss Found to be in Compliance with Safety and Quality Standards

An auditor from the American Bureau of Shipping in February found Foss to be in full conformance with its Business Management System (BMS) and Safety Management System (SMS), protocols that ensure the company is complying with worldwide safety and quality standards.

The two global standards are "ISM" which is shorthand for the International Management Code for Safe Operation of Ships and for Pollution Prevention, and ISO 9001, a program overseen by the International Organization for Standardization.

Auditor **Charles Eilhardt** found no "non-conformities" during his examination in Seattle on Feb. 14 and 15, according to Foss Quality Compliance Manager **Jim Peschel**. Eilhardt made only two minor comments, known as "written observations," Peschel said, noting that the audit this year emphasized Southern California procedures and records.

"In the closing meeting, the ABS auditor noted how impressed he was with our ISM/ISO program and how easy it was to retrieve information from our computerized Business



Auditor **Charles Eilhardt**, left, and **Jim Peschel** of Foss go over paperwork in the executive conference room at Foss headquarters in Seattle.

Management System," Peschel said. "He also commented on the commitment and support provided by senior management as well as the overall knowledge and enthusiasm he witnessed during the two days of interviews."

A new color copy of the Document of Compliance with 2008 endorse-

ment will be supplied to each vessel in the tug fleet. Peschel said Foss will continue to certify individual vessels with an ABS-provided Safety Management Certificate upon completion of their vessel-specific audits.

Some vessels will soon be due for their 2.5-year mid-period audit, which will be coordinated by the Foss corporate office.

Crawford's Bags Are Still Packed, But This Time for Cruising

Since joining Foss 18 years ago, **John Crawford** has always had a suitcase packed, ready for the midnight call.

"When something happens down the coast, you have to go," said Crawford, manager of contingency planning and response and the company security officer. "You have no choice."

Crawford, who is retiring March 20, is credited with writing numerous contingency plans for oil spill responses and other incidents and putting those plans into action when emergencies occurred. Among his works is the Washington State Maritime Commission Oil Spill Response Contingency Plan.

He was raised in the Pittsburgh area and after high school joined the U.S. Coast Guard, pursuing a 28-year career and retiring as a chief warrant officer. His last station was the Marine Safety Office in Seattle.

After a short stint as clerk of the King County Council, Crawford joined Foss Environmental Services (FES) in



John Crawford is retiring on March 20.

1990 and stayed on at Foss after FES was made a stand-alone company in 1996. Now 66, he looks forward to traveling with his wife, Anita, beginning in April with a cruise ship voyage from Miami through the Panama Canal to Vancouver, British Columbia.

"It's been a tremendous honor and a privilege to work at Foss," Crawford said. "It's a company with great leadership and good people. I have always had support from top management on down, and it's made my job a lot easier."

LONG BEACH MARINERS 'SUSPENDED' DURING FALL-PROTECTION DEMO

Thirty tugboat mariners got a chance to don harnesses and take turns being suspended from a tripod Jan. 8 during a fall protection training session at Pier 49 in Long Beach.

The event was held in conjunction with a barbecue and the Regional Safety Committee meeting held earlier in the day. **Dan Ward** from VER Sales, a rigging and safety equipment distributor in Burbank, led the training and shared his 17 years of experience.

Foss employees put on full-body harnesses and were instructed on the proper fit of the equipment to assure optimum overall safety. Then it was up on the tripod to give everyone a chance to be suspended by the attached D-ring in the back of the harness.

The training was the result of an action item the committee received at the November Regional Safety Committee meeting. Health and Safety Director **Al Rainsberger** contacted VER because an interactive, hands-on presentation can be very effective in getting information to a group.

"Every opportunity that we can take to improve the awareness of safety through communications, training and demonstration will add continual improvement to our safety program and will achieve an effective safe culture for all," said Rainsberger.

Long Beach Engineer **David Varela** acts as a guinea pig in the fall-protection demo. Handling the line is instructor **Dan Ward** from VER Sales.



Is Foss a Company Where People Want Their Kids to Work? Judging by the Numbers, the Answer is a Resounding ‘Yes!’

One of the principals of the company that owns Foss parent Marine Resources Group has said many times that he wants the company to be a place where employees would want their children to work.

Employees of Foss apparently have taken his words to heart.

At least 30 current employees are the sons or daughters of people who also work at Foss or once did.

“It’s important that everybody who works for the company feels that it’s their family’s business as well as mine,” said Saltchuk Resources

principal **Mike Garvey**. He noted that Foss and other Saltchuk companies have high expectations of employees while aiming to have an atmosphere where they can grow in their jobs.

“This is also the kind of company where people are treated and are expected to treat others with respect and dignity,” he said. “If you sat down with your children and talked to them about what kind of company you wanted them to work in, that’s the kind of business we want to be.”

