



Tow Bitts



Caden Hansen was at the controls of his namesake tug, the *Caden Foss*, before he christened the new boat by breaking a bottle of champagne over the bow. Behind him in the photo is Harbor Fleet Engineering Manager **Jerry Allen**, who gave Caden a personal tour of the vessel.

CADEN FOSS IS THE PRIDE OF COMPANY'S FLEET ON SF BAY

The high-powered and environmentally friendly enhanced ASD escort tug *Caden Foss* joined the company's San Francisco Bay fleet in late July, immediately becoming the pride of the Richmond-based group.

The 113-foot tug, rated at nearly

6,800 horsepower and capable of pulling 90 tons, was brought into service with a traditional christening at the Foss home dock in Richmond. **Caden Campbell Foss**, the great, great, great grandson of company founders

(Continued on pages 4-6)



The Pride of the Bay Fleet

The *Caden Foss*, which will spend much of its time working for Foss customer Chevron, was christened on July 28 at the Foss home dock on San Francisco Bay. The tug is named for **Caden Hansen**, the great, great, great grandson of the company founders.

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Captain Wins Major Safety Award

Capt. **Greg Phillips** of the Pacific Northwest Harbor Services group was recently named winner of the prestigious Michael D. Garvey Award for Distinguished Service in Safety. The award is named for the retired chairman and former majority owner of Foss parent company Saltchuk.

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Revisiting a Sad Chapter in Foss History

After the Japanese invaded Wake Island in the South Pacific during World War II, they scuttled a Foss tug that had been working there and executed two of its crew. A Foss crew recently made a rare visit to the island, using the same channel built by Foss during the war.

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Rainsberger Helped Build Foss Safety Culture

Al Rainsberger was at his desk at Foss headquarters the day before his recent and unexpected death. **Susan Hayman**, his longtime supervisor, said Rainsberger "had a practical, thoughtful approach for continuous improvement in our safety programs."

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To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Sonja Baron, coordinator of production, sbaron@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 Matt Brown, (206) 381-3799 or matt@foss.com.

A Christening is an Important Part In the Life of Any Boat and a Strong Tradition

By **John Parrott**
President and Chief Executive Officer



John Parrott

It must be the season for christenings.

In June, we brought the Arctic Class ocean tug *Nicole Foss* into our fleet with a christening ceremony in Tacoma. And last month, we christened the enhanced ASD escort tug *Caden Foss* at our home dock in Richmond, Calif., on San Francisco Bay.

As far back as boats have gone into the water, there has always been a celebration. It's an important part in the life of any boat and a strong tradition in our industry.

Foss added an element to that tradition in 1923 with the naming of the tug *Andrew Foss*, after the Norwegian immigrant who founded the company in 1889 with his wife, **Thea**. It was the first of some 140 vessels to be named for members of the Foss family and their descendants.

In spite of the sale of the company by the Foss family in 1969, most new Foss tugs since then have continued to be named for family members. Among the exceptions are the three Arctic

Class tugs, the *Michele Foss*, *Denise Foss* and *Nicole Foss*. Their namesakes are **Michele Seaver**, **Denise Tabbutt** and **Nicole Engle**, the three sisters who are the owners of our parent company, Saltchuk.

With the christening of the *Caden Foss*, and with the full endorsement of our current ownership group, we return to our roots. **Caden Hansen** is the great, great, great grandson of **Thea** and **Andrew Foss**. He also is the grandson of **Pete Campbell**, who retired in 2001 as our director of business development and was the last descendant of the founders to work at Foss.

While our company has a rich and long history,

so does the company for which the *Caden Foss* will do much of its work. Chevron, our biggest customer in the Bay Area, was founded as Pacific Coast Oil Company in San Francisco in 1879, 10 years before Thea and Andrew started Foss.

So we're in good company. And it should come as no surprise that both Chevron and Foss have strong cultures of safety and service.

