



Tow Bitts



HEADED FOR THE ARCTIC

The tugs Drew Foss, right, and Wedell Foss took the oil rig Noble Discoverer out of Seattle's Elliott Bay on Wednesday, June 27, heading for Port Angeles to hand off the rig to the Lauren Foss, which towed it to Dutch Harbor. Alki Point is in the background. Numerous Foss tugs, two barges and a derrick are supporting a Shell Arctic drilling project. (See article on page 3.)

NEW TUGS WILL OPEN OPPORTUNITIES IN OIL AND GAS SECTOR

The introduction of three new "Arctic-Class" tugs by Foss Maritime will open new opportunities in the oil and gas industry, broaden the company's capability to take on projects in extreme environments, and ensure continued growth of Foss Rainier Shipyard.

The plan to build the innovative, 130-foot ocean-going tugs was

announced early in the summer of 2012, and construction of the first will start early next year, bringing additional jobs to the yard on the Columbia River.

"At Foss we innovate," said **Gary Faber**, Foss' president and chief operating officer. "These vessels will be built using the latest advances in technology and equipment. We want

Continued on page 4

INSIDE *Tow Bitts*

Big New Tugs

Foss Maritime plans to bolster its ocean fleet and seize new opportunities for work in the oil and gas industry by building a new "Arctic Class" of tugs at its Rainier Shipyard on the Columbia River. Also in this issue of *Tow Bitts*, Foss Historian Mike Skalley reviews the company's involvement in ocean towing and a previous "new-build" program.

Cover and Page 20

Supporting Shell

A number of Foss tugs and two barges were involved in a variety of support activities this summer for a Shell Oil drilling project in the Beaufort and Chukchi Seas in the Alaskan Arctic. Meanwhile, Shell gave high marks to Foss for its safety and environmental management systems.

Page 3

Ice Delays Red Dog Start

Veteran Red Dog captains said they could remember only two previous years when the Arctic ice was as heavy in early July as it was at the beginning of the 2012 season. As a consequence, Foss got its latest start ever, beginning lightering operations on July 11.

Page 6

Foss Atlantic Division

Successful safety efforts and improving business in Boston Harbor and on the ocean are raising the profile of the Atlantic Division in the company. In a package of articles, *Tow Bitts* also interviewed two employees who are helping to make it happen.

Pages 8 - 11

Spotlight on the Paint Shop

Bill Ibsen, foreman of the Paint Shop at the Foss Seattle Shipyard, estimates that he and his eight craftsmen paint about 50 vessels and use thousands of gallons of paint every year. The targets of their brushes, rollers and sprayers include tugs, big yachts and other vessels.

Page 12

The Groomses' Muscle Car

Information Technology Specialist Brandon Grooms and his father Brad spend almost every Sunday the same way, starting with a walk and a cup of coffee and then going back to a project that has consumed them for three years—construction of a 1965 Shelby Cobra replica.

Page 16

Atlantic Division is Safe and Growing; New Tugs Spur Growth in Energy Sector

Operating with a high level of safety and continuing to grow our business are both priorities at Foss Maritime, and our Atlantic Division has been winning high marks recently on both fronts.

The Boston-based division, as of mid-September when *Tow Bitts* went to press, had not experienced a lost-time injury since July 1, 2008. That's a remarkable and noteworthy achievement, especially considering the fact that our Atlantic group joined Foss just six years ago with the acquisition of Constellation Maritime.

But our safety chairman in Boston, Capt. **Chris DeModena**, notes that there has been a significant change in the group's safety culture since Foss took over. (See article on page 8.) "Things are a lot safer around here," he said.

Capt. DeModena, all of Foss is taking notice.

Business also has been busier in Boston lately, and more growth is expected.

On the harbor services side, we have a new ship-assist customer, Mediterranean Shipping Co., one of two major container lines calling Boston, with two ships a week. We also are assisting articulated tug-barges operated by Kirby Inland Marine, which arrive almost daily with petroleum products. (See article on page 10.)

With the harbor market stable, the

strongest potential for growth in our Atlantic Division is in project work in the energy and construction sectors, and we expect to be making an announcement soon about a contract for work in a significant energy development project.

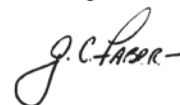
On another front: As a result of our growing involvement in the oil and gas sector, and future opportunities we expect there, we

have announced plans to build three new Arctic Class ocean-going tugs. (See article on the cover.) The 130-foot vessels will be built with the latest advances in technology and equipment and will broaden our ability to take on large projects in extreme environments.

We will begin construction of the tugs early next year at our Rainier Shipyard on the Columbia River in Oregon, which already has proved its ability to produce top-quality new vessels. The yard's skilled craftsmen turned out 10 Dolphin-Class harbor tugs for Foss and its sister companies and a number of commercial vessels.

The ocean tug project will keep those craftsmen working while making use of a 10,000-square-foot addition to the yard and launching Foss Maritime into a new era of expansion in one of our most promising line of business.

It's good news, all around.



President and Chief Operating Officer



Gary Faber



To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Tina Wissmar, coordinator of production, tina@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Colleen Liman, (206) 281-3988 or colleen@foss.com.

Shell Gives High Marks to Foss HSE Management System; Numerous Tugs, Other Assets Deployed to Support Drilling

Foss received Shell Oil's highest contractor rating following a rigorous audit of the tug-barge company's health, safety and environmental (HSE) management system held in advance of a planned exploratory drilling project in the Arctic this year.

And as of mid-September, the tug *Lauren Foss* and support barge *Tuuq* had arrived in the Beaufort Sea. The *Corbin Foss* stood by in Bellingham, awaiting completion of a spill containment barge to be deployed for the project.

Earlier, Foss tugs moved the drilling rig *Noble Discoverer* to Dutch Harbor. Shell will use that rig and another for the exploratory effort.

The two-day HSE audit was led by **John Kaighin** and **Terry Eastwood** of Shell Exploration and Production Company. The Shell team gathered information through observation, interviews and by checks of hardware and documentation.

As part of the effort, Foss also completed a 25-page questionnaire that covered topics including: roles and responsibilities of safety personnel, training programs, and emergency response and contingency plans. Following the audit, Shell produced a report highlighting its findings and suggesting areas of improvement.

The Foss team working with Shell

on the audit included **Scott Merritt**, senior vice president operations, **Frank Williamson**, vice president health safety, quality environment and general counsel, **Al Rainsberger**, director of health and safety, **Jim Peschel**, quality assurance manager, **Mike Lauer**, director of marine transportation, and **Dan Brechtel**, health safety and environment coordinator.

In a letter to Shell following the audit, Merritt said, "We appreciate your guidance and suggestions in our move toward continual improvement. We will be a better company as a result of this process. Our companies share similar values in the HSQE programs and we welcome your input."

Shell calls its highest rating "Stoplight Band Green Contractor," in reference to a traffic light with Green, Amber, and Red signals.

On the operations side, Marine Transportation Port Captain **Chris Mack Jr.**, said, "The dedication of our crews and our safety culture have led to the success in our operations."

