

Tow Bitts



Linda R. Nelson Photo

Craning Up Long Beach Channel

The Howard Olsen, right, and the Marshall Foss prepare to move the Z Big 1 and its cargo away from Pacific Container Terminal in Long Beach. An article and more photos appear on Page 4.

Foss Maritime Ramps Up its Safety Program; Company Aims to Strengthen 'Safety Culture'

Foss Maritime is putting a new focus on its safety management system, aiming to take a program that already produces some of the best results in the industry and make it even better.

The company last year initiated a behavior-based safety system that had

immediate impact. Now, that program will be ramped up in an effort to fully embed it in work practices and strengthen the developing "safety culture" at Foss.

The ultimate goal of the program is "zero, zero, zero," said Safety and Quality Assurance Director **Mike**

Sutton. "That stands for zero personnel accidents, zero marine casualties and zero spills."

Ramping up the program also will put Foss in a position to receive well-deserved

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Zero personal accidents, zero marine casualties and zero spills are the goals of a ramped-up safety effort now being implemented at Foss. The company is aiming to take its already-good safety program and make it better.

.....Cover

President and CEO Steve Scalzo explains the nuts and bolts of the company's effort to increase its focus on safety, while noting that Foss already has the lowest incident rates in the industry.

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A new quality-assurance program will touch every area of Foss and will help the company achieve continual improvement in everything from shipyard projects and purchasing to pushing on a ship.

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The *Howard Olsen* raced the clock from Longview, Washington, to Newport, Oregon, to help assure the successful salvage of a beached fishing boat. A helicopter flew the towline to the tug from the high-and-dry trawler.

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Meeting a July 1 deadline, Foss succeeded in completing security plans for 56 tugs and 32 barges. The complex plans are part of new federal regulations designed to reduce the threat of terrorism.

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Foss won a competitive bid that will place the tug *Barbara Foss* at Neah Bay for at least one more winter. It will be the sixth season for the *Barbara* as the Washington state rescue tug.

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Construction of a brawny little tug was completed recently at the Foss Rainier Shipyard. The 78-footer is now in service for sister company Hawaiian Tug and Barge Young Brothers in Honolulu.

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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) 281-3821/3830. *Tow Bitts* editor is Bruce Sherman, graphic designer is Stacy Mutnick and coordinator of production is Gil Graham, Foss Vice President of Human Resources.

Setting Priorities For A Continuously Improving Safety Culture at Foss



Over the last several months, we have been discussing the importance of Foss' safety culture during numerous formal and informal meetings focused on improving our overall performance in the market place. Some of these discussions have included the direct participation of Foss' customers and other stakeholders who encourage and value reliable, quality based services.

The safety culture at Foss, both afloat and ashore, is well established, but we need to concentrate on continual improvement in all our activities for the benefit of our fellow employees, Foss' customers, and the communities in which we operate.

I do not want to give *Tow Bitts* readers the impression that our attention to safety has been lacking. On the contrary, Foss' personal injury and accident rates are among the best in the industry with significant improvement in each of the past several years. However, as we learned through the experience the *F248-P2* oil spill, there is always room for improvement — we need to be better today than we were yesterday, and better tomorrow than we were today. Our commitment must be zero incidents and zero spills.

Based upon Foss' 115-year "Always Ready" traditions and your participation, we have developed a prioritized, focused approach to meeting this important and achievable goal. Many of our tugs, barges, and shoreside activities have gone numerous years without any recordable accidents.

Our challenge is to continue to set the bar higher and be recognized as the industry leader in quality. To further this process, I would like to outline several important elements of Foss' behavior-based safety programs:

Improved Safety Communications

We will more clearly define and communicate our safety performance goals. One tool in this effort will be a new, regularly published newsletter dedicated entirely to safety and accident prevention. The newsletter will focus on three areas: important topics for discussion at safety meetings; lessons learned from our incident investigations; and the statistics we use to measure/benchmark our improvements.

Safety will also be the first item on the agendas for our internal meetings. We will increase the participation of Foss' customers in our safety management system and survey them, as well as our fellow employees, to help learn where we can improve Foss' best practices. This will further help us to learn whether we are as good as we think. Personnel compensation, recognition and achievements will be more closely tied to safety performance for our individual performance evaluations, along with other personal incentives.

Behavior-Based Safety Program

Over 80% of marine accidents are directly linked to human behavior, whether by those in a supervisory or support role. The behavior-based safety program we have implemented in the shipyard has resulted in a 50% reduction in accidents. We will aggressively expand this program for the vessels and provide additional training for shoreside personnel, tug crews, and tankermen. The training should help us identify error chain issues and develop hazard recognition skills to protect one another from the risks of our jobs.

Risk-Analysis and Root Cause Investigation

We will emphasize conducting good and thorough accident investigations. This will allow us to improve as we identify potentially risky practices and/or new best practices that can be

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Foss Will Place Itself Under the Microscope As Part of ISO Quality Certification Process

Foss Maritime is aiming to help assure continued business growth and find cost-saving efficiencies through a 12- to 16-month process designed to certify the company's services under worldwide ISO quality standards.

Safety and Quality Assurance Director **Mike Sutton** is leading the certification effort for Foss, which has hired the Seattle consulting firm of Freer Consulting Co. to help guide the process.

The effort will touch every area of Foss, according to Sutton, who said department managers and others will be identified as "process owners" who will document their work activities and then work with mentors from Freer to examine them.

"ISO requires us to take a look at everything that ultimately goes into providing our service, whether pushing on the ship or moving a barge around or towing," Sutton explained.

"In the area of maintenance, for example, you would go right down to the equipment that the shipyard uses to do the maintenance," he added. "We will document calibration of the equipment and how we record it. We will make sure every piece of what we do ends up in the tug out there doing what it's supposed to do."

ISO stands for the International Organization for Standardization, which has member groups in 148 countries. ISO claims that more than a half million companies and organizations worldwide are implementing ISO 9000, its latest set of quality standards.

Sutton said that through the ISO certification process, Foss hopes to develop a template that can be used by other tug-barge operations of parent company Marine Resources Group (MRG).

Foss already is certified under the American Waterways Organization's Responsible Carrier Program (RCP), and larger tugs and those that operate internationally are or will be certified under the International Maritime Organization's International Management Code for the Safe

Operation of Ships and for Pollution Prevention (ISM).

Those programs, however, are specifically for the Maritime industry and are aimed primarily at safety, while ISO standards aim to ensure quality. **Brian Freer** of Freer Consulting Co. said ISO procedures will be integrated through a business management system along with those of RCP and ISM with the ultimate aim of helping people work more efficiently.

"There won't be a lot of new stuff," Sutton said. "It's how we approach and structure things."

Foss Executive Vice President **Gary Faber**, who is familiar with ISO certification, said the process will help Foss "exhibit a genuine methodology to sustain continual improvement in our operations, equipment design and management systems."

Ron Nielsen, Foss Manager of Purchasing and Inventory, who also went through the process with a

Guiding Principle

At all times, we provide quality-based, safe, reliable and environmentally responsible services.

— From the Foss "Helping Our Customers Succeed" Guiding Principle

previous employer, says it can lead to efficiencies and significant cost savings.