Foss has a long tradition of multiple generations of the same family

working in the company, beginning, of course, with the founding Foss family.

In the interests of space, and because detailing family relationships can be complicated, *Tow Bitts* elected to limit photos here to current employees whose mother or father works or once worked for the company. The parent’s name and job is in parentheses.

Thanks for research help goes to **Tina Wissmar** in Seattle, **Donna Ilg** and **Dianne Farrier** in Portland, **Laura Rosenberg** in Richmond and **Dave Rodin** in Long Beach.

PACIFIC NORTHWEST



Capt. Lyle Akerlund
(Capt Lyle Akerlund Sr., Deceased)



John Barrett Jr.
(Fleet Eng. Mgr. Capt. John Barrett Sr., Ret.)



Jim Crowley, Sr. Cust. Service Coord.
(Capt. Ray Crowley, Ret.)



Monte Crowley, Marine Pers. Sup.
(Capt. Duane Crowley, Ret.)



Brian Grapp, Electrician
(Randy Grapp, Electric Shop Foreman)



Kerrie Copernoll, Asst. Buyer
(Sandy Palmer, Buyer)



Jeanne Louie, Sr. Billing Coordinator
(Leila Louie, Senior Accountant)



Kevin McElroy, Marine Pers. Asst.
(Don McElroy, Sr. VP, Marine Transp)



Mindy Osbjornsen, Shipyard Off. Adm.
(Nancy Cohen, IT Department, Mark Cohen, Foss Long Beach)



Ken Purtteman, Lead Machinist
(Guy Walson, Machinist)



Capt. Dave Shaffer
(Capt. Bill Schaffer)



Capt. Loren Stout
(Capt. Sam Stout, Deceased)



Tarah Younger, Buyer
(Kenny Younger, Swing Shift General Foreman)

SAN FRANCISCO BAY



J.D. Rymel, Engineer
(Gary Rymel, Chief Engineer)



Capt. E. Whitney Olson III
(E. Whitney Olson,
CSR Account Mgr.)

SOUTHERN CALIFORNIA



David Allen, Engineer
(Jerry Allen, Port Engineer)



Lonnie Haines
(Capt. Ronnie Haines,
Deceased)



Kariane Meadow
Customer Service Rep.
Petroleum Coordinator
(Ron Bates, Reg. Sales Manager)



Josh Selga, Engineer
(Dave Selga, Manager,
Pet. and Term Serv)

COLUMBIA SNAKE RIVER



Capt. Kelly Bonnin
(Capt. Ward Bonnin, Ret.)



Capt. Mike Davis
(Capt. William A. Davis, Ret.)



Capt. William J. "Billie" Davis
(Capt. William A. Davis, Ret.)



Capt. Dane Howard
(Capt. Virgil Howard, Ret.)



Capt. Dustin Johnson,
(Mike Johnson,
Columbia River Pilot,
Portland)



Rick Johnson,
Portland Deckhand
(Mike Johnson,
Columbia River Pilot,
Portland)



David Larsen, Deckhand
(Capt. Harley Larsen, Ret.)



David Lee, Deckhand
(Capt. Brainard Lee, Ret.)



Capt. David Nicklous
(Capt. Frank Nicklous, Ret.)



Capt. Bob Vollmer
(Capt. Frank Vollmer, Ret.)



Capt. Mike Walker,
Reg. Ops. Mgr.
(Capt. Jerry Walker, Ret.)



Capt. Monty W. McCleary
(Capt. Monty L. McCleary SF)



SKYLINE PONTOON

The Diane Foss tows a pontoon for the new Hood Canal Bridge past the downtown Seattle waterfront on the afternoon of Thursday, Feb. 21. Foss was hired to move four of the big floating structures from Concrete Technology in Tacoma, where they were built, to Seattle for mooring at the port and additional outfitting at Todd Pacific Shipyard. The pontoon under tow by the Diane was 247 feet long, 60 feet wide and 21 feet tall and weighed about 7.5 million pounds. To avoid putting undue stress on the pontoons, Foss towed them at just two knots. That lengthened what is normally a two-hour trip, in a light boat, to 12 hours. The Diane Foss also towed a second pontoon to Seattle, and the Shelley Foss assisted. A tug from Western Towboat was hired for the other two pontoons. The February “float out” was the third of four from Tacoma planned by the Washington State Department of Transportation.

Bay Bridge Construction Project Delivers Two Big Jobs for Foss

Foss this winter assigned tugs to two long-distance ocean towing jobs, including one to China, in support of the San Francisco-Oakland Bay Bridge construction project.