In addition to the *Corbin*, *Lauren*, *Barbara* and barge *Tuuq*, Foss assigned a chartered barge, the *KRS 330*, to carry drilling equipment for Shell to Dutch Harbor. In Bellingham, several Foss harbor tugs and the *Foss 300* derrick were assisting with preparation



The *Foss 300* derrick loaded materials onto the oil-containment barge *Arctic Challenger* in early September, while the *Lindsey Foss*, right, provided assistance. The photo was taken from the *Corbin Foss*, also assigned to the project.

of the spill containment barge *Arctic Challenger*.

"We have a lot of moving parts involved in this project," Mack said.

NEW WEBSITE: EASIER TO NAVIGATE AND FIND INFORMATION

Foss Maritime in August rolled out a new website with an updated look and many new features. The website also has a new address, www.fossmaritime.com, but it can also be accessed through the site of our parent company, Foss Marine Holdings, which has taken our former address, www.foss.com.

The new Foss Maritime site is

easy to navigate and quickly leads customers to details of the information they are seeking.

New features include: a dynamic and clickable world map showing where Foss operates; downloadable case studies; up-to-date fleet lists that can be re-ordered by vessel names and details; and easy to locate fuel rate sheets.



FOSS

WWW.FOSSMARITIME.COM

NEW TUGS WILL OPEN OPPORTUNITIES IN OIL AND GAS SECTOR

(Continued from the cover)

to increase efficiency, improve safety and performance, and reduce environmental impact. These concerns are paramount to our customers, our stakeholders and our crews involved in offshore drilling and other project work in extreme environments.”

The new tugs will meet: American Bureau of Shipping (ABS) A1 requirements, including standards for hulls, machinery, towing, anchors and cable; ABS Ice Class requirements; International Convention for the Safety of Life at Sea requirements, including an on-board rescue boat and davit; and Green Passport, which requires an inventory of shipboard hazardous materials that make decommissioning of vessels far safer.

Faber said the new tugs have been designed to withstand the rigors of Arctic operations and are suited to work across the globe.

The new tugs also will position the company to compete for opportunities in the oil and gas industry. Currently Foss has five assets committed to an Arctic offshore exploration project in the Chukchi and Beaufort Seas and expects to provide additional assets in the Arctic. (See article on page 3.)

Several oil and gas customers are expected to commence similar projects

in the region during the coming years, and Foss will be positioned to provide services and support with tugs, landing craft, crew boats and barges.

“Foss has worked Alaskan Arctic waters for decades with a well-known record for our focus on, and innovation in, environmental protection with the highest of safety standards,” Faber said. “We have unique skills when it comes to the transportation of infrastructure needed for Arctic oil and gas exploration into areas with little or no infrastructure.

“The new tugs will enhance our ability to move cargoes safely.”

Faber added that additional ABS classed tugs and support vessels are already under consideration.

Mike Magill, vice president of technical services, who oversees Foss’ two shipyards and the company’s engineering department, said the three new tugs will be designed to achieve in excess of 100 metric tons of bollard pull. The vessels will be used primarily to tow barges with oil field modules, rig topsides and project cargoes throughout the world.

Glostén Associates is Foss’ naval architecture partner on the project.

Design work is expected to be completed by year’s end. Machinery on

the new tugs will include Caterpillar C280-8 main engines, which comply with the highest federal environmental standards; and Reintjes reduction gears. Markey Machinery will supply the tow winch.

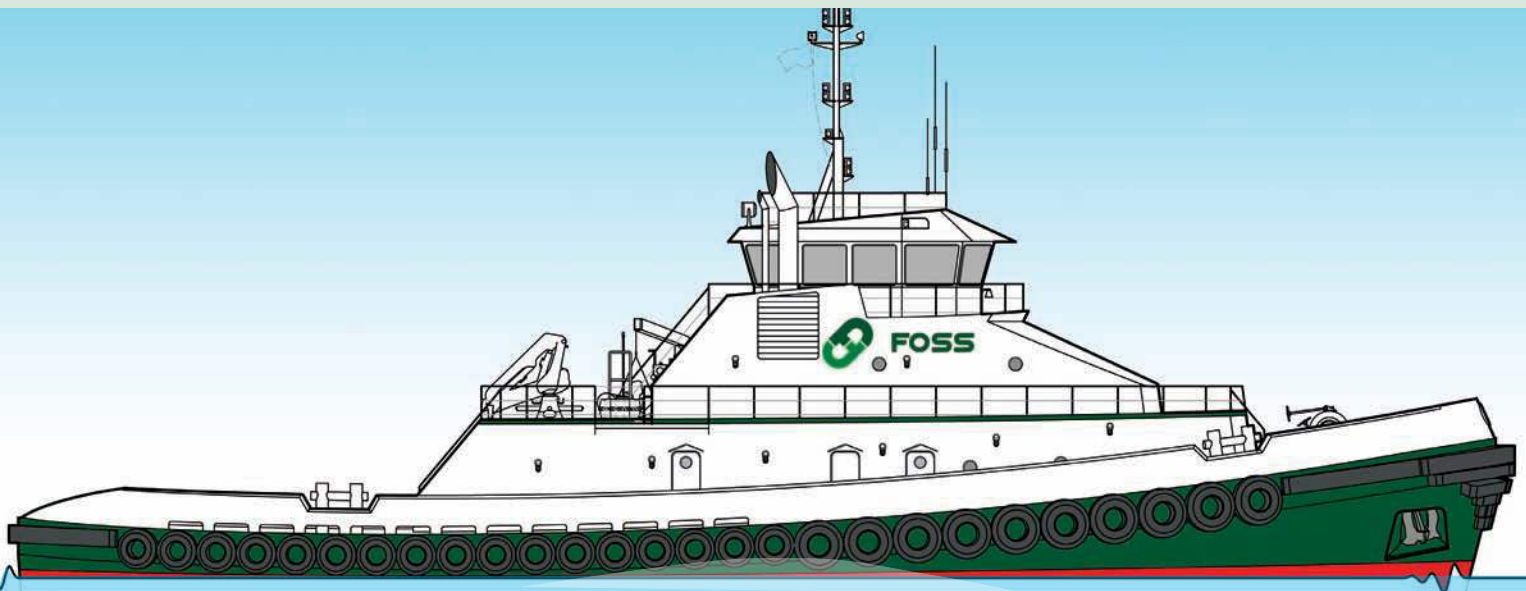
In addition to the low-emission Caterpillar engines, the vessels will incorporate several environmentally focused designs and structural and technological upgrades, including: elimination of ballast tanks, so there is no chance of transporting invasive species; holding tanks for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California); hydraulic oil systems compatible with biodegradable oil; energy efficient LED lighting; and high-energy absorption Schuyler fendering.

The Rainier Shipyard will expand by an additional 10,000 square feet, and will require additional staff. These highly anticipated vessels signify a continuing commitment to Foss growth and expansion into new markets.

“This is a win-win for us,” Magill said. “We have a fine workforce in place at Rainier and we’re very excited to be able to expand Foss’ fleet in ways that grow our business.”

(Mike Skalley reviews the history of the Foss ocean fleet on page 20.)

An artists rendering depicts the new Foss Maritime Arctic-Class tug



New Caterpillar Engines Will Reduce Emissions From Long Beach-Based Crew Boat Piper Inness

Foss is installing new, low-emission engines on the southern California crew boat *Piper Inness* with the help of a federal Environmental Protection Agency grant obtained through the Port of Long Beach.