"It forces you to look at what you're doing step by step — you put your entire operation on a flow chart," he said. "And it allows you to identify waste and spot problems early in the process."

Freer said the process owners, in conjunction with mentors from his firm, identify improvements.

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Brian Freer of Freer Consulting Co., foreground, makes a point during the ISO organizational meeting. Others around the table, clockwise from left, are Safety and Quality Assurance Director **Mike Sutton**, **Lisa Holtz**, Operations Specialist, Gulf Caribe Maritime, Human Resources Vice President **Gil Graham**, Pacific Northwest Regional Director **Bruce Reed**, Executive Vice President **Gary Faber** and **Doug Irvine**, Senior Consultant, Freer Consulting.

Big Cranes Moved Up Long Beach Channel; Coastwide Resources Help Foss Complete Job

Three Foss business groups pooled their resources in August to deliver a high-capacity barge to Southern California and inch two 1,650-ton container cranes under a bridge linking the ports of Long Beach and Los Angeles.

The cranes were towed separately, August 14 and 22, in low-tide transits under the Gerald Desmond Bridge. The barge carrying them was the *Z Big 1*, owned by Zidell Marine in Portland and towed south for the job by the Columbia River-based Foss tug *Howard Olsen*.

Marine Transportation Sales Director **Paul Gallagher** handled business dealings with Zen Hua Port Machinery Company (ZPMC) of Shanghai, China, which built the cranes and delivered them to Long Beach.

Tim Beyer, Manager of Columbia-Snake River (CSR) operations for Foss, and CSR Port Captain **Mike Walker** made arrangements for the barge and the tow south.

Wendell Koi, Operations Manager in Long Beach, coordinated the crane move, and two Southern California tugs, the *Marshall Foss* and the *Pacific Escort*, assisted the *Howard Olsen* on the job.

The specialized crane carrier *Zen Hua 7* carried four cranes into Long Beach and offloaded all four at Pacific Container Terminal (PCT), operated by an affiliate of Seattle-based SSA Marine.

Two stayed at PCT, and two were rolled onto the barge for transit to SSA Marine's Pier A Terminal. They couldn't be delivered to Pier A by the ship, because the ship and cranes couldn't clear the 155-foot high bridge.

The ballasted-down *Z Big 1* and cranes cleared the bridge by less than eight feet on the first transit and by 12 to 15 feet on the second.

Members of the *Howard Olsen* crew, who spent six weeks making the round trip, including the actual move, were Captain **Monty L. McCleary**, Mate **Danny Riser** and Deckhand/Engineers **Chris Lieziert** and **Robbie Ackerman**.

The cranes weren't even at full height for the trip, the top sections being tucked into the lower part of the towers. ZPMC

furnished the equipment to move the cranes, including rails and winches, plus steel plate to reinforce the deck of the *Z Big 1*.



Wendell Koi Photo

A container crane slides over temporary rails from Pacific Container in Long Beach to the barge Z Big 1. Foss moved the barge under the Gerald Desmond Bridge to the Pier A Terminal.



Rene Dominguez Photo

The Howard Olsen is pushing and the Marshall Foss is alongside the barge as it approaches the Gerald Desmond Bridge.

Foss Tug Races Down Coast; Quick Response Helps Assure Successful Salvage Operation



Steve Card, News-Times, Newport, Oregon

The Miss Berdie, high and dry on the beach in Newport, Oregon.

A quick response by the Foss Tug *Howard Olsen* — which crewed up and made a 170-mile run from Longview, Washington, to Newport, Oregon, in less than 20 hours — helped assure the successful salvage of a beached fishing boat on June 8.

The 77-foot *F/V Miss Berdie* ran aground June 7 near Newport while homeward bound with a load of Pacific whiting.

Columbia Snake River Manager **Tim Beyer** said Foss got the call at about 4 p.m. that day, pulled together a crew for the *Howard Olsen*, and

the tug burned a wake out the Columbia River and down the coast.

The 3,000-horsepower *Howard Olsen* arrived at the scene just in time to begin the operation, before the morning high tide. Meanwhile, **J. H. “Mick” Leitz** of Fred Devine Diving and Salvage of Portland brought in 3,500 feet of plasma line and a helicopter, which flew the line from the fishing boat to the waiting tug.

“We were able to turn the vessel around and partially float it on the tide,” Beyer said. “On the next tide, we got the vessel off the sand and towed it around into Newport harbor.”

Beyer noted that the quick response by the *Howard Olsen* and its crew helped minimize damage to the hull of the *Miss Berdie*.

“We were also very fortunate to have calm seas and weather,” Beyer said, noting that the fishing boat was headed for drydock in Reedsport, Oregon, for an inspection.

Members of the *Howard Olsen*’s crew were: Captain **Monty L. McCleary**, Mate **Scotty Parker**, Deckhands **Curt Dawson** and **Dustin Everson** and Cook **Chris Lieziert**.

Beach Know-How Helps Foss Land Big Job At Remediation Site on Alaska's Chukchi Sea

Long experience in northern Alaska and a string of successful beach landings helped Foss secure a role this summer in a soil remediation project at a U.S. Air Force radar station at Cape Lisburne on the Chukchi Sea.

The tugs *Emma Foss* and *Lauren Foss*, plus the barges *Beach Bear* and *Western Service*, were assigned to the job, according to Foss Vice President for Marine Transportation and Petroleum **Don McElroy**.

Cape Lisburne, at the extreme northwestern tip of Alaska, is about 150 miles north of the Red Dog Mine Port, where another Foss flotilla was busy this summer lightering ore to bulk carriers.

Foss is working on the soil remediation job with longtime customer Samson Tug and Barge. Marine Transportation Sales Director **Paul Gallagher** worked together with McElroy to arrange the project.

"We were pleased we were able to get this job, particularly in light of the fact that we don't have any activity this summer on Sakhalin Island," said McElroy. He was referring to cargo deliveries in the summer of 2003 to an oil development site off the coast of Eastern Russia.

"One of the major reasons for our obtaining this work," McElroy said, "was our experience with beach operations over many, many years in Alaska and the Pacific, including Sakhalin Island and last winter in Hawaii."

Gallagher said the *Emma Foss* and the *Beach Bear*, which is equipped with a 50-foot-long hydraulic ramp, arrived at Cape Lisburne July 12 and began discharging construction equipment as well as empty containers and 12-ton bags for transporting the soil.

The *Lauren Foss* and barge *Western Service* arrived mid-month to begin loading bags and containers ferried from shore on the *Beach Bear*. When the job is done, the tugs and barges will return to Seattle, where the soil will be transported to a disposal site.

Gallagher said the site poses many of the same weather challenges as Red Dog, including ice that prevents work from being scheduled before July 1.

Beach landings make it even more challenging, he noted.

"You have to be sensitive to the wind and waves and you have to look at when you can go on the beach and how long you can stay there," Gallagher said.



Nose Tow

A mobile crane at the Port of Everett lifts a Boeing 777 jetliner nose section from the Foss Barge BMC 30 at the Port of Everett. The tug David Foss towed the barge and its cargo 30 miles north to Everett from Boeing Plant Two on Duwamish River in Seattle on June 14. It was placed on a rail car in Everett for transport to Boeing's wide-body manufacturing plant there. Pacific Northwest Port Captain **Steve Kimmel** said the nose section was being moved to Everett to be used for paint testing. A hollowed out shell, the cone was 48 feet long, 21 feet in diameter and weighed 15 tons.