The *Sidney Foss* departed Portland in early February with the new 100-by-400 foot barge *Left Coast Lifter*, built at U.S. Barge. The tug and its tow were headed to Shanghai, China, where the barge is to be retrofitted with a crane for the bridge project.

Along the way, a dredge used by Foss on the Sakhalin Island Sealift was loaded on the barge in Seattle and transported to Long Beach for shipment to a buyer in Panama. The *Sidney's* trip from Long Beach to Shanghai was expected to take about 45 days.



The *Sidney Foss* tows a new, Shanghai-bound barge down the Willamette River past the St. Johns Bridge.

In the second job, the *Stacey Foss* was assigned to make two trips from Houma, La., to San Francisco, each time towing tandem 250- by 72-foot barges loaded with pipe pilings for the new bridge. Each trip, the first of which began Feb. 23, was expected to take about 32 days, including the

transit through the Panama Canal.

The customer for both projects is American Bridge/Fluor, the joint venture that is building the self-anchored suspension span for the eastern portion of the new bridge. **Ric Gerttula**, director of contract towing, is coordinating the projects for Foss.

Tugs Were First on the Scene at Tacoma and Bainbridge Fires; Crews Supressed Blazes and Helped Keep Damage to a Minimum

Foss tugs helped battle fires at two Puget Sound marinas over a three-day span in mid-February, using their hoses and monitors to beat down the blazes while awaiting the arrival of local firefighters.

The two fires were in Tacoma on Feb. 16 and on Bainbridge Island on February 14.

The *Wedell Foss* and *Henry Foss* were first on the scene late on the afternoon of Saturday, Feb. 16, fighting a fire that destroyed one boathouse and damaged another at a marina on Tacoma's Hylebos Waterway.

The tugs had just finished assisting a Horizon ship at APM Terminals in Tacoma at 5:20 p.m. when the crews noticed a plume of smoke coming from the Hylebos Waterway, which extends south from Commencement Bay.

"Both us and the *Wedell* took off running over there," said

Capt. **Brian Jensen** of the *Henry Foss*. "There were big flames coming from the boathouse, it was fully engulfed."

The Tacoma Fire Department boat and trucks began arriving 10 – 15 minutes after the tugs were on the scene. The Foss tugs spent about an hour fighting the blaze and were there for about an hour and a half.

Crewmembers on the *Henry*, besides Jensen, were Mate **Mike Hedlund**, Engineer **John Melberg** and Deckhand **Greg Phillips**. On the *Wedell* were Capt. **Rod Myers**, Mate **Brad Laakso**, Engineer **Dan Krolow** and Deckhand **Ben Beecher**.

On Feb. 14, The crew of the *Shelley Foss* poured water on a burning yacht at a Bainbridge Island marina, beating down the blaze and preventing it from spreading until the local fire department arrived and took over.

Mate **Terry Williams** said the *Shelley* was in Eagle Harbor at about 3.a.m.,

preparing to tow the Washington State Ferry *Hyak* to Everett for repairs, when a ferry system employee told them he'd spotted the fire at a nearby marina and had called 911.

"We kept the surrounding area and another vessel from catching fire," Williams said. "And we got the fire suppressed enough that we basically kept it under control until the Bainbridge Fire Department showed up."

In addition to Williams, members of the crew were Capt. **Joel Russell**, Engineer **Tommy McCoy**, Deckhand/Engineer **Frank Huber**, and Deckhand/Cook **Andy Josa**.

ALWAYS READY

The twin tractors *Wedell Foss* and *Henry Foss* fought a marina fire in Tacoma on Saturday, Feb. 16.



NEW BARGES FOR YOUNG BROTHERS

Foss is acting as mainland representative for Honolulu sister company Young Brothers Ltd. during the construction of four new deck barges for inter-island cargo transportation. The barges, which replace existing owned and chartered equipment, measure 340-by-90-by-20 feet and are being built at U.S. Barge in Portland. The first, in the photograph, was delivered last October, and the fourth is scheduled for completion in March 2009. Project Manager Dan Cole of the Foss Engineering Department said the barges feature an internal, fresh-water ballasting system. The name of the first barge, Ho'Omaka Hou, means "New Beginning."



Coast Guard Commends Foss Crews in Three Incidents; Without Their Help, Situations Could have Worsened

Coast Guard officials have commended Foss tugs and their crews for helping to avert what could have been three serious incidents recently in the Seattle and Tacoma harbors.

On Feb. 5, the *Wedell Foss*, under the command of Capt. **Wayne Sharp** and the *Shelley Foss*, under the command of Capt. **Herb Metz**, assisted a bulk carrier that had been dragging anchor in Elliott Bay.

Coast Guard Lt. Cmdr. **Diana Wickman**, chief of the Waterways Management Division in Seattle, commended the tugs and their crews, the Puget Sound Pilots and the Vessel Traffic Control operator for their actions.