Project Manager **Michael Comfort**, who is port engineer for Foss' El Segundo and Pacific Area Lightering (PAL) zone operations, said the Marine Group shipyard in San Diego started the 20-day job on the 140-foot boat in late August.

The bid price for the job was \$800,000, and the federal grant will pay for about three-quarters of that.

Comfort said Foss is getting a 35 percent discount on the four new engines because Caterpillar is using the project as a "test bed." The engines are currently certified under Tier 2 emission standards, but Caterpillar will install new emissions components with the aim of having them achieve higher-level Tier 3 certification.



Marine Group workers remove the rigging from the last of four old engines to come off the *Piper Inness*.

Caterpillar also has pledged to fix anything that goes wrong with the engines during the first 12 months of operations.

"We have to replace the oil and fuel and filters and nothing else," Comfort said. "It's a win for Caterpillar and a win for us and a win for the Port of Long Beach."

The *Piper Inness* carries personnel and supplies to the Pacific Area

Lightering Zone, an offshore area where large tankers transfer crude oil to smaller ships for delivery to California refineries. The boat is capable of reaching 18 to 20 knots.

Comfort said that the *Piper Inness'* Tier 3 certification will be about three years ahead of the deadline established by the California Air Resources Board.

SIXTY-ONE FOSS VESSELS WIN 2011 JONES F. DEVLIN SAFETY AWARDS; TWENTY-FOUR HAD FIVE OR MORE YEARS OF ACCIDENT-FREE OPERATIONS

The Chamber of Shipping of America (CSA) has recognized Foss Maritime's commitment to safety with awards to 61 tugs and manned barges for outstanding safety records, an increase of eight vessels over 2010.

The Foss vessels were recognized as 2011 Jones F. Devlin Awards winners at the CSA Annual Safety Awards Luncheon held this year on June 12 in New Orleans, La. The awards are given to merchant vessels that have operated for two full years or more without a crewmember losing a full turn at watch because of an occupational injury.

Altogether, the Foss vessels achieved the equivalent of 274 years without a lost-time injury.

"At Foss, safety is at the very heart of what we do," said **Gary Faber**, Foss president and COO. "Our company-wide commitment to safety is integral to our culture and we strive to be always safe by continually improving our operations. We are proud of this recognition that reflects the outstanding efforts of our team."

"This year, we gave awards to 1,395 vessels that operated 7,015 years without a lost-time incident," said **Joseph J. Cox**, CSA President. "This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

Three levels of achievement are



Foss Maritime Vice President for Environmental and Governmental Affairs **Susan Hayman** with CSA Chairman **Michael Bohlman**, left, and Coast Guard Rear Adm. **Kevin Cook**, deputy commander, Atlantic Area.

recognized by CSA: A basic two-year award; a three-year award; and a four-year award. Of Foss Maritimes' 61-awarded vessels, 24 received a special award that is given annually to ships with five or more years of accident-free operation.

Heavy Ice Delays Start of Red Dog Project in Arctic, But Foss Expects to Meet Yearly Ore-Lighting Goals

The 23rd season lightering ore at the Red Dog Mine in the Alaskan Arctic got off to its latest start ever in July, as Foss crews encountered heavy ice, the likes of which veterans said they had seen in only two prior years.

The *Iver Foss* arrived through the ice June 30, and the *Stacy Foss* with the barge *Kivalina* made it through the ice July 5 followed by the *Sandra Foss* with barge *Noatak* July 10. The first ship made it through to the loading anchorage July 11.

By comparison, the 2011 season started on June 28.

In spite of the late start, Red Dog Manager **Keith Spearman** said, "The crews are excellent and we have full confidence we will successfully load the 1.26 million metric tons of ore scheduled for 24 ships."

He said the ice-delayed delivery of 12 million gallons of diesel to the mine, which had been critically short of fuel.

Personnel highlights of the rear include the arrival of a new port captain, **Jay Justus**, who had been absent from Red Dog for six years while working on other projects. Longtime Red Dog Capt. **Bob Farrell** will retire after this season.

The barge crewmen include:

Kivalina. **David Buckley**, barge superintendent, **John Routh** rover mechanic, **Carl Foster** and **Dan Zeufeldt**, loader operators, **Ricky Sockpick**, load superintendent and **Bill Phillips**, **Kyle Cantu** and **Brett Pace**, laborers.

Noatak. **Bob Rowan**, barge superintendent, **Neftali Alas**, rover mechanic, **Nathan Henry** and **Vince Roney** loader operators, **Vitaliy Fetsek**, load superintendent, and **Robert Mulluk**, **Kanch Pathompornvivat** and **Eli Fellows** laborers.

Third barge Crew. **Bogdan Fetsek**, barge superintendent, **Greg Alman**, rover mechanic, **Cory Coxon** and



The *Sandra Foss* sailed through the ice to arrive at the Red Dog Mine port on July 11.

Greg Warnes loader operators, **Val Alonzo**, load superintendent, and **Robert Spearman** and **Chris Ballott**, laborers.

Shoreside support personnel include: **Mitch Russeff**, maintenance supervisor, **Patrick Thornton**, millwright, **Stan Tidyman**, electrician, **Josh Geissler**, dispatcher, **Jay Justus**, port captain, and **Keith Spearman**, project manager.

Tug crews include:

Stacey Foss. Capts. **Stan Stromme** and **Eric Watson**, Mates **Tim Spencer** and **Nevin Garcia**, Engineers **Jake Rosenburg** and **Mike Denton**, Able Seamen **Rick Edwards**, **Jake Blackson** and **Nate Nelson**, Cooks **Tom Gibbons** and **Cliff Acre** and Ordinary Seamen **David Chesnut** and **Wynn Davis**.

Sandra Foss. Capts. **Bob Farrell**

and **Jeff Crooks**, Mates **Dean Pappas**, **Chuck Hammer** and **Steve Creech**, Engineer **Russ Barker**, Able Seamen **Rolan McCune**, **Chad Moen** and **Wayne Jines**, Cook **Doug Bender** and Ordinary Seaman **Kyle Witty**.

Iver Foss. Capts. **Gary May**, **Martin Miller** and **Todd Wilson**, Mates **Pat Miller** and **Dan McGrath**, Able Seamen **Tim Dvorak** and **Jeff Kendall**, Engineer **Don Daigle** and Cooks **Greg Rankin** and **Jeff Martin**.

Sidney Foss. Capts. **Clare Nelson**, **Erik Skewis** and **Roy Miller**, Mates **Mark Bechtel** and **Joe Tweedie**, Able Seamen **Charlie Still** and **Steve Long**, Engineers **Jack Hagey** and **Jeff Durette**, Cook **Ron Wolf** and Ordinary Seaman **Steve Williamson**.





SALTCHUCK AWARDS SAFETY AWARDS

Saltchuk Chairman **Mark Tabbutt**, left, presented three safety awards to Foss Maritime at the annual Saltchuk Risk Managers' Conference at the Grand Hyatt Hotel in Seattle. Receiving the awards was Foss Director of Health and Safety **Al Rainsberger**. The Foss Marine Transportation and Shipyards divisions each won an award for experiencing no lost-time injuries in 2011. The Shipyards also won an award for having the most-improved lost-time injury rate.