A truck carries two 12-ton bags of soil toward the barge *Beach Bear*, with the tug *Emma Foss* alongside, at Cape Lisburne at the northwestern tip of Alaska in the Chukchi Sea above the Arctic Circle.

Foss Tugs Helps Brighten the Puget Sound Area's 2004 Independence Day Celebration

Foss helped the Puget Sound area celebrate Independence Day this year by providing support for fireworks shows on Lake Union in Seattle and on Vashon Island's Quatermaster Harbor.

The Lake Union show was the "Washington Mutual Family Fourth," produced by Seattle special events producer One Reel. Workers loaded the fireworks on a barge at Foss headquarters on the Lake Washington Ship Canal.

The *Benjamin Foss* towed it onto the lake the day before the show and stood by until the *David Foss* arrived Sunday to assist during the show. Pacific Northwest Port Captain **Steve Kimmel** coordinated Foss' involvement in the event.



Above, the Benjamin Foss tows a fireworks-laden barge into Seattle's Lake Union. At right, fireworks light the sky over Lake Union during the "Washington Mutual Family Fourth."

The Quatermaster Harbor barge was staged at the Foss Tacoma dock and towed out for the show by the *Duncan Foss*. Sponsor of the show

was Seattle-based Services Group of America, and it was produced by Entertainment Fireworks of Olympia, Washington.



ISO Certification

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"We're facilitating it," he said. "It would be silly for us to come in and say, 'I've read a few journal articles on maritime management and I'm going to tell you everything.'"

Sutton described ISO certification as "huge" for Foss.

"It's a good way to show our customers that we meet or in some cases exceed these standards, which many of them require," he said. "In order to continue to grow, we're going to have to be more nimble than we are now and this process will help us in that effort."

Process owners selected so far are Sutton, Faber, Nielsen, Engineering Vice President **Scott Merritt**, Information Technology Services Director **Craig**

Campbell, Human Resources Vice President **Gil Graham**, Gulf Caribe Maritime Operations Specialist **Lisa Holtz**, Pacific Northwest Regional Director **Bruce Reed**, Marine Transportation Sales Director **Paul Gallagher**, Shipyards Director **Jim Stewart**, Marketing and Planning Director **Andy Stephens**, Client Support Services Supervisor **Connie Bullock** and General Counsel **Frank Williamson**.

All Foss Vessels Meet Security Deadline; Regulations Aim to Curb Terrorist Threat

Foss and other companies in the maritime industry are scrambling to comply with new security regulations designed to help thwart terrorism in the post 9/11 era.

Company Security Officer **John Crawford** said that as of the July 1 deadline, Foss had approved security plans in place for 56 tugs and 32 barges. These vessels either exceed prescribed tonnage standards or carry specific types of cargo. The company is continuing its focus on training and implementation of these plans.

The plans, each about 100 pages, cover a host of security measures, such as controlling access to vessels, securing the boats and barges, and screening groceries and supplies as they come aboard.

The plans also specify how each vessel will beef up those procedures when threats or intelligence information prompt the government to increase so-called MARSEC (Maritime Security) Levels.

In addition, each vessel must carry a security log and have security drills no less than four times a year. And, over the next two and a half years, every vessel will be inspected for compliance by the U.S. Coast Guard.

“The timeline was very tight for approving these plans and it was a real scramble,” Crawford said. “The Coast Guard did an excellent job, bringing in contractors and extra people and working cooperatively with the industry to review more than 9,000 vessel plans in six months.”

The number of facility security plans reviewed within that same time frame was not available.

Foss and other tug-and-barge companies that are members of the American Waterways Operators (AWO) had it easier than some. The Coast Guard approved an Alternative Security Program template prepared by AWO, which then distributed the template to its members.

“We had to customize and certify it for our company and vessels,” Crawford said, “but AWO did most of the work, and obtained preliminary Coast Guard approval. That was a tremendous help to us and other AWO members.”

The U.S. maritime security regulations dovetail with the International Ship and Port Security Code (ISPS). Under that code, all self-propelled vessels over 500 gross tons in international trade must carry International Ship Security Certificates and have extra security equipment such as an Automatic Identification System (AIS) and an airplane-like transponder that identifies vessel particulars and transmits location, speed and direction.

Foss’ largest tugs, the *Corbin Foss*, *Lauren Foss*, *Garth Foss* and *Lindsey Foss*, will be certified under ISPS.

The new security regulations also complicate how Foss vessels and crews behave at oil refineries and other marine facilities. Because of restrictions

at several refinery auto gates, for example, tugs no longer change crews there after tanker escorts and assists.

Also, under elevated security alerts, Foss will have to exchange “declarations of security” with marine terminal operators when tugs and barges arrive.

Assistant or Deputy Security Officers are **Monte Crowley** in Seattle, **Mike Walker** in Portland, **Ern Russell** in San Francisco and **Wendell Koi** in Southern California.

Crawford said the groundwork for the Foss security compliance effort was laid by former Company Security Officer and General Counsel **Joe Langjahr**, who has since transferred to Foss’ parent company Marine Resources Group. Langjahr also served on the AWO Security Sub-committee which developed the alternative program template.



*David Foss Deckhand/Engineer **Bill Cross**, right, checks the identification of Foss Shipyard Electrician **Walter Dogaru**, who arrived to do some work in the tug’s engine room. Strict regimens for checking ID are included in new federal security regulations.*

Strengthen 'Safety Culture'

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recognition by national organizations for the successes experienced through the new safety program.

President and Chief Executive Officer **Steve Scalzo** has been traveling to the company's West Coast locations to meet with employees and describe his vision of the safety culture. (See "Lines" on Page 2.)

Also as part of the increased focus on safety, the company will place renewed emphasis on conducting good investigations that can root out causes while also uncovering "best practices" that should be encouraged in the workplace.

Lines

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incorporated into our everyday work routines.

The risk analysis component of our investigation process will also determine the likelihood of an incident occurring and what the impacts of such an occurrence/recurrence could be.

We will take a closer look at industry safety trends as well as our own performance statistics — where, how and to whom are accidents happening and whether we are doing all we can to reverse negative trends and enhance positive performance. When we create a fix for a problem, it needs to be a true fix, developed from the keel up with our full participation.

All the above steps are directed toward making us more proactive when it comes to safety. There should be no question as to our commitment to Foss' safety program. Your support and individual participation is critical for its success. The health and safety of you, our employees, customers and vendors, and the protection of the environment in which we live and work is Foss' top priority.



In addition, Foss will strengthen safety communications, including the introduction of a regularly published newsletter devoted entirely to safety and accident prevention and distributed to all employees.

Among other initiatives, the company will establish regional and executive safety committees made up of high-ranking managers.

"Support at the highest levels of management is important in strengthening the safety culture," Sutton said. "We already have that support, and this will reinforce it."

High-level support was evident in a recent letter from **Paul Stevens**, President and Chief Executive of Foss parent company Marine Resources Group, to **Michael Carthew**, President of ChevronTexaco Shipping Company.

"Our owners want us to run a company where we would want our children to work," Stevens wrote. "This commitment demands an environment that values safety and quality before profit."