She called the response a "perfect example of people and systems working together to ensure safety (and why an anchor watch is so very necessary when the weather takes a turn).

On Dec. 18, the *Andrew Foss*, under the command of Capt. **Ross Springer**, went to the aid of a tankbarge that was grounded on the breakwater of the

Elliott Bay Marina in Seattle.

Capt. **S.P. Metruck**, Coast Guard captain of the port for Puget Sound, wrote in a letter to Foss President and Chief Operating Officer **Gary Faber**, "The immediate and professional actions taken by your dispatcher and the crew of the *Andrew Foss* ensured the barge was quickly refloated and moved to a safe location. As a result, no hull breaches or pollution occurred. Their impressive efforts clearly prevented what could have been a devastating incident."

On Oct. 18, the *Wedell Foss*, under the command of Capt. **Doug Hajek**, got a line on a bulk carrier that was dragging anchor and headed for a marina in high winds on Tacoma's Commencement Bay.

Capt. Metruck wrote to Hajek, noting, "A catastrophe was prevented in large part due to your prompt professional seamanship. Your efforts averted a likely grounding and what could have been a subsequent substantial oil spill."

"What I am proud of is that given each individual situation, the on-scene weather and the resources at hand, our crews discussed how to respond and aid each vessel while keeping personnel safety as the number one priority," said **Paul Gallagher** Pacific Northwest Operations Manager.

Other sailors involved in the responses include Mate **Chris Roath**, Chief Engineer **Bryan Morris** and Deckhand/Engineer **Rob Arnett** aboard the *Wedell Foss*, and Capt. **Shawn O'Connor**, Chief Engineer **Carl Balke**, Deckhand/Engineer **Bill Cross** and Cook/Deckhand **Rebecca Wood** aboard the *Shelley Foss* on Feb. 5.

During the Dec. 18 barge recovery, others were Capt. **Doug Bezona**, Deckhand/Engineer **Bob Cook** and Chief Engineer **Chad Alton** aboard the *Wedell Foss*. The crew aboard the *Wedell Foss* during the Oct. 18 response included Capt. **Rod Myers**, Chief Engineer **Dan Krolow** and Deckhand/Engineer **Chris Gordon**.

Marcantonio is the New 'Designated Person Ashore' at Foss, Will Provide Access for Mariners to Company's Top Management

John Marcantonio, a U.S. Merchant Marine Academy graduate and a five-year veteran of U.S. Army logistics operations, is Foss' new "Designated Person Ashore," the key contact between tugs and top management on safety issues.

Marcantonio, who joined Foss last summer as operations specialist, succeeds **Bruce Reed** as DPA. Reed, former vice president for operations, recently was named vice president for marine transportation.

As DPA, Marcantonio is responsible for the day-to-day functioning of the Safety Management System, a protocol which he describes as covering "just about everything you do on a tug . . . from handling lines to handling foods to procedures in the engine room."

He also is a conduit through which mariners have access to the highest levels of company management.

"In line with our vision to be an accident-free work place, I'm here to be a non-threatening source people can come to if they have questions or concerns about safety that we can then resolve on a company-wide level," Marcantonio said.

With a new version of the Safety



John Marcantonio at Foss headquarters in Seattle.

Management System manual due to be released after the new year, the role of the DPA will be ramped up,

"Mariners may have questions, and I'll get feedback from the HSQE team, shoreside management, operations managers and our crews on the boats to help us figure out what's best for the company."

Marcantonio graduated from the Merchant Marine Academy in 1998 with both engineering and deck officer licenses. He joined the Army hoping to work in a tugboat unit, but instead was assigned to trucking and logistics units, leaving as a captain in 2003.

He worked for trucking company Schneider National for a year before moving to Seattle and working in construction management for developer Polygon Northwest. Before joining Foss, Marcantonio spent a year with parent company Marine Resources Group.

He says his aim as DPA will be to help build "processes for tugboaters designed by tugboaters."

"We can do all the analysis we want in the office, but the guys on the boats, nine times out of ten, have the best solutions," Marcantonio said.



NEW HOUSE FOR THE POINT FERMIN

A new aluminum pilothouse, built at Union Bay Fabrication in Seattle for the Foss tug Point Fermin, was transported to Foss Shipyard by Western Towboat's Fearless on Tuesday, Jan 22. The new house will be raised about 13 feet above the Point Fermin's existing one, giving Bay Area crews better visibility when handling Foss' new high-sided, double-hull bunkering barges. The Point Fermin is the second Bay Area tug to be upgraded with a pilothouse tower, the first being the Point Vicente. The Point Fermin arrived at Foss' Seattle shipyard in late December, and also is being equipped with new bow and stern winches as well as new generator sets and keel coolers. The ship repair superintendent overseeing the project, to be completed in late March, is Guy Hall, and Roman Cross, assistant port engineer for fleet support, is acting as owner's representative. The 98-foot Point Fermin was recently acquired from Foss sister company AMNAV Maritime Services, where it was known as the Defiant. Watching the house being loaded onto a trailer in the photo are Hall, right, and Assistant Steel Shop Foreman Gene Downey.