MAN-OVERBOARD SYSTEM

The man-overboard rescue device on the crew boat *Ava Foss*, which services El Segundo Moorings, was one of the topics of discussion at a recent Regional Safety Committee meeting at the Foss offices in Redondo Beach, Calif. Designed by Tim Nolan Marine Design in Port Townsend, Wash., the device is hydraulically controlled and maintains its orientation to the water as it is raised and lowered from the deck. It already has been used to rescue two distressed kayakers.

Warren Snider of the Foss Engineering Department, *Ava Foss* construction project manager, said the device was similar to one in use on two Puget Sound pilot launches, but its hydraulics are inside the hull to protect against spills. Around the table at the meeting were, clockwise from the top, **Al Rainsberger**, **Debbie Parrish**, **Kyle Kaercher**, **Paul Hendriks**, **Andy Vaught**, **Ron Costin**, **Matt Barron**, **Antonio Amalfitano**, **Romen Cross**, **Kariane Meadow**, and **James Cauvier**.





Foss Director of Safety and Health **Al Rainsberger**, in the striped shirt, points out a fire extinguisher that's overdue for inspection. Others in the photo are, from left, Welder **Orlando Carias**, Port Engineer **Tom Lynch** and Capt. **Chris DeModena**, Safety Committee chairman.

When it Comes to Safety, Atlantic Div. Walks the Walk; Major Cultural Change Seen Since Purchase by Foss

On the tug *Orion*, the oil-spill containment gear wasn't adequately secured, and someone spotted a deadheaded wire in the engine room that no one could identify and no one touched.

On the *Leslie Foss*, the stanchions around the life raft canister needed to be relocated for easier access, and a sharp corner on the galley range hood prompted a quick and easy solution: padding.

And on the barge that serves as a storage warehouse, shop and office for Foss in Boston, a few propane bottles needed to be properly secured and capped, respirators weren't properly stored, and a couple of fire extinguishers were overdue for inspection.

These were among many minor safety issues observed as members of the Atlantic Division Regional Safety

Committee toured its vessels and facilities during a quarterly meeting in August.

What they found was listed and designated for remediation, but perhaps even more important than the stanchions and fire extinguishers was the elevation in safety awareness brought about by the walkthrough.

And when linked with such other awareness-lifting vehicles as emails, phone calls, text messages and other safety communications, the walkthrough was emblematic of the safety success the Boston group has experienced since its purchase by Foss in 2006.

As of mid-August, the Atlantic Division had not experienced lost-time injury since July 1, 2008.

"We've seen a significant change in our culture since the acquisition by Foss," said Safety Committee

Chairman **Chris DeModena**, master of the Dolphin-Class tug *Leo*. "Essentially, we've moved from a loose situation where there were very few rules, to some very strict ones, and people are becoming far more conscious of safety."

DeModena also credited the Shipmate Plus program—a people-based program that includes safety observations and is based on the notion that human behavior is the main cause of accidents—with boosting the division's safety performance.

And he argued that because the safety program is employee-driven, not management-driven, workers more readily accept its initiatives because they come from peers.

"Things are a lot safer around here," DeModena said. "People have been very responsive."

(Continued next page)

After the safety committee discussed the issues uncovered during the walkthroughs, corporate Director of Health and Safety Al Rainsberger said the items on the list were most likely quite common.

“If it’s happening on one boat, it’s probably going to happen on another boat,” he said. “Maybe not today, but someday down the road. But you guys have done a very good job in a short time.”



Capt. **Chris DeModena** led a recent Regional Safety Committee meeting in Boston.

WELDER FINDS NEW LIFE IN BOSTON, LIKES ‘MAKING THINGS LOOK NEW’

Twenty-one years ago at the age of 18, **Orlando Carias** got on a plane in his native Guatemala and traveled to the United States, looking for a chance at a new life.

“Things were tough down there, and I had to get out for a better opportunity,” he said.

Ending up in East Boston, he picked up jobs in the local Navy and civilian shipyards, learning the welding trade, including one job in which, he says, he helped “rebuild a ship from the waterline down to the keel.”

In 2000, Carias hired on with the company that is now the Foss Atlantic Division, and today is an invaluable part of the operation.

“He’s an excellent worker,” said Boston Port Engineer **Tom Lynch**. “He does everything—welding, machinist’s work—and he’s mechanically inclined. He’s also great when there’s an emergency, because he has a lot of experience, and he’s great to work with.”

Carias recently earned his ABS welder’s certification, which he was

putting to work in early August as Foss prepared the barge *Chem Caribe* to carry pontoons destined for a gas pipeline project in New York Harbor.

“When you need someone for this kind of job, you already have him,” Lynch said. “He’s worth his weight in gold.”

Why does Carias like his work? “I love repairing, making things look good, making them look new,” he said. “And I like the people I work with.”

“I love repairing, making things look good, making them look new. And I like the people I work with.”

ORLANDO CARIAS



Orlando Carias, with a safety railing he built at the Foss waterfront location in Boston.

Foss Leverages National Accounts to Build Business; MSC, Kirby Inland Marine Join Boston Customer Group

Foss has secured two new customers for harbor work in Boston, giving the company a steady and stable book of business at the port while it pursues expanding opportunities in coastal towing and project work.

Recently signing up with Foss were Mediterranean Shipping Co. (MSC), whose containerships call Boston twice a week, and Kirby Inland Marine, whose articulated tug-barges arrive at the port almost daily with petroleum products.

MSC, based in Geneva, is one of the world's largest international containership operators. Kirby, based in Houston, operates the nation's largest inland fleet of tankbarges and towing vessels and recently purchased K-Sea Transportation.

Foss tugs are assisting MSC and Kirby vessels in and out of the Port of Boston.

"All of this new business is related to our ability to leverage our commercial accounts across the country," said **Scott Jason**, Regional Operations Manager for the Foss Atlantic Division. "We service MSC in California and in the Pacific Northwest, and it's the same with Kirby on the West Coast."

Jason explained that Boston is a smaller, but important port that mainly supplies the area inside its beltway highway, Massachusetts Route 128. "There are very few shipping companies that make regular calls to the port, but the operation gives us a solid base in which to support other maritime endeavors," he said. "Opportunities for coastal towing and project work are tremendous."