The behavior-based safety system addresses human behavior as the main cause of workplace accidents and injuries. As part of the system, employees learn about risk and how to manage it.

The program was installed first at Foss Shipyard in Seattle, which saw a significant drop in its accident rate and was awarded the Foss President's Award for safety for 2003.

In introducing the program to marine employees, the company also has emphasized hazard recognition and risk analysis.

After installation of the behavior-based safety program is completed in the Foss fleet, remaining company employees, including office and sales staff members, will receive training, extending the safety culture to the entire company.

"Those are our customers out in the field," said Sutton, referring to marine and shipyard workers. "We can't support them unless we know what they're doing and what they're up against."



Chuck Fowler Photo

PT Push in Portland

*A World War II vintage PT Boat on June 7 was nudged toward Portland's Cascade General Shipyard, where the 78-foot craft was to be lifted from the barge and floated for the first time in more than 50 years. Restoration of PT 658 has been underway for more than a decade by a group of Portland-area veterans. The group hopes to establish an historic vessels center to display it. Foss has donated its services to help move the PT Boat several times. The tug Jim Moore handled the recent short haul, crewed by Captain **Don Butcher** and Deckhand **Dave Larsen**.*

Retired Shipwright's Saga

Howard Hansen's Love of Tugs and People Drove a Long and Colorful Career at Foss

Editor's Note: This article originally appeared in the Foss Seattle newsletter, SoundWaves. Howard Hansen is a retired shipwright who also spent many years working on Foss tugs.

By Howard Hansen

Following a financially disastrous commercial salmon-trolling season in 1959, thus broke and away from property I was buying in Mendocino County, California, I was dependent on the food and dwelling help of a former Merchant Marine shipmate in Seattle to help re-establish my independence. I needed a job, and desperately.

My friend suggested I apply at Foss for deckhand work, but I'd heard that

Foss did not hire "deep-water hands" to work the tugs because we didn't know enough to be qualified for Foss. Hat in hand and with little hope of success, I went to 660 West Ewing and talked to a wonderful lady, **Marian Gee**, and then **Jerry Russell**, who later became a close and revered friend.

As an unlimited AB, I'd hoped to have something for them to consider as I left my application. Jerry hadn't looked at it but told me conditions for hire were grim. In a state of depression I left the office and walked to Ballard, where I was staying with my friends.

"Howie! Howie!" my pal's wife shouted as I came into the house. "Foss called! Get down there! They want you on a tug by six o'clock."

Not having thought too deeply about this over the years, I can now admit to tears in my eyes on re-thinking that day. It was indescribable. Make no mistake. I was down at the fuel dock on Alaskan Way to board the *Gary Foss* in about four minutes, maybe five.

There I met **Mike Rise**, skipper and **Phil Shaeffer**, ex-engineer with Foss who was cooking. Phil presented me with a meal kings would love. I next met the mate, **Jack Ogden**, and we departed for our tow. Within four hours I'd gone from definite despair to absolute joy. I had a job with Foss, for God's sake!

It's not difficult expressing the thrill of working boats on an inland sea, Puget Sound. We visited many Puget



Howard Hansen, photographed recently in Seattle, got his first job as a Foss tug crewmember in 1959.

Sound locations. We towed sand-and-gravel barges, logs and moved ships. Hey, we did towboating and I had never been happier with a company nor a job.

Work came and went and I shipped aboard the *Mikis*, *Barbara* and *Mary Foss*. I worked the *Prosper*, *Elaine*, *Catherine* and helped **Barney Bruce** in the Farm. I eventually worked in the old shipwright shop beside the main office.

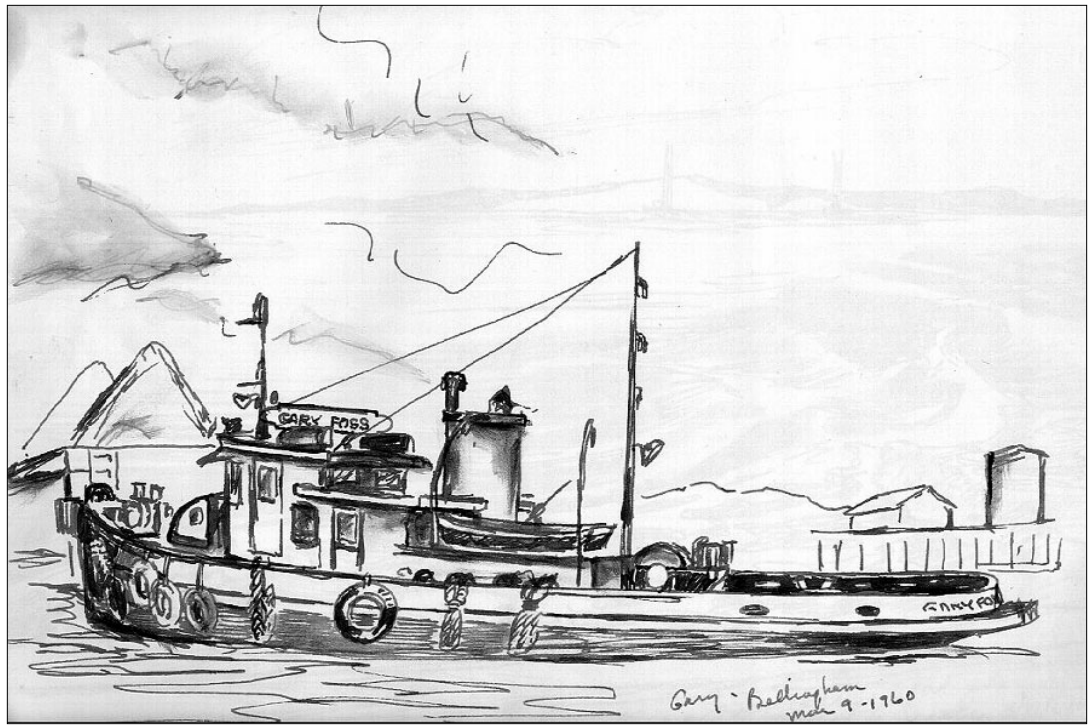
Haagen “Peanuts” Berg, who lived in the loft above the main office, was fond of smoked salmon and because I had access to it from family at La Push, we became friends. The wealth of history and legends both about Foss and the originating family and tugboats was profound in Peanuts, and I felt a pervading sadness at his passing.

When times got lean, I moved on to other work but longed to get back home to Foss. During that time, **Jay Peterson** asked me to do some drawings for the new Foss newsletter, “Sound Off.” I’ve since made copies of the drawings and have donated them to Foss.

In the ensuing years, I worked at Todd, Lockheed, Marine Power and Equipment, Ballard Boat and Vic Franck’s but kept in close touch with Jerry Russell and Marian Gee. One evening in ’75 before the swing shift started at Lockheed, I contacted Jerry. He said there might be a permanent job at Ketchikan — “Call me tomorrow night.”

The following Sunday I was engineer-deckhand on the *Dean Foss* working out of Ketchikan. The skipper, **Henry Lund**, told me we would visit up to one hundred little, out of the way fishing and logging spots during the course of our travels. Believe it. We saw Southeast Alaska and were paid for the tours.