The tug *Andrew Foss* was named in 1923 for the Norwegian immigrant who founded the company in 1889 with his wife, Thea. It was the first of some 130 vessels to be named for members of the Foss family and their descendants.

New Chief Commercial Officer: Company Can Continue Growth by Seizing Founder's Entrepreneurial Spirit

Sketched on a white board in the office of **Will Roberts**, Foss' new chief commercial officer, are three boxes, each containing words-to-live-by that encapsulate his approach to his job, an approach he also hopes will be embraced by his staff:

- Continuous improvement of processes.
- Selectively forgetting the past.
- Non-tangential thinking.

The first is self-explanatory, and the second enables us to avoid repeating previous mistakes.

But Roberts focuses most on the third, which is another way of saying "thinking outside the box." In a recent interview, he seized on the entrepreneurial spirit of **Thea Foss**, who started the company in 1889 by renting rowboats in Tacoma, as an example of what he's talking about.

"Thea Foss did something new and wanted to be successful," he said. "She didn't really know anything about rowboats when she bought the first one, but she saw an opportunity. Why can't we also look into new and different areas, using that part of our culture to continue our growth?"

What different areas?

New geographical areas for what is now primarily a West Coast company, operating different kinds of vessels, applying Foss expertise in non-traditional areas, adopting more advanced information systems on vessels. And those are just a few of the possibilities.

"The marketplace continues to change," he said, "and wherever there is change, there is opportunity."

Chief commercial officer (CCO) is a new position at Foss. Roberts will oversee marketing, sales and business development activities.

Roberts, 39, is a Massachusetts native and a 2000 graduate of the U.S. Naval Academy, where he earned a bachelor of science degree in ocean



Will Roberts is the new chief commercial officer at Foss.

engineering. He then served for four years as an officer on the nuclear attack submarine USS Honolulu, based in Pearl Harbor.

After a two-year stint teaching Navy ROTC midshipmen in Florida, he left the Navy and worked briefly in property management in Seattle before co-owning a company that performed engineering diving services, including testing for the Department of Homeland Security. He also worked as project manager for a marine services and ocean engineering company based in Seattle.

In 2009, Roberts joined the marine division of Rolls-Royce as sales manager for service and upgrades in Seattle. In that job, he had regular contact with Foss, which has Rolls-Royce propulsion units on a number of its harbor tugs.

"Foss has always been a professional and well-run organization," Roberts said. "And I was always looking to increase business with Foss, because I liked working with the company."

He advanced through Rolls-Royce holding jobs including vice president

for global training and services development, vice president for strategic governance planning, senior vice president of marine services for the Americas, and most recently senior vice president for marine customer and sales for the Americas, based in Seattle.

His time with Rolls-Royce included stints in both the United Kingdom and Norway.

"It was an amazing opportunity to see our industry from a northern European point of view, working at the Rolls manufacturing facility and some very advanced shipyards" Roberts said.

As for Foss, Roberts called the existing sales team "very professional and not a limiting factor in our continued growth." He added:

"We won't be changing the core of what we do, but we might change how we look for business and where we look."

Roberts lives in Edmonds with his wife, **Chrissy**, and two children, 11 and 9.



CADEN FOSS IS THE PRIDE OF COMPANY'S FLEET ON SF BAY *(Continued from the cover)*

Thea and Andrew Foss, broke the ceremonial bottle of champagne over the bow.

The vessel's primary job will be escorting and assisting tankers into and out of Chevron's Richmond refinery, which is just north of the Foss Bay Area headquarters. The refinery is undergoing a \$1 billion renovation that will make it safer and reduce emissions, and a Chevron executive told those gathered for the christening that the commitment to acquire the *Caden* was key to acquiring the permits for the project.

"At the end of the day, the commitment to have the cleanest, most modern tug was critical to the approval of the project," said Jeff Hartwig, Chevron's modernization

project director.

Foss President John Parrott was the master of ceremonies at the christening. (See Lines column on page 2.)