Foss is hoping to participate in the Cape Wind project, which would place 130 wind turbines on Nantucket

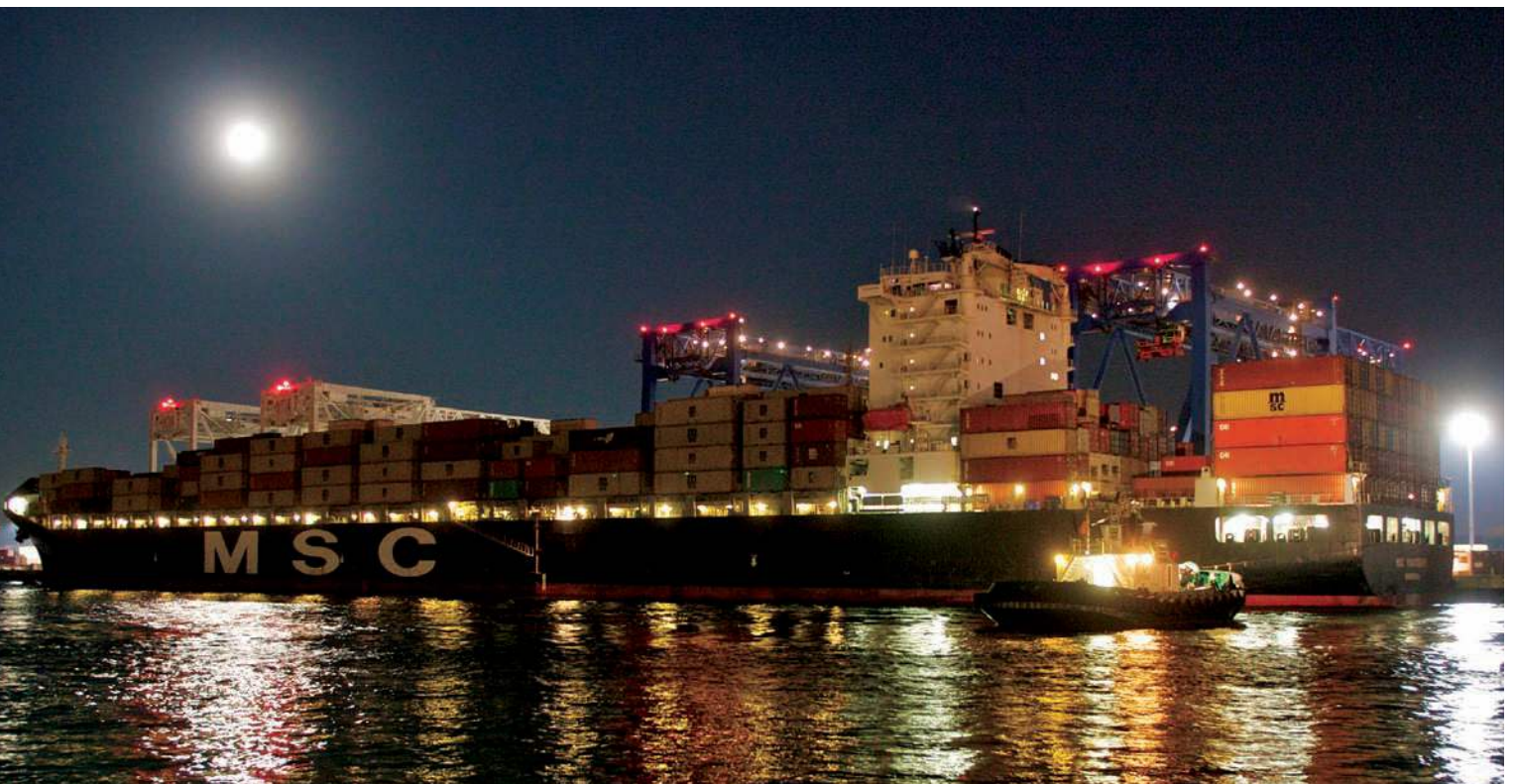
Sound. Construction is scheduled to start next year. Another possibility for future work is the construction of a replacement for the Tappan Zee Bridge across the Hudson River in the suburbs north of New York City.

In August, the Atlantic Division was towing an ammunition magazine for a new destroyer from Mobile, Ala., to the construction yard in Bath, Maine. Also, the barge *Chem Caribe* was on a 30- to 40-day charter to support construction of an LNG line under New York Harbor.

"With Kirby and MSC, we have a real core customer base for our ship-assist work that is fairly predictable and steady," Jason said.



The Foss Dolphin-Class Tug *Leo* assisted the Mediterranean Shipping Company cargo Ship *MSC Monterey* out of the Port of Boston on the night of a full moon (upper left) in early August.





Capt. **Steve Driscoll** is one of the most experienced docking pilots in Boston.

Docking Pilot Says Handling Ships is in His Blood Driscoll Brings Wealth of Experience to New Job

As a teenager, **Steve Driscoll** worked as a deckhand on excursion boats in Boston. It was only natural, he says, being the son of the local harbor master who also ran the tourist vessels part-time.

Today, at the age of 58, Capt. Steve Driscoll is one of the most experienced docking pilots in Boston, having joined Foss last December to help the company handle its growing business there.

"It's in my blood," Driscoll said recently before taking a Mediterranean Shipping Company cargo ship out of

Massport's Conley Terminal. "I just love handling ships, the interaction with the captains and the constantly changing conditions."

Driscoll moved into the licensed ranks when he was just 18, following in his father's footsteps and running the tour boats "when the ink on my 80-ton license was barely dry."

He later became port captain for a local excursion company, but moved to tugs in 1981. In the meantime, he was riding as many ships as he could, learning the ins and outs of ship handling before becoming a docking

pilot with Boston Towing in 1986.

Driscoll is one of two docking pilots at Foss, the other being Capt. **Chris Deeley**. In Boston, state pilots bring ships in from the sea buoy, and docking pilots associated with tug companies take over for berthing and un-berthing the ships.

"They are the best of the best," Atlantic Division General Manager **Scott Jason** said of Driscoll and Deeley. "They add a ton of experience and professionalism to our operations."

PAINT SHOP

SEATTLE SHIPYARD



Sam McCannless, left, and **Ivan Abramchuk** apply varnish to a nameplate in the Seattle Paint Shop.



Ramiz Bajrovic demonstrates his brush skills, working on a U.S. Navy barge at Foss Seattle Shipyard.

A VARIETY OF BACKGROUNDS AND SKILLS

The Paint Shop at the Foss Seattle Shipyard boasts nine expert craftsmen from a variety of backgrounds and four countries, including, Russia, Bosnia, Korea and, of course, the United States. The men previously have worked for a number of shipyards and painting contractors and some of them have owned their own businesses. Foreman **Bill Ibsen** started painting in 1980 for Todd Pacific Shipyards in Seattle, joined Foss as a painter in 1987 and took charge of the paint shop in 1988. “It’s a challenge making sure we’re all on the same page, because these guys are very experienced and have their own ideas about how things should be done,” Ibsen said. “But we’re very good at coordinating our efforts.”

PAINTING ABOUT 50 VESSELS A YEAR

Ibsen estimates that he and his men paint about 50 vessels a year and use thousands of gallons of paint annually. Big recent jobs included a U.S. Navy Barge (1,000 gallons) and an oil-spill-response ship (1,250 gallons). They also paint Foss tugs, from the big tractors to the smaller boats, lots of fishing boats of all sizes, ferries, big yachts and other vessels. They also clean and coat tanks and paint interiors of vessels. Ibsen notes that his is almost always the last craft on every job, following the welders, pipefitters, carpenters and others that might be working on a vessel. “We’re always behind,” he joked.



Paint Shop craftsmen are, from left, **Jody Zuncs**, **Jeff Hewitt**, **Jong W. Nam**, **Jeffrey Ibsen**, **Ivan Abramchuck**, **Sam McCaless**, Foreman **Bill Ibsen** and **Ramiz Bajrovic**. **Wes Anderson** was not present for the photo.