Two and a half years passed, and I had a chance to head the art department



Howard Hansen’s drawing of the Gary Foss, his first vessel as a tugboat deckhand.

at James Monroe Junior High School in Ballard, fulfilling a longtime dream (to teach), and reluctantly left the *Dean*, beginning a new career.

Administrative politics entered, and I was out again in boat yards when **Dan Caulfield**, then Shipwright Foreman, called me to work on the *Henrietta*

Foss, a wooden boat. I spent the next several years until my retirement working in the Foss Shipyard as a swing-shift carpenter, which I loved — wood boats, Foss and close to home.

Now I’ve come to the part of my Foss experience that I’ve wanted to relate for over 45 years. In the time I’ve worked boats, in the yard, helping load barges, I’ve never changed my commitment to the decision I came to years ago. If I had the money I would have taken out a big advertisement in the newspapers or a maritime magazine to say there’s nothing to compare to working with the men and women at Foss.

When I think of Foss Shipyard, the knowledge and dedication of the people, their long terms of service, I’m satisfied to say no other shipyard

can compare. I would live to tell those from the marine industry, who rely on quality and dedicated service for maintenance and dependable care of their vessels, that after a half century in this line of work, I would not consider another company. Of the people at Foss, I can say with loving sincerity, there are none better. If I had a boat, they’d care for it or no one would.

Prior to retiring, I established art classes in various community centers, working with “Seniors Making Art,” begun by **Dale Chihuly**. This organization contributes to the well being of senior citizens.

Being a reservation kid, from La Push, I’ve had a deep and abiding interest in the welfare of native people, which led me to become a member of the Board of Directors for the Seattle Indian Health Board (SIHB). I also sit on the Executive Board of the Shipwright’s Union, Seattle Local.

I’m so proud of having been an accepted and respected member of the Foss family. My thanks to the wonderfully dedicated and capable people of that incredible company. There are none better. And I have to admit, I love ’em all, every one.

Of the people at Foss, I can say with loving sincerity, there are none better.

Barges Replace Log Rafts on Long-Distance Tows

The longstanding practice of towing rafts of Canadian logs down Puget Sound is a thing of the past for Foss, which for the last couple of years has been barging logs from Port Alberni and Masset Inlet in British Columbia.

The tug *Craig Foss* and *Barge 343* bring four to five loads monthly into Tacoma, where the logs are hoisted into the water, rafted up and delivered to Simpson Timber's sawmill. The discharge process takes about 12 hours.

Rafts formerly were used for the entire trip from Canada, but barging logs over long distances makes sense because the cargo can be moved in any weather and the trips are faster.



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1 The Joe Foss, under the command of Captain **Shawn O'Connor**, out of sight inside the pilot house, works the logs with the heavily-laden Barge 343 in the background. Deckhand **Brad Laakso** is on deck.



4

2 **George Bold**, foreground, and **Tim Collins** use boom boats to corral logs as they are unloaded from the Barge 343.

3 Crane Operator **Bud Stenlund** prepares to hoist another load.

4 The Craig Foss is at rest at the Tacoma dock after the long tow from Canada.

5 Deckhand **Brad Laasko** walks the logs.

6 Captain **Ken Wick** operates the Peggy Foss from the flying bridge as Deckhand **Jim Kerney** stands ready on the bow. On the logs is Joe Foss deckhand **Brad Laakso**.



6

Photos by Mike Stork.

Customer Service Rep and Band of Merry Men Practice a Mix of Mischief and Historic Preservation



Dan Kerege heads the local outpost of the E. Clampus Vitus society. Behind him are the historic cannery workers cottages in Seattle where his group built a handicap-access ramp and performed other improvements.

If you run into **Dan Kerege** when he's not working a shift as a Senior Customer Service Representative for Foss in Seattle, he might be wearing a rumpled top hat and a woolly vest festooned with shiny badges.

The getup looks, well, sort of outrageous, and even Kerege himself



As "Grand Noble Geoduck" of the local outpost, Kerege leads their drill team at a parade last July in Edmonds, Washington.

wouldn't be surprised if you wondered what kind of mischief he and his similarly dressed buddies were getting into.

Kerege leads the Northwest outpost of the "Ancient & Honorable Order of E. Clampus Vitus" a group whose members call themselves "Clampers" and practice an odd blend of bawdy tom foolery and historic preservation.

One moment, they might be clowning around to entertain others with their wacky drill team at one of the many community parades in which they march. And the next they might be building ramps to provide access for the handicapped to historic cannery workers cottages in Seattle. One of the cottages will be used as community center for the Belltown neighborhood.

"We do a lot of serious work," said Kerege, a 15-year veteran of Foss. "But we always take time to have fun!"

The fraternal order, which claims about 100,000 members in the western United States, has its root in the California gold mines of the mid-19th Century.

Members of the brotherhood took pride in looking after the widows and orphans (especially the widows, they joke) of fellow miners killed in the all-too-frequent accidents of the time. Clampers also were known for consuming large quantities of alcohol at their gatherings, as well as for their practical jokes.

Members spoofed more traditional lodges by adopting an important sounding name, "E. Clampus Vitus," which has no translation, and with their multiple shiny badges mocking the emblems of Masons and other fraternal orders.

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Hawaiian Tug Gears Up

*Foss Shipyard this summer installed big new gears, at 15,000 pounds each, in the all-purpose tug Malulani, owned by sister company Hawaiian Tug and Barge Young Brothers in Honolulu. The heavy-duty gears will improve the reliability of the tug, which also received new fendering, a steering system overhaul and a paint job. In top photo, a 10-foot-high section of the hull is removed to provide access for the gear work. In bottom photo, a forklift prepares to move one of the gears. **Dave Palmer** was Project Manager for the one-month job, finished August 31. **Danny Gipson** was the Ship Repair Superintendent.*

State Hands a New Contract And a Vote of Confidence to Barbara Foss as Rescue Tug

The *Barbara Foss* will spend at least one more winter as the Washington State Rescue Tug in Neah Bay, at the entrance to the Strait of Juan de Fuca.

The state Department of Ecology (DOE) announced on July 28 that Foss had won a competitive bid for the one-year contract to operate the rescue tug. DOE said it intended to exercise options to extend the contract through the 2007-2008 season, pending successful performance and availability of funds.

Foss Pacific Northwest Regional Director **Bruce Reed** said the company's bid was the best "low-cost, high-value option" for the state.

"Clearly we have the best experience working out in Neah Bay, with the local community and the Department of Ecology," Reed said. "We also have all the right tools and the right people to do the job."

The upcoming season will be the sixth in Neah Bay for the 126-foot, 4,300 horsepower *Barbara Foss*. The tug is scheduled to arrive at its post September 15 and remain on duty as late as June, 2005.

Last season, the tug assisted four sea-going vessels, including a tug that lost power while towing a tank barge loaded with diesel oil. Since 1999, the rescue tug has performed 24 assists.

Reed said Foss intends to continue a program under which the company hires Makah tribal members as deckhand-trainees. "We will be working closely with the Tribal Council to accomplish that," he added.

Neah Bay is on the Makah Reservation and is the tribe's seat of government.

Rainier Yard Delivers a 'Beauty of a Tug' As Focus Shifts to Building New Vessels

The Foss Rainier Shipyard launched itself into the new-vessel construction business in August with the delivery of a power-packed, 78-foot ship-assist tug to sister company Hawaiian Tug and Barge Young Brothers (HTB YB) of Honolulu.