Foss General Manager John Marcantonio noted that over the last five years on San Francisco Bay, Foss has conducted more than 2,500 escorts, 7,000 assists and moved more than 40 million barrels of bunker fuel for Chevron.

"This vessel is a demonstration of Foss' commitment to continuous improvement and delivering high-quality service to Chevron," Marcantonio said. "Our alliance is more than a financial business relationship. We share the same values. Through our safety journey

and push to realizing our vision to have an incident-free workplace, Chevron has been our partner."

He noted that the *Caden Foss'* Tier 4 engines will emit 99 percent less pollution — measured by nitrous oxide and particulate matter — compared to engines that were manufactured 10 years ago.

The *Caden Foss* was designed by Seattle-based Jensen Naval Architects and Marine Engineers. It was built at JT Marine in Vancouver, Wash.

The tug's namesake, **Caden Hansen**, 10, is a fifth grader in Spokane, Wash. With him at the ceremony were his parents, **Dane and Wendy Hansen**, and brothers **Connor and Corbin**. Foss vessels also have been named for the two brothers.

The christening ceremony was held at the Foss home dock in Richmond, Calif.



Foss is in its 20th year of providing marine support services to Chevron operations on the U.S. West Coast. Foss provides ship escort and assist services to Chevron on the Columbia River, San Francisco Bay and off the Southern California coast. Foss also delivers marine fuels to Chevron ships in San Francisco Bay and Southern California.

Foss transports supplies and crewmembers to Chevron ships off the southern California coast. Foss also has three vessels assigned full-time to assist tankers, handle lines and transport crewmembers to support crude oil supply to Chevron's El Segundo Refinery.

(Continued on page 6)



Foss General Manager **John Marcantonio**, left, a key contact with Chevron, and President **John Parrott**.

At right: About 60 Foss employees, representatives of Chevron and guests attended the christening ceremony.

Below left: Foss President **John Parrott** shows **Caden Hansen** the decorative box holding the bottle of champagne Caden was to break over the bow.

Below right: Bay Area Regional Operations Director **Bob Gregory** stands back as **Caden Hansen** demolishes the bottle of champagne.





Above: Gathering for a family photo were, from left, **Connor, Dane, Caden, Wendy** and **Corbin Hansen**. At right: With **Caden Hansen** are crewmembers, from left, Captain Trainee **Darius Rogers**, Deckhand **Max Tolson-Demmer**, Chief Engineer **Glynn Burchette**, Deckhand **Mo Lessard** and chief Engineer **Tracy Simerley**.



Craig Alness

Caden Foss by the numbers

Vessel Type	Enhanced ASD Escort, Harbor, Offshore Rescue
Classification	ABS Class & Load Line, Towing Vessel, Escort Notation
Length Overall	113 Feet
Breadth	40 Feet
Depth	18 Feet
Bollard Pull	90 Short Tons
ASD Units	Two Rolls-Royce Drives
Main Engines	Two CAT 3516-C, Tier 4
Rated Horsepower	3386, Each Engine
Tow Winch	Rapp Hydema 100 Horsepower, Double Drum
Bow Winch	Markey DEPCF-52
Fire Pumps	Three Stang 125 Horsepower with Monitors
Registry	U.S. Flag
Designer	Jensen Naval Architects and Marine Engineers
Builder	JT Marine Shipyard, Vancouver, Wash.



SAFETY CORNER | Safety is Everyone's Responsibility — Especially Yours



By *Al Rainsberger*

Director of Health and Safety

Best Practices raise the bar for expectations within all Foss operations and will drive superior results. They work to define or confirm our company's safety commitment and core values.

Each and every day our employees travel to our worksites. They arrive with the intent to put in a full day's work and then return home — home to their families, home to their friends, and home uninjured. Did each one of our employees fulfill that simple plan today? And if we all can accomplish our tasks safely today then we should every day!