Crude Oil Demand Delivers More Business for Foss in California; Chevron Adds a Third Lightering Tanker to its PAL Operations

Increased requirements for crude oil at Chevron's California refineries have produced a boost in business for Foss, which supports Chevron's offshore lightering operations and provides tanker assists at El Segundo Moorings and on San Francisco Bay.

Chevron has added a third tanker to ferry crude from larger tankers in the Pacific Area Lightering zone to the refineries in El Segundo and Richmond. The offshore transfers to the smaller tankers occur about 15 times per month.

A Foss vessel, the *Piper Inness*, carries equipment and personnel for Chevron to the lightering area about 40 miles from Long Beach, and Foss supplies riggers for the lightering operations. Foss also maintains lines, hoses, fenders and other gear used by Chevron at PAL.

Unlike the two tankers already assigned to PAL, the third—the *Orion Voyager*—is not equipped with davits to secure and position the giant Yokohama fenders used to buffer the



The *Edith Foss* has four big Yokohama fenders in tow as it heads for the Pacific Area Lightering (PAL) zone. The fenders are used to separate tankers during lightering operations.

two tankers during the crude transfers. So for each of the approximately five monthly transfers to the *Orion Voyager*, Foss tows out four of the fenders — 30 feet long and 16 feet in diameter.

Paul Hendriks, Foss lightering operations superintendent, said that at current activity levels the PAL team can safely cover the workload, but he added that he will continue to monitor it closely with safety being the

number one priority.

As for towing out the fenders each time the *Orion Voyager* calls, Hendriks said, “it looks like we will be involved in this through the end of this summer.”

Tugs towing the fenders have been the *Edith Foss*, *Pacific Queen*, *Pacific Knight* and *Iver Foss*.

PLEASURE BOATER RESCUED AFTER EXPLOSION IN LONG BEACH; THREE FOSS MARINERS COMMENDED FOR THEIR PROFESSIONALISM

Three Foss mariners fired up a tug and provided a quick response when a pleasure boat exploded near one of the company's mooring areas in Long Beach recently, rescuing one of two people pitched into the water and receiving commendations for their service.

The men were Port Captain **Jim Russell** and Engineers **Rocky Rinehart** and **Dave Allen**, who were going about their normal business when the small boat exploded in the channel, 100 yards from Foss' Berth 49 location.

The explosion rocked the warehouse and was heard 10 miles away, according to Southern California Regional Operations Manager **Bob**

Gregory. Only flotsam remained where the boat had been, and the explosion consumed all of the fuel on board.

Allen, Rinehart and Russell put on personal protective equipment, got under way and had lifesaving equipment on the deck and ready for use as soon as they were off the dock, Gregory said.

“They did not respond as though in a panic, but relied on their training and professionalism,” Gregory said, adding that the victim was transferred from the *Edith Foss* to another responder. “The crew were commended for their service and performed in a manner consistent with Foss' core values.”



In the photo, from left, are Port Capt. **Jim Russell** and Engineers **Rocky Rinehart** and **Dave Allen**

Capt. Dan Meagher Helped Usher in the Tractor Tug Era; Forty-One-Year Employee was First Master of Wedell Foss

Dan Meager, a 41-year veteran of Foss who was the lead captain on three significant new series of harbor tugs beginning in 1958, died Jan. 16, after a long battle with cancer.

Capt. Meagher, who retired from the company in 1984, got his start in the industry in 1940 fresh out of high school, as a deckhand with Gilkey Towing Co. making \$3.85 a day working 26 days a month. He joined Foss in 1943.

“I was fortunate when I went to work for Foss,” Meagher said in a 2000 interview with *Tow Bitts*. “They were hard up for people, and I had previous towboating experience. I don’t think I was a deckhand more than a month until I was mate. I got in during the war years, when advancement was pretty rapid.”

Meagher served as Foss port captain in Anchorage during the summers of 1951 and 1952 but spent most of his Foss years on Puget Sound aboard Seattle-based tugs. He was the lead skipper of the 1,200-horsepower *Carol Foss*, which entered service as a top-of-the line harbor boat along with sister *Shannon Foss* in 1958.