MEETING ENVIRONMENTAL CHALLENGES

“Bill Ibsen is probably one of the best paint Foreman I have ever met. He has a very good idea of how long it takes to get his work done. If Bill tells you the vessel can be ready in two, three, four shifts, whatever the answer is, you can pretty much take that to the bank with you.”

HAP RICHARDS
SHIPYARD PRODUCTION MANAGER

The paint shop puts plastic tarps over vessels to keep sanding dust from escaping into the environment, both in drydocks and when they are working pierside. Painters wear protective paper suits and use respirators in enclosed spaces. The tarps and personal protective equipment, however, mean that on warm days, the painters can become overheated and risk dehydration. “They make sure they drink plenty of fluids and are aware of the environment they’re working in,” Ibsen said.

Jong W. Nam uses a roller to touch up the bow of the tug *Andrew Foss* in Seattle.





THE END OF THE ROAD

The Foss tugs Point Fermin and Point Vicente towed two derelict former Navy tugs to be scrapped at the ship recycling facility on Mare Island on San Francisco Bay recently. The derelict tugs, which had been privately owned after decommissioning by the Navy, had been tied up in Richmond for more than 10 years. As Navy Abnaki-class tugs, they were named the Quapaw and Moctobi and were built in the mid-1940s. As privately owned vessels, they were re-named the Lion and Tiger. In the photo above, the Point Fermin moves the Lion into Graving Dock No.1 on Mare Island.

FERRY TAKES SHAPE AT RAINIER YARD

The midship section of the Washington state ferry under construction at Foss Rainier Shipyard is taking shape, as shown in this photo of the engine support module being lowered into the hull. When finished, the hull structure will be split into three sections longitudinally and shipped by truck to Lake Roosevelt near Coulee Dam in eastern Washington. Construction will be completed there, before the state puts the 20-car ferry into service on the Columbia River.



Jereme Ruhl



OLD AND NEW

The old and new Columbia River pilot boats, owned and operated by Foss, were on display recently at an open house held by the company at the maritime museum in Astoria, Ore. On the right is the Connor Foss, recently completed at Foss Rainier Shipyard, and on the left is the Arrow No. 2, the boat the Connor is replacing. Representatives of Foss, the pilots and customers attended the open house.



WIND POWER FOR PUERTO RICO

Foss International recently delivered 13 windmills blade sets and turbines from Houston to Ponce, Puerto Rico, on the 400-by-105-foot barge American Trader. The cargo went to a wind farm project in Punta Lima on the southeast coast of Puerto Rico. Each blade set included 3 blades, each 161 feet long. The 13 windmills are expected to generate 52 gigawatt hours per year, reducing carbon dioxide emissions by 34,000 tons. The voyage on the Foss barge covered 3,615 nautical miles and took 26 days.

IT Specialist Brandon Grooms Puts Problem-Solving Skills To Work on Shelby Cobra Muscle Car Project

Three years ago, a 53-foot semi truck pulled up in front of **Brandon Grooms'** home in Auburn, Wash. The truck unloaded an unfinished car frame, body, eighty aluminum panels and 3,000 parts in 15 boxes.

Since then, Brandon and father **Brad Grooms** have started just about every Sunday the same way. They have a walk and a cup of coffee together and then, following a schedule meticulously planned by Brandon, toil from 9-to-5 on their project, a kit-car replica of a 1965 Shelby Cobra roadster.

Today, after untold hours (they don't keep track, on purpose), 1,500 rivets and countless challenges with parts that don't exactly fit and tubes that don't easily bend, the father-son team still have about two years to go.

Brandon, a network and hardware specialist in the Foss Information Technology department in Seattle, says there are actually a lot of similarities between his job and his project.

"Both this and IT are exercises in problem solving," he noted recently while showing off the car. "Even though this is a kit, it's not perfect. Things don't always line up properly or they don't fit just right and you have to make adjustments."

Fortunately for the Groomses, they aren't alone. They can draw from the experience of a robust online community of people who are



Brandon Grooms, left, and his father **Brad**, have been working on their Shelby Cobra replica for three years. The as-yet—unpainted body is on a rack in the garage behind them.

building or have built kit cars like theirs, manufactured by Factory 5 Racing in Wareham, Mass.

Both Groomses are longtime fans of muscle cars and plan to race the Cobra when it's done, Brad on dragstrips and Brandon on auto-cross road tracks. They have yet to purchase and install one of the car's most expensive components, a small-block 427-cubic-inch, 535-horsepower engine they will buy from Ford Racing.

"That and the painting are the most expensive things we have left to do," Brandon said, noting that he and his

father have shared all of the project costs equally. "None of this is on a credit card."

What's been the most rewarding part of the car-building experience?

"Three years ago, it was all about the car, and today, it's all about the bond that my father and I have developed through this project," Brandon said. "It's been a good journey, and it will continue to be."

Said Brad: "It's been a heck of a learning experience for both of us."

DANA DOWN UNDER

The Foss Tug Dana Cruz is shown working near Barrow Island off the coast of northwestern Australia recently in this photo supplied by Foss Capt. Richard Villa, who is working with an Australian crew. The tug is on charter, assisting cargo barges supplying construction materials for a 15-million-ton-per-year natural gas plant on the island. The plant is part of Chevron's Gorgon Project, one of the world's largest natural gas development efforts.



Cochran Continues his Winning Ways, Takes First in Regional Forklift Rodeo

Ron Cochran of Foss Shipyard prevailed over 26 other drivers to win the Spokane regional Forklift Rodeo competition on July 14 and qualify for the state championship meet in Spokane on Sept. 26.

Cochran has been to the finals of the Forklift Rodeo five times and won the state title in 2010. In the finals this year, he will compete against 15 other expert drivers from such companies as Boeing, Kaiser Aluminum and Puget Sound Energy.

Competitors must demonstrate safe driving at a serviceable speed by performing such tasks as a basketball shot and carrying wine goblets through an obstacle course without spilling anything.

The contest is sponsored by the Materials Handling panel of the

Governor's Industrial Safety & Health Advisory Board. Foss Director of Safety and Health **Al Rainsberger** is chairman of the panel.

Rainsberger said Cochran's consistently winning performances in the rodeos are "amazing" given the high-level competition from big companies.

"Guys from Boeing have slide rules and calculators and measuring tapes, and they're figuring out the angles and planning strategy," Rainsberger said. "Ron just watches and sees the areas where they struggle. He takes it easy in those areas, and the rest of it is just a smooth ride."

Said Cochran: "I get a good night's rest and then I can concentrate and get in a zone."



Ron Cochran sinks a basket on the way to winning the Spokane Regional Forklift Rodeo.

RETIRED FOSS CAPTAIN SHOT IN LEG WHILE ATTEMPTING TO FOIL ROBBERY

A retired Foss captain, credited with attempting to intervene in a shooting at a grocery store in Gig Harbor, Wash., was shot in the leg during the August 10 incident before others wrestled the shooter to the floor.

Capt. Lee Crider, 78, who worked for Foss for 41 years and retired in 1996, had gone to the store to pick up some things for a picnic when a young woman with a gun came into the store.