The 4,730 horsepower *Mikioi* was christened at the Rainier, Oregon, facility August 18 by **Jaydene Hong**, wife of HTB YB President **Glenn Hong**. Construction began in December 2003, and the tug was delivered a month ahead of schedule.

"She's a beauty of a tug — I'll tell you she's really well built," said New Construction Manager **Hap Richards**, a new-build expert who spent 30 years at Nichols Brothers Boatbuilding on Whidbey Island, Washington.

"Of all the boats I've been involved with, including tugs, high-speed cats, hopper dredges and others, this went together as well as any and better than a lot," he added.

Joining Richards in overseeing the project was Rainier Superintendent **Tony Silva**. Engineering Director **Don Hogue** and Engineering and Project Manager **Gisli Olafsson** assisted from Seattle.

The tug is a customized version of a design by naval architect **Robert Allan** of Vancouver, British Columbia. It features twin azimuthal stern drives and a small, Foss-designed pilothouse with what Richards describes as "superb visibility."

He said the steel, supplied by Seattle's Seaport Steel, was "immaculate." All panels were pre-cut and delivered to the yard.

"It has a lot of power for this size tug," Richards said. "In the bollard-pull test, we achieved over 60 tons, which for a 78-foot tug is amazing."

The harbor tugs *Mamo* and *Eleu*, already part of the HTB YB fleet, are similar designs.

Shipyards Director **Jim Stewart** said he is "very proud" of Richards, Silva, and their team, which ranged from 12 to 20 workers, for successfully completing their first new tug. Stewart said Foss already is planning to build two more new tugs at the yard, which from now on will specialize in new construction.

"It seems to fit in with this facility very well," Stewart said. "It's a small yard, and the crew can focus on new

construction without interference from other shipyard activity."

The *Mikioi*, with a fuel capacity of only 10,000 gallons, was to be towed to Honolulu by the HTB YB tug *Malulani*, which just completed an overhaul in Foss' Seattle yard.



The Mikioi is ready for duty following its christening at the Foss Rainier Shipyard.

Mike Stork Photos



Jaydene Hong displays the bottle she used to christen the Mikioi. Others in the photo, from left, are Tony Silva, Hap Richards, and Glenn Hong. Son Ryan Hong is in the foreground.

Satisfaction Guaranteed

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— From "Satisfaction Guaranteed"
By Byrd Baggett

Historical Perspective

Andrew Foss Whittled a Wooden Tug that Would Become Model for Five New Vessels



The Peter Foss was photographed in October 1930 at the conclusion of sea trials.

Editor's Note: Mike Skalley is Foss' Manager of Customer Service in the Pacific Northwest, the company's historian, and the author of "Foss — 90 Years of Towboating."

By Mike Skalley

It was late in 1926 at the Foss Launch and Tug Co. headquarters in Tacoma. **Andrew Foss** was meeting with his three sons **Arthur, Henry, and Wedell**. Arthur and Wedell, who were heading up the recently opened Seattle office, drove down to the Tacoma office for the meeting. The discussion centered on building several new tugs to add to the growing fleet of the Tacoma based company.

The fleet based in Tacoma in 1926 numbered nine harbor tugs and launches, and nine line-haul tugs. The average age of the Tacoma fleet at the time was twenty-one years, with some tugs dating back to 1888.

Significant growth in coastwise towing, cement, sand and gravel, chips and hog fuel, and log towing were putting high demands on the aging and underpowered fleet of Foss tugs. Ships arriving in Tacoma were larger and required more horsepower for safe docking.

The decision was made to immediately begin construction of a new series of tugs that could be used in local harbor work as well as towing on Puget Sound, in British Columbia and coastwise. It was a unanimous decision, and all the tugs would be built at the Foss Marine Ways in Tacoma utilizing Foss' experienced shipwrights.

The number of tugs to be built was undecided at the outset. Construction would be based on market conditions with the plan to complete one tug per year. The agreed-upon design of the tugs was pilot house forward with a long trunk cabin aft over the engine room. They would be constructed using

white oak frames and fir planking. The galley and crew accommodations were below decks, forward of the engine room.

The early tugs built by Foss were planned and the construction supervised by Andrew, who before construction began, whittled a pine model of the proposed tug for everyone's guidance — and the finished tug ended up having the shape of the model. The symmetrical lines of the Foss-built tugs were the result of Andrew's attention to detail, a quality instilled in his three sons and his shipwrights.

The Foss *No. 11* entered service in July 1927, powered by a Fairbanks Morse 120 horsepower heavy-oil engine. Total construction cost, including machinery, was \$17,371.

Subsequent boats in the class were the *Drew Foss*, which entered service in

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Historical Perspective

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April 1929, and the *Justine Foss*, which joined the fleet in January 1930 with a larger, 200 horsepower engine.

Next came the *Peter Foss*, a 66-foot-long, 18-foot-wide tug with an eight foot draft, designed specifically to assist the larger steamships calling the Port of Tacoma. At 375 horsepower, the *Peter* was one of the most powerful diesel tugs on Puget Sound when launched in 1930.

The fifth and last tug in the construction program was the *Henrietta Foss*, designed and powered as a harbor “juggle” and towing tug and commissioned September 15, 1931.

The *Henrietta* measured 52 by 15 by 5 feet and was powered with a 160 horsepower Washington diesel. She was nicknamed by the Foss family as the “Little Peter” since she was a smaller version of the recently built *Peter Foss*.

She had accommodations for three men as well as a roomy and light galley just aft of the wheelhouse. Another new feature was the use of a large air drill motor to drive the anchor windlass. The towing winch was turned by a direct power take-off from the forward end of the main engine.

The tug was also equipped with a fire pump and fire monitor atop the pilothouse, which developed 700 gallons per minute.

The recently restored *Henrietta* is now owned by **Mike Garvey**, one of the principal owners of SaltChuk Resources. SaltChuk owns Foss parent company Marine Resources Group. Another two of the five tugs also are still in service under private ownership, a tribute to the design and workmanship of the Foss shipwrights who built them.



Henry Crew Reunion

Retired crewmembers of the tractor tug *Henry Foss* got together at a lunch for company old-timers held June 11 in Tacoma. They were, from left, Captain **Jim Fox**, Deckhand **Jim Hasselbom**, Cook **Mitsu Kagawa** and Chief Engineer **Dave Perry**.



Shipwrights posed on the main deck as the completed hull of the *Peter Foss* was ready to be launched from Foss Marine Ways, Tacoma.

Anchors Aweigh for Foss 300; Heavy Cargo Headed East to Virginia on 15 Tractor-Trailers

The *Foss 300* steam-powered derrick linked up with the U.S. Navy in late July for an unusual job — transporting 2,100 feet of heavy chain and two 30-ton anchors from the inactive ships facility in Bremerton to Seattle.

The floating crane loaded the anchors and chain — each link nearly three-feet long and weighing 350 pounds — onto a barge from the decommissioned aircraft carrier *Independence*. Each of the anchors is 12 feet wide and 18 feet long.

From Seattle, the cargo was carried in 15 trucks to Newport News, Virginia, to be refurbished and installed on the aircraft carrier *George H. W. Bush*, now under construction.