On the *Carol*, he and his crew helped assemble the floating bridge across Hood Canal, and Meagher directed five tugs in towing and positioning the bridge’s concrete pontoons. Also on the *Carol*, Meagher and his crew encountered the infamous Columbus Day Storm in 1962, which generated 100-mile-an-hour winds and wreaked havoc in the area.

“We got caught out in Georgia Strait while towing a rail barge from Squamish, B.C. to Seattle,” he recalled, noting they ducked into the lee of Saltspring Island for cover. “Man, that was a nasty night. It was rough, but the rail cars were pretty secure. We didn’t lose any.”

Meagher also was the lead skipper on the *Shelley Foss* in 1970 when the



Capt. Meagher, in a 2000 photo, with a 26-foot boat he built after retiring.

tug entered service as queen of the Seattle harbor. “That was a state-of-the-art tug,” he said. “She was the first boat Foss had with the steering Kort nozzles. The pilots liked her very much.”

Because of his ship-assist experience aboard the *Shelley* and earlier tugs, Meagher was asked to help design the pilothouse and select deck machinery for Foss’ revolutionary new series of cycloidal-propulsion tractor tugs. He was lead captain of the *Wedell Foss*, which went into service in 1982 as the first of the six new tractors, and helped train captains for the succeeding boats.

Most pilots were eager to learn the capabilities of the new tugs, and Meagher remembered pilots barking more than once over the marine radio, “I don’t know what you’re doing, but just do it.”

After retiring, Meagher, an excellent wood craftsman, built a 26-foot, double-ended bar tender in only 10 months, using the boat to fish in the Strait of Juan de Fuca and gunkhole in the San Juan Islands.



Meagher, in a 1970 photo, with two maritime princesses in the pilothouse of the *Carol Foss*.



FOSS

TWIC Deadline is Drawing Near for Foss Marine Employees; Foss Advances Timetable to Address Potential Problems

Tax day is TWIC day for all Foss marine employees.

Foss is requiring all marine employees to obtain their Transportation Worker Identification Credential (TWIC) by April 15, more than five months before the federal government's Sept. 25 deadline.

By advancing the TWIC timetable, Foss is aiming to create a window of time during which it can solve—before the federal deadline—any challenges employees face in obtaining the credentials.

Employees who are unable to get a TWIC by April 15 and are appealing a rejection by the Transportation Security Administration must provide evidence

of the pending appeal.

Foss will reimburse employees for the cost of their TWIC cards. Federal regulations will require people to have the cards if they need unescorted access to secure areas of ports, facilities or vessels regulated by the Maritime Transportation Security Act.

Foss supervisors have more information about the TWIC program and can answer employee questions.



Capt. Ron Hedahl of the *Lindsey Foss* displays his TWIC card.

PROMOTING CAREERS AT FOSS

A team of Foss employees represented the company Feb. 7 at the tenth Annual Maritime Career Day at Odyssey Maritime Discovery Center on the Seattle Waterfront. About 600 students from high schools throughout the Puget Sound area, plus adult job seekers, attended the event to meet representatives of maritime companies, the Coast Guard and other government agencies. Marine Personnel Supervisor **Monte Crowley**, right in top photo, coordinated the company's involvement in the event. Other Foss people in the photo are Buyer **Gary Wightman**, left, and Foss Terminal Manager **Steve Spencer**, center. Assistant Pacific Northwest Port Captain **Kent Salo** and Mate **Kris Sek** also helped man the booth. In the photo below, Cadets from the Junior Naval Reserve Officer Training Corps unit at Tacoma's Stadium High School watch as the tractor tug *Andrew Foss* puts on a demonstration for Career Day attendees.



Trawler Fleet Keeps Foss Shipyard Busy Through New Year; Five Big Boats Undergo Major Work before 2008 Season

Foss Shipyard enjoyed a higher-than-normal level of business with Seattle's Bering Sea trawler fleet during the last few months of 2007 and over the new year, with major projects on five big vessels, including drydocking, painting, a variety of repairs and installation of new engines.

"We had bigger projects this year, so it was a bigger year," said Sales Manager **Dave Herring**. "There were about the same number of vessels."

The factory trawlers serviced by Foss Shipyard range from about 140 to 230 feet and are part of what is known as the "H & G Fleet." The ships catch groundfish and then head, gut and freeze them on board.

"Our 2,000-ton drydock makes this shipyard ideally suited for these vessels, and we have a lot of experience in working on them," Herring said. "A Majority of the H & G vessels come to Foss Shipyard."

Because of extra time required for the big projects, several of the vessels left after their usual early January departure dates. But Herring said they weren't in a hurry because of a new cooperative agreement that eliminates derby-style fishing and gives the ships more time to harvest their quotas.

The factory trawlers will return to Seattle next September and October, Herring said.

The vessels and the major work done on each were:

Sea Fisher.