"She started firing and shot a couple of other people," Crider said. "She got a hold of me and I took one through the leg. I tried to put a stop to it but it didn't work out that way."

The bullet missed the bone and arteries, said Crider, who was expected to make a full recovery.

Another customer was shot but also was expected to make a full recovery. A store clerk was more seriously injured.

A 20-year-old woman, who did not know the victims and was said to have a history of mental illness, was arrested in connection with the incident.

Crider worked on many tugs, including the *Dorothy Foss*, *Shannon Foss*, *Claudia Foss* and the *Daniel Foss*, performing ship work, hauling chips and towing logs and barges all over Puget Sound and into Canada.

Crider said he has had a gun permit for many years but wasn't carrying one when he went to the grocery store.

"It doesn't do you much good if you don't have it with you," he said.

Crider and his wife Jeanne were about to celebrate their 60th wedding anniversary at the time of the shooting.

"We're lucky to have him with us," Jeanne Crider said. "He's my hero."



Capt. Lee Crider



Four Employee Children Win 2012 Foss College Scholarships

Three Washington residents and a Californian are this year's winners of college scholarships for sons and daughters of Foss employees.

Ashley Silva, who will be a freshman this year at Pacific University in Forest Grove, Ore., is the daughter of **Marlena** and **Tony Silva**, who is superintendent at Foss Rainier Shipyard. Ashley is a graduate of Wahkiakum High School in Cathlamet, Wash., where she was class valedictorian, student government vice president and won a U.S. Army National Scholar Athlete Award.

Adam Warga, who will be a freshman this year at Western Washington University in Bellingham, Wash., is the son of **Kelly Warga** and the late **Capt. Patrick Warga**. Adam is a graduate of Bainbridge (Wash.) High School, where he was business education student of the year. He also has volunteered as a Little League Baseball coach.

Mariah Williamson, who will be a freshman this year at Kenyon College in Gambier, Ohio, is the daughter of **Pam** and **Frank Williamson**, who is Foss vice president for safety,

quality and general counsel. Mariah is a graduate of Bothell High School in Bothell, Wash., where she was on the National Honor Society, was captain of the swim team, and was a state swimming finalist.

Drake Jensen, who is the son of **Stephanie** and **Capt. John Jensen**, will be a sophomore this year at Contra Costa College in San Pablo, Calif. He is a graduate of De Anza High School in Richmond, Calif., is an elite sailboat racer and coaches junior sailing and high school baseball.



SAFETY ON DISPLAY

Foss safety vendors displayed their harnesses, vests, glasses and other products at Foss Industry Appreciation Barbecues in August in Seattle and Tacoma. The vendors, photographed in Tacoma, were, from left, **Mark Hastings** of National Safety, **Gary Baldwin** of G. Baldwin Marketing, **Billy DeGrenier** of Northcoast Sales Agency, **Rick Maurice** of Capital Safety, **Derek Edwards** of MSA North America, **Dick Zugschwerdt** of National Safety, **Kate Zane** and **Nate Welshons**, both of Maritime Training Services, **Nicholas Carlson** and **Josh VanKirk**, both of Pelican, and **Tony Sanseri** of Majestic Glove.



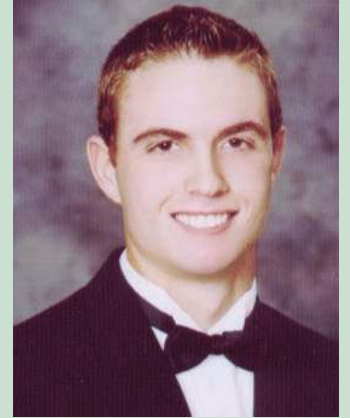
Ashley Silva



Adam Warga



Mariah Williamson



Drake Jensen



ZIM IN TACOMA

The “megavessel” Northern Jamboree, operated by longtime Foss customer Zim Integrated Shipping Services, visited the Port of Tacoma for the first time in mid-July. Zim is part of the Grand Alliance shipping group, which has moved its Pacific Northwest port of call from Seattle to Tacoma’s Washington United Terminals. The other lines in the alliance are Hapag-Lloyd, NYK and OOCL. In the photo, the Wedell Foss, left, and Delta Lindsey, salute the containership with their water cannons as it leaves the Port of Tacoma.

Govt. Surplus Tugs Helped Foss Grow Ocean Business Until Company Initiated New Construction in mid-1960s

By Mike Skalley

The Foss entry into the ocean towing business began in earnest in the years following World War II when a surplus of ocean going tugs became available and were being auctioned off from various branches of the government to commercial operators. Prior to these tugs becoming available, Foss and other companies were relying on old, underpowered tugs to make coastal and ocean tows, although the nature of the assignments were radically different than today. Tugs of 250 to 1,000 horsepower were routinely making voyages to Alaska, West Coast ports and the Hawaiian Islands. The going was slow and sometimes tedious, but they always reached their destination.

Between the years 1946 and 1958 Foss purchased from the government a total of eight, ocean going, 1,500 horsepower wooden “miki” class tugs, and one steel tug of 1,440 horsepower. These nine tugs along with a veteran 1,500 horsepower tug, the *Agnes Foss* (built in 1904) became the workhorses of the growing Foss ocean fleet. These tugs provided yeoman service throughout Alaska, the West Coast and the Hawaiian Islands. Regular bulk cement barge service to Anchorage was initiated by Foss “miki-class” tugs in 1950. In the late fifties, construction equipment, and later re-supply of the DEW (Defense Early Warning) Line in Alaska’s Bering Sea and Arctic was handled by the *Agnes Foss* and the miki-class tugs. Lumber barging from the West Coast to Hawaii was initiated in 1960 utilizing two “miki” class tugs full time.

However, the nature of ocean towing was changing as the years progressed, requiring longer towing range and more horsepower. Foss

once again made investments in World War II tugs that continued to be auctioned off. Between 1962 and 1964, four large, steel tugs were purchased and completely rebuilt at the Foss Shipyard in Seattle. Two of these tugs, the *Henry Foss* and *Arthur Foss*, with 5,000 horsepower each, were the most powerful ocean tugs on the West Coast at the time they entered service in 1965 and 1966. The other two tugs, with less horsepower, the *Ellen Foss* and *Craig Foss* entered service in 1963 and 1966 respectively.

Even before these rebuilt tugs entered service, Foss management realized it was time to seriously look at an ocean fleet replacement program. The average age for the combined ocean fleet in 1966 was 29 years. The miki-class tugs were still holding their own making regular runs to Hawaii, Southwest Alaska and even to the Gulf Coast with their ten-man crews. However their abilities were becoming more limited due to horsepower and fuel capacity constraints. Their wood construction required much more upkeep, and the original heavy-duty, slow speed main engines were requiring increasing down time for repairs. The *Agnes Foss* was entering its sixty-second year of service, but even at that age she was charting new courses for Foss, having completed a round trip voyage to Viet Nam in 1965 and a round trip tow to Hiroshima, Japan in 1968.

With the philosophy that those we serve—old customers and new prospects alike, demand that we continually upgrade the fleet in order to live up to the “Always Ready” motto, a contract was signed with McDermott Shipbuilding of Morgan City, La., in 1966 for the construction of a new

3,000 horsepower ocean class tug for service on the West Coast and Alaska. The *Richard Foss*, McDermott hull number 142, went through sea trials in May 1967 and departed shortly thereafter for Seattle towing two 240-class deck barges each carrying two 150-class deck barges piggy-back. At an average speed of 9 knots, the *Richard* made the 5,500-mile tow in 25 days.