“You don’t see this kind of cargo every day,” said Foss Terminal Manager **Steve Spencer**, who oversees

management of the *Foss 300*. He said the chain is heavier than any now manufactured in the United States.

The chain was in 24 90-foot lengths. The links used to connect the pieces weigh 450 pounds each.

The 1,046-foot *Independence* is a Forrestal-class carrier commissioned in 1959 and later modified to carry anti-submarine aircraft. The ship was decommissioned in 1998.

The 1,092-foot *Bush* is the 10th vessel of the nuclear-powered Nimitz class and is scheduled to be commissioned in 2008. The most recently commissioned Nimitz carrier was the *Ronald Reagan*, which joined the fleet last year.

The *Foss 300* was built in Stockton, California, in 1943 for the U.S. Army and is one of the last steam-powered derricks on the West Coast.



Top, both of the Independence’s anchors are visible in this photo taken of the carrier in the late 1980s or early 1990s. Bottom right, in front of one of the 30-ton anchors are, from left, Foss Shipyard Rigger Jim Fox, and Foss 300 crewmembers Steve Imhoff, Engineer; John Tarabochia, Operator; and Dan Amundson, Oiler. Bottom left, the chain, whose links are made of steel 4.5 inches in diameter, was separated into 24 sections each 90 feet long.



SaltChuk Founders Honored In Seattle for Business Excellence and Community Service

SaltChuk Resources and its five founders on June 9 received one of the Northwest region's highest business awards, the E. Donnell Thomas Medal of Achievement for excellence in business and community service.

Seattle-based SaltChuk owns Foss Maritime and 14 other companies that employ about 4,000 people, primarily in the maritime industry.

The founders honored at the black-tie dinner at the Washington State Trade and Convention Center were **Stanley H. Barer, Michael D. Garvey, Frederick M. Goldberg, Leonard H. Shapiro** and **Everett W. Trout**.

The award is presented each year by the Fred Hutchinson Business Alliance, the business community's support group for the Fred Hutchinson Cancer Research Center.

E. Donnell Thomas, for whom the award is named, is the center's Emeritus Director of Clinical Research, who won the 1990 Nobel Prize in Medicine for pioneering bone-marrow transplantation.

In presenting the award, the Business Alliance noted that SaltChuk companies are committed to giving back to the communities in which they operate.

The companies' charitable giving supports the arts, education, medical, environmental, social and youth services in 22 states, Puerto Rico and Canada.

The founders, according to the Alliance, "demonstrate extraordinary

business leadership as well as outstanding corporate and social responsibility. They have served in leadership positions with dozens of

civic and nonprofit organizations, are generous philanthropists dedicated to improving communities, and they lead by example."

"When we started SaltChuk, we wanted to put our belief in giving back to the com-

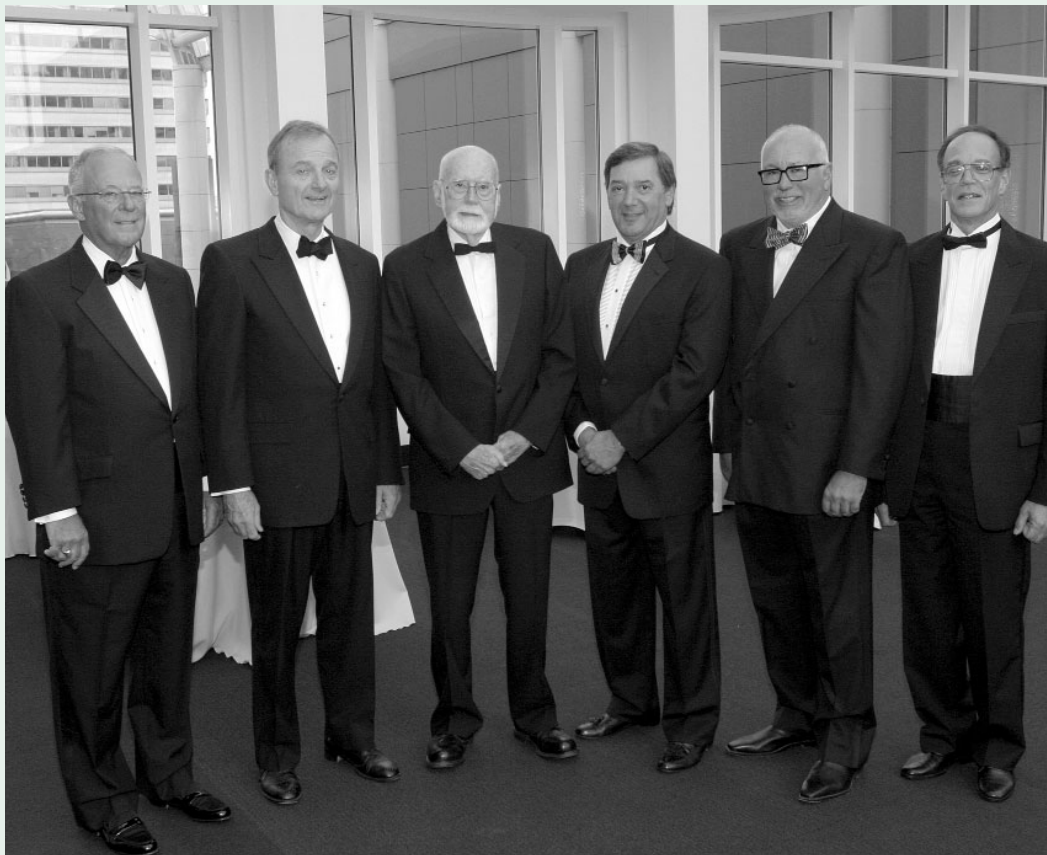
munity into action," said Garvey. "Through serving our community, we reach the ultimate goal of helping our fellow human beings, and we soon discovered how it enriches our own lives and how the

community transforms into something more robust, more resilient and more alive."

Barer noted, "The Fred Hutchinson Cancer Research Center continues to do amazing work to enhance the quality, longevity and enjoyment of life for cancer patients. We have deep admiration for their work and receiving this kind of honor from them is something we never expected, and we will not likely forget."

Previous winners include **Herb and Shirley Bridge** (2003), **Kerry Killinger** (2002), Former Gov. **Dan Evans** and his wife, **Nancy** (2001), **Jon and Judy Runstad** (2000), **Samuel Stroum** (1999), **William Gates Sr.** (1998), **George and Jane Russell** (1997), and **Frank Shrontz** (1996).

The Business Alliance noted that SaltChuk companies are committed to giving back to the communities in which they operate.



*From left, at the Medal of Achievement award ceremony, were **Everett W. Trout, Michael D. Garvey, Dr. E. Donnell Thomas, Stanley H. Barer, Frederick M. Goldberg** and **Leonard H. Shapiro**.*

Merry Men

CONTINUED FROM PAGE 14

As mining declined in California, so did the number of Clamper chapters, until the 1930s, when the society of E. Clampus Vitus was re-formed, emphasizing historic preservation and de-emphasizing booze, although members are still known to down a few.

Kerege got involved 22 years ago while living in California after meeting a few Clampers at the Gilroy Garlic festival.