Drydock vessel, prep and paint hull from keel to caprail and install new Hydro Pro HP60/20T hydraulic deck crane, including all of the structural steel modifications to support it. Also, install new tailshafts and new "fuel saving" controllable pitch propeller hubs, convert the bow thruster from diesel engine-driven to hydraulically-driven and convert the oil-fired hot water boiler to electric tanks for hot water for the 50 person crew. Major internal steel repairs to four different fuel oil tanks

and the black water tank. Steel repairs to the bow.

Arica.

Drydock vessel, prep and paint hull keel to caprail, remove both tailshafts and propellers and inspect, major steel repairs in the forepeak, steel repair in No. 1 and No. 2 port tanks, inspection and repair of all watertight doors and hatches, inspection and repair of all sea and overboard valves.

Cape Horn.

Drydock vessel, prep and paint entire vessel including hull, gantries, masts, deckhouse and pilothouse, remove both tailshafts, fabricate one new tailshaft and repair the other tailshaft, inspect and repair all watertight doors and hatches. Also, inspect and repair all sea and overboard valves. Major steel repairs including replacing about 600 square feet of half-inch hull bottom plate, port stern modifications, internal steel repairs in No. 8 port and starboard ballast tanks, replacing bulkheads in the sewage tank, replacing flanged plates and vertical stiffener

framing in the pipe alley and replacing hull shell plate in the engine room.

Enterprise.

Drydock vessel, disconnect and remove Caterpillar 3516 main engine and gearbox and install new Caterpillar 3516 engine and Lufkin gearbox, replace tailshaft and propeller, perform main engine and gearbox alignment. Steel repairs to potable water tank

Defender.

Drydock vessel, disconnect and remove Caterpillar 3516 main engine and gearbox and install new Caterpillar 3516 engine and Lufkin gearbox, replace tailshaft and propeller, perform main engine and gearbox alignment, line-bore tailshaft stern tube to accept new tailshaft.

Painter **Curt Wall** of Foss Shipyard puts the finishing touches on the *Cape Horn's* name.



The Foss 300 derrick loads gear onto the *Sea Fisher*, which underwent major repairs at Foss Shipyard.



Manager Lends His Business Skills to Texas Biker Group; Charity Raised \$118K Last Year for Injured Vets' Families

Having been a motorcycle enthusiast since he was six years old, and a longtime supporter of U.S. troops—Rusty Devereaux readily stepped forward two years ago as a volunteer to help stage a charity motorcycle ride for families of injured soldiers returning from the Middle East.

“And the next thing I knew, I ended up the lead coordinator,” said Devereaux, general manager of Foss subsidiary America Cargo Transport (ACT). “They needed some marketing, management and logistics skills, and I was it.”

In its first year, the Texas Honor Ride (THR) raised \$68,000 in corporate and individual contributions. In its second year, 2007, with fundraisers throughout the year and culminating with nearly 700 motorcyclists making a group ride from Houston to San Antonio, THR raised \$118,000.

THR is now the largest private donor to the Soldier Family Assistance Center located on-base at Fort Sam Houston's Brooke Army Medical Center in San Antonio, Texas. And at 200 miles, their trip on Veterans' Day weekend is the longest police-escorted Charity Ride in the United States.

In addition to being master of ceremonies at THR events, Devereaux is

in charge of corporate sponsorship and has experienced substantial success. The long list of supporters includes ACT, Coca Cola, McDonald's, Sam's Club, Starbucks and many more. A number of ACT's vendors also are involved.

The family assistance center mainly uses the money to buy plane tickets and cover many other out-of-pocket expenses for families traveling to visit their injured loved ones. Devereaux said the military pays for just one visit per family, though studies have shown that wounded veterans can recover as much as 50 percent faster when their families are with them.

In 2007, there were 638 wounded soldiers at Fort Sam Houston. Brooke Army Medical Center is the Army's burn center and along with Walter Reed Army Medical Center in Washington, D.C. treats many of the most severely wounded soldiers.

Devereaux, who lives in the Houston suburb of The Woodlands, Texas, rides a six-cylinder Honda Valkyrie and enjoys touring with his wife Jan.



Rusty Devereaux at a fundraiser for the Texas Honor Ride charity.



Rusty Devereaux, on stage in the green shirt, leads a fundraiser for the Texas Honor Ride charity.

“But when it gets real hot in Texas, she draws the line,” he said.

For more information on the Texas Honor Ride, go to www.texas-honorrider.org.

Foss Employee and Company Donations Total \$6,500 for Victims of December Flood in Western Washington

The final tally of Foss employee donations to relief efforts for flood victims in western Washington was \$1,500 in cash and gift cards. The company, which initially intended to match employee contributions, stepped up with a \$5,000 contribution.