This was the beginning of a long involvement between Foss and McDermott Shipbuilding, as within a year of the launching of the *Richard Foss*, a contract was signed for the construction of three additional 3,000 horsepower tugs, close cousins to the *Richard Foss*. The *Phillips Foss* (July 1969), *Leslie Foss* (May 1970) and *Jeffrey Foss* (June 1970) were constructed at the Morgan City yard incorporating design changes and improvements from the original *Richard Foss* design.

In 1975 due to the volume of new construction at the McDermott yard in Morgan City, (sixty tugs and supply boats built between 1969 and 1976 with another twenty on order), a second yard was opened in New Iberia, La. Simultaneously, Foss signed a contract for an additional four ocean tugs to be built. The very first tug constructed at the new facility, hull number 100, was the 4,300 horsepower *Barbara Foss*, which was launched in May of 1976. The *Justine* (July 1976), *Sidney* (November 1976) and *Drew* (March 1977) were all constructed in the New Iberia yard over the course of the next eleven months.

On the West Coast, two additional ocean-class tugs were constructed for Foss at a local Puget Sound shipyard, Fairhaven Shipyard in Bellingham in



The *Richard Foss* was delivered in 1967 and was the first in a series of ocean-going tugs purchased by the company.

1976. The *Sandra Foss* and *Stacey Foss*, designed by the Glosten Associates of Seattle, entered service within a few months of each other. The tugs were capable of ocean and coastwise towing, but in their early years were utilized in Foss Alaska Line's Southeast Alaska barge service and for the newly instituted tanker escort work on Puget Sound. The two tugs were designed to insure increased efficiency and safety as well as lower maintenance and repair costs. Towing power was increased by fixed Kort nozzles.

As the new ocean fleet entered service, the older tugs which had served Foss so well for so many years were retired. The sixty-six year old

Agnes Foss finished her active career late in 1970. The miki-class tugs were retired, one at a time beginning in 1968, with the final one, the *Christine Foss*, retired in 1981.

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



SATISFACTION GUARANTEED

*Do your customers feel that
you truly appreciate their business?
Ask them.*

*— From Satisfaction Guaranteed,
By Byrd Baggett*

Monte Crowley Named PNW Commercial Manager

Monte Crowley, a 17-year veteran of Foss who joined the company as a customer service representative in 1995, recently was named commercial manager for the Pacific Northwest.

Crowley, 44, grew up in Lake Stevens Washington, the son of now-retired Foss Capt. Duane Crowley. He is a graduate of Lake Stevens High School and attended the University of Washington before joining Foss.

After six years in customer service, Monte Crowley was named manager of Foss Line Service in 2001 and became marine personnel manager in 2006, his most recent position before joining the commercial group.

He is responsible for ship-assist, harbor services and regional towing accounts in the Puget Sound region. Crowley also works with marine and waterfront construction companies and others requiring the services of Foss tugs and barges.

“Our biggest selling point is our brand identity and our reputation in the industry,” said Crowley. “We’re viewed as a reliable, steady and consistent service provider, and our customer service team is one of the



Monte Crowley

strongest and best respected in the area.”

He lives with his wife and 8-year-old son in South Everett and enjoys

golf, snow skiing, camping and disc golf. He also describes himself as an avid reader, particularly interested in historical fiction.



Tucker Tillman



Christian LaDue

TWO JOIN PORTLAND CUSTOMER SERVICE GROUP

Tucker Tillman, a graduate of Chapman University worked in public relations and advertising before coming to Foss. He lives with his wife and two dogs in Portland, where they enjoy hiking and fishing on weekends and volunteering with local community outreach groups. Christian LaDue spent 20 years in the concrete/construction field before coming to Foss. He and his family moved to Longview, Wash., five years ago from Seattle. He enjoys spending time with his friends and family. He also enjoys the outdoors and home projects.

PASSINGS

GEORGE CARFRAE

*Retired Estimator and Project Manager
Seattle*

George Carfrae, a retired estimator and project manager at Foss Shipyard remembered as a master craftsman with a keen ability to analyze projects, died April 9 from complications related to Parkinson's disease.

He was 77.

A West Seattle High School Graduate with an associate degree from South Seattle Community College, Carfrae worked as an

estimator both at Todd Pacific Shipyards and at Foss. He retired in 1998 and lived in West Seattle.

Ken Rau, retired manager of contract administration and estimating for whom Carfrae worked, said he had a knack for analyzing and visualizing projects and coming up with a reasonable approach and estimate.

"He also could communicate this information to management, Foss customers and the shipyard crafts with ease and confidence," Rau said. "We all feel the loss of George. I learned a lot from this master marine



craftsman."

In addition to his widow, **Joyce**, Carfrae is survived by two daughters, a sister and four grandchildren.

Donations can be

sent in his memory to the Michael J. Fox Foundation for Parkinson's Research or The Kenney Memory Care c/o the Kenney Foundation.

NORIE NE BURTON

Retired cook, PNW

Norie ne Burton, believed to be the first woman ever to serve as cook on a Foss tug, died June 5 following a short illness. She was the widow of retired Foss **Capt. Mick Burton**, who preceded

her in death by just two and a half months.

Mrs. Burton, 78 at the time of her death, graduated from high school in Burns, Ore., and worked in Hollywood as an actress and singer before joining Foss as a bookkeeper. After she moved to the tugs, she was known as "Fred"

by her shipmates, as her maiden name was Fredericksen.

Mrs. Burton and her husband retired from Foss in 1991 and made their home in Tonasket, WA, in the northeast part of the state.

RETIREMENTS

WARREN SNIDER

Senior Project Manager, Seattle

Warren Snider retired June 29 after a 23-year career at Foss. He served as a Senior Project Manager for a variety of major construction and refurbishment

projects, including: new construction of the *Ava Foss*, *Garth Foss*, *Lindsey Foss* and *Delta Mariner*; repair and refurbishment of U.S. Navy cranes; and upgrades and refurbishments of Red Dog Mine support vessels.



Kenny Younger

General Foreman, Seattle Shipyard

Jeff Morgan

Leadman, Steel Shop, Seattle Shipyard

Steve Hausske

Truckdriver, Seattle Shipyard

Michael Carew

Warehouseman, Seattle Shipyard

Evart Smith

Launch Operator, CSR



NEW EMPLOYEES

Jamie Littlejohn

Office Assistant, Seattle



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STANDING BY THE SPARTAN 151

The Foss tug Pacific Explorer, right, and the service vessel Green Provider, operated by Foss parent Foss Marine Holdings, stood by the jack-up drilling rig Spartan 151 recently as the rig prepared to drill exploratory wells in Alaska's Cook Inlet. Furie Operating Alaska LLC has the drilling rights at the site and Spartan Offshore is the rig's owner and operator. Also this season, Foss is providing support for Shell exploratory drilling efforts in the Beaufort and Chukchi Seas in the Alaskan Arctic (see article on page 3).