"We were just on the same page," he said. He helped pull together the Western Washington group in the late 1990s, using Internet networking to form a core group that now numbers about 70.

They call themselves the "Doc Maynard Outpost," taking the name of Seattle pioneer and physician David S. "Doc" Maynard, who had an eccentric reputation of his own.

"He was a Clamper," grinned Kerege. "He just didn't know it."

One of their Clampers' first historic-preservation projects was to replace Maynard's weathered headstone at Seattle's Lakeview Cemetery.

The group, which includes many tradesmen, has a number of other good works to its credit, in addition to the construction at the cannery worker cottages.

Clampers also helped repair a vandalized pioneer cemetery in Carnation, helped with repairs at the museum of the Black Diamond Historical Society and have been working with a group trying to re-establish an historical trolley line in Issaquah.

"We notice that a lot of historical societies are made up mainly of senior citizens," said Kerege. "Many of the seniors can't do the heavier work on their projects, so we help them with that."

The Clampers also find projects through their membership in the Association of King County Historical Organizations.

Among prominent local Clampers is **Walt Crowley**, Seattle City Historian, author and Director of HistoryLink.org. Crowley is credited with leading the well-publicized effort to save the Blue Moon Tavern from the wrecking ball.

Kerege says he has been involved in many other community causes over the years, including helping police run drug dealers out of a South Seattle neighborhood where he once lived. He later wore the familiar canine costume of "McGruff the Crime-Fighting Dog" while volunteering for eight years for the Edmonds' Police Department's crime-prevention program.

"I think it's important for everyone to do a little bit for their community," Kerege declared. "Whether it's organizing a Block Watch or working to preserve a bit of local history for future generations, we all have a responsibility. You have to jump in from time to time and say, 'It's my turn.'"



YMTA Award for Garvey

Mike Garvey, right, one of owners of SaltChuk Resources, on June 18 received the first annual Puget Sound Maritime Education Award. Presenting the award was **Norm Manly**, Foss Marine Personnel Manager and President of the Youth Maritime Training Association (YMTA), which sponsors the award. Garvey, whose company owns Foss and 14 other companies primarily in the maritime industry, is a longtime supporter of youth maritime education and an honorary board member of YMTA. The award was presented at the annual dinner of the Ballard Maritime Academy, a program at Seattle's Ballard High School. The dinner was at the Leif Erikson Hall in the Ballard neighborhood.



Foss Cup Winner

Robert McCaleb of Portland, Oregon, and his pusher tug *Savannah* were the winners of the 2004 Foss Cup, awarded following the annual competition August 21 in Lynden, Washington. Foss Maritime sponsors the contest for radio-controlled model work boats, whose owners score points by successfully moving barges through an obstacle course. Twenty-nine skippers entered 36 tugs this year.

Internship at Foss Helps Cement His Plans To Pursue a Career in Maritime Industry

Mike Hess has been around boats and the water all his life, and after a five-week internship at Foss this summer, he doesn't plan to make any changes.

The 17-year-old Hess, who will be a senior this year in the maritime program at Seattle's Ballard High School, aims to attend the Coast Guard Academy or a maritime college and pursue a career in the industry.

"What I'll do, I'm not really sure yet," Hess said recently, noting he's attracted to both deck and engineroom work, "but being at Foss has given me a good chance to see what the opportunities are."

Hess was the first intern at Foss but isn't likely to be the last. Seeing to that will be Foss Marine Personnel Supervisor **Norm Manly**, who helped establish the Ballard maritime program through his leadership in the Youth Maritime Training Association.

"Foss has been a leader in our efforts to attract qualified young people into this industry," Manly said. "And we expect that to continue."

With a psychologist as a dad and a social worker as a mother, Hess doesn't



*Salt doesn't exactly run in the veins of **Mike Hess**, the son of a psychologist and a social worker.*

exactly have salt in his blood. But his family owns a 28-foot power boat and shares ownership in a sailboat, and Hess has grown up sailing, fishing and cruising on Puget Sound.

For his senior project at Ballard High School, he is restoring a 16-foot

Chris-Craft Rocket, a wood-hulled runabout built in 1947. The work will include replacing the entire deck and a number of hull planks.

At Foss, he went on board tugs to make sure their computers had up-to-date software and were running bug-free, a task that came easy for a teenager who's grown up with computers.

Hess also shadowed Foss Shipyard Engineering and Project Manager **Gisli Olafsson**, learning how the shipyard works while helping to file drawings and doing other odd jobs.

"It's been a great experience," he said.



***Gisli Olafsson** recently gave Hess a few tips on shipyard operations.*

People News

RETIREMENTS

Fred Kramer

Assistant Foreman, Seattle Shipyard

PASSINGS

Jackie Davis

Retired Captain, Marine Transportation



Good Food and Good Company

Foss customers and employees enjoyed hamburgers, hot dogs and good company at annual barbecues held August 3 in Seattle and August 17 in Tacoma.

Photographed at the Seattle event were, from top: Foss President and Chief Executive **Steve Scalzo**, right, chatting with **Scott Pattison** of the Port of Seattle; **Barbara Panush** of Foss with, from left, **Geir Sylte** of American President Lines and **Jim Schone** of the Port of Seattle; and standing around the table, from left, **Dick Falcone**, retired agent, **Matt Brown**, Foss, and **Alex Powers**, **Bill Forslund** and **Kevin Pinson** of International Shipping.



Spotlight on Safety

Injuries

Rate of recordable injuries per 100 workers, per year



- Recordable injuries are injuries requiring medical treatment.
- Lost-time injuries are injuries which cause a worker to miss time on the job.

Spills



- Spills reported are those occurring during oil cargo transfers.
- A spill is defined as any spilled material that produces a visible sheen on the water.

Three Young People are Named Winners Of Foss Maritime's Annual Scholarships

Three young people, all children of Seattle employees, recently were named winners of this year's Foss Maritime Scholarships. The winners are:

Laura Murdock, daughter of **Robert Murdock**, Pacific Northwest Deckhand/ Engineer, is a graduate of Burlington-Edison High School and plans to attend Western Washington University in Bellingham this fall and major in art.



Laura Murdock

She plays golf, and in high school was involved in student government, the Key

Club, the Peer Mentorship Program, the yearbook and won a 2004 department award for publications.

Krista Smith, daughter of former Material Control Supervisor **Clark Smith**, who now works for a Foss sister company, is a graduate of Holy Names Academy in Seattle and this fall will complete her second year at Seattle Central Community College, where she is studying education.

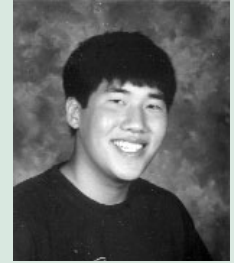


Krista Smith

Recently, she has been volunteering as a Grade 5 volleyball coach, and in her spare time she likes to read, go to the theater, watch films and play with her dog.

Ben Stephens, the son of Marketing and Planning Director

Andy Stephens, is a graduate of Seattle's Garfield High School and this fall plans to attend Hamilton College in Clinton, N.Y., where he will



Ben Stephens

study political science and psychology.

An Eagle Scout, he also played varsity lacrosse in high school and helped take the Garfield chess team to second place in the state tournament. He also played recreational soccer and worked as a volunteer at the Pacific Science Center.



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