Benefits Manager **Angela Pilskog**, who coordinated the fundraising effort, said most employee donors gave

\$100 and described support for the relief effort as “very good.”

A group of 12 Foss employees and friends also helped raise money for flood victims at the Seattle Seahawks home game on Dec. 23. A total of 60 volunteers collected about \$7,500 there, Pilskog said.

The donations were channeled through the Salvation Army, which

has been providing victims with cash and gift cards for purchase of necessities since the floods hit western Washington on Dec. 3.

Foss started working with the Salvation Army after numerous employees asked how they could help with the flood relief effort.

Port Angeles Manager's Breakthrough, Patented Invention: 'Berg Dog' Made Rough-Water Rafts Simpler, More Secure

By Mike Skalley

"Successful rafting and towing of logs in the Straits of Juan de Fuca and in the open ocean without the aid of boomsticks or swifters has been accomplished by Mr. H. F. Berg, general manager of Foss Launch and Tug Company's Port Angeles, Washington office." So states an article in the July 1934 edition of the magazine *The Timberman*.

Berg invented a new rough-water rafting method, and patented the pin that enabled it, the "Berg Dog." It was the screw type of pin with a loop to permit a cable to run through. The screw pin was designed to be driven into each log across the section of the tow, which were then threaded together with cables.

The Berg system of wiring logs together to form rafts eliminated boomsticks, which are special, extra large logs used to form the perimeter of flat rafts. With Berg's system, the logs actually being transported to the mill could form the outside of the raft. Also, it eliminated the need to tow the boomsticks from the mill back to the log-rafting site, a substantial cost.

Berg's system also eliminated the chains used to string the boomsticks together and "top swifters," or cables run over the top of logs to hold them in place. Berg Dogs were easily removed with a crowbar on arrival at the final destination.

In addition, Berg rafts could be built in areas too shallow for the large "crib" type of raft, in which logs are bundled together in cigar-shaped cribs and secured with wire for rough-water passages.

The first Berg type raft was made

up at the Hoko River on the Strait of Juan de Fuca in September, 1932, and within two years 70 additional rafts, totaling 18,000,000 board feet, had been constructed and safely towed in the Straits, and in the open ocean.

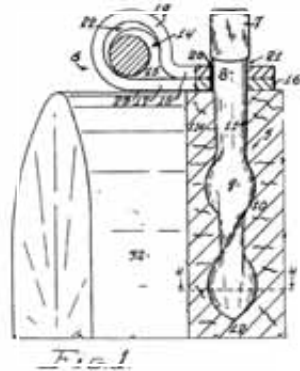
Berg made some additional comments on his rafting system:

"The way the raft is actually made up depends somewhat upon the type of water in which the raft is expected to be towed.

For ocean-going log tows, the cable goes over one log and under the next, and is made fast on the opposite side. Another cable goes just the opposite. This gives a turn on each log with one dog in each log.

"The current cost of labor (1934) of removing log towing gear runs about 18 cents per thousand

feet for hemlock logs, and 10 cents for average size fir logs. In putting on the gear it appears the cost is running about 10 percent less. The cost of the gear runs about 20 cents per



"The Berg Dog".



The Martha Foss, top, and Chris Foss take a log raft through Deception Pass in 1945.

thousand feet, including dogs, cables, and clamps.

The outstanding success of this patented invention was shown in early 1934 on a tow of 240,000 board feet of logs from Willapa Harbor to Aberdeen on the Washington Coast. There are about 17 miles of open ocean to traverse between two very dangerous bars at Willapa Bay and Grays Harbor. This tow was accomplished in 34 hours by the 76 foot long, 250 horsepower tug, *Foss No. 21*.

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

PEOPLE NEWS

NEW EMPLOYEES

Jeff Horst
Commercial Director
Harbor Services

Kariane Meadow
Petroleum Coordinator, Socal

Meagan O'Shea
Corporate Communications
Coordinator

William Stephens
Captain, Socal

Johanna Wills
Buyer

RETIRED

John Crawford
Manager, Contingency Planning and
Response, Company Security Officer

PASSINGS

Robert Eddy
Deckhand, CSR

Dan Meagher
Retired Captain, PNW

George Liana
Retired Able-Bodied Seaman, Socal

Graydon Gaudy
Retired Captain, PNW



CRUISING THE CITYFRONT

*The ASD tractor tug Marshall Foss cruised along the San Francisco shoreline recently, with the city's impressive skyline as a backdrop. The Marshall normally works as a tanker escort and assist tug on San Francisco Bay. Christened in 2002, the tug is 98 feet long and is rated at 6,300 horsepower. This photo was taken by San Francisco Bar Pilot **Kip Carlson**.*



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