Accomplishing a successful

project requires many types of assets. Equipment, material and resources must all be coordinated to artfully synchronize a project's completion. In addition, the employees chosen to work on the project must have the correct skills, tools and abilities. As Foss employees, we are responsible to ensure that material has been delivered on time, tools are inspected and ready, equipment is in place for use, and manpower needs have been calculated and planned.

It is an intricate 'puzzle' for which we have responsibility and the ultimate accountability for the effective coordination, execution, and of course, the safe and profitable conclusion. Your project's resources are planned perfectly, but what about making

certain our skilled employees, who are critical to the project are not removed from the job due to injury? We all must be responsible and accountable for assuring that each employee will return home uninjured at the end of their work shift.

Commitment to an injury-free work place cannot be delegated. Safety is everyone's responsibility... and that means safety is YOUR responsibility.

Editor's Note: Al Rainsberger died unexpectedly soon after writing this column. An obituary appears on page 17.



SIXTY-FIVE FOSS VESSELS RECOGNIZED BY TRADE GROUP FOR SAFETY RECORDS

The Chamber of Shipping of America (CSA) has recognized 65 vessels of Foss Maritime and its subsidiary companies with the 2016 Jones F. Devlin award for outstanding safety records.

The Jones F. Devlin Award is one of two award programs CSA has sponsored since 1968. The award is given to self-propelled merchant vessels that have operated for two full years or more without a crewmember involved in a lost-time incident. It publicly recognizes the skill and dedication of the men and women who are responsible for safe vessel operations.

The 65 Foss vessels were recognized at the CSA Annual Safety Awards Luncheon held on June 7 in New Orleans. Altogether, the Foss and subsidiary company vessels achieved the equivalent of 549 years of incident-free operation. Fifty-three vessels had five or more years, and 20 vessels

boasted 10 to 23 years without a lost-time injury.

"CSA's members are committed to safe operations and CSA's involvement in safety is longstanding with our ongoing commitment to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who have enabled these many years of safe operations and who are responsible for actions in keeping with the highest tradition of the sea, aid to those in peril," said **Kathy Metcalf**, CSA President.

"The number of years our vessels have received this award is a testament to how seriously we take safety at Foss," said **John Parrott**, Foss president and CEO. "The safety of our people motivates us every day to enhance our programs, training, resources and



Foss Vice President for External Affairs **Susan Hayman** accepted the Devlin Award on behalf of the company. With her are Adm. **David Callahan**, Commander, Eighth Coast Guard District, and Capt. **Richard Russell**, Vice Chairman, Board of Directors, Chamber of Shipping of America. Russell is global head of Crude Operations for AET Inc., Ltd.

operations. We're proud to receive this award because it shows our commitment to safety compels all of us, in all aspects of our work, to do better."

A list of the vessels receiving the award is posted on CSA's website www.knowships.org. Click on "Press Releases".



Foss Captain Honored for Advancing Company Culture of Safety

Capt. **Greg Phillips** joined Foss in 1989.

By *Hilary Reeves*

Foss Maritime Capt. **Greg Phillips** was recently named the 2017 recipient of the Michael D. Garvey Award for Distinguished Service in Safety.

“I’ve been at Foss for 28 years, and there’s no comparison between the safety culture when I first started and where it is today,” said Phillips.

The Port of Tacoma’s narrow Hylebos waterway tests all captains’ dexterity, the width of today’s larger barges alongside the 40-foot-wide tugs leaving little room for error. The increased difficulty of night passages, combined with the feedback Phillips was receiving from other Foss captains led him to recommend policy changes that would allow barges to pass with less risk — including dispatching two tugs to lead the mammoth barges home, instead of a single boat.

“My great-uncle, **Tom Crowley**, was a captain at Foss; I have three cousins

— **Ray Crowley, Duane Crowley, and Willie Morrasso** — that were captains at Foss; and I have three more cousins who work here now — **Jim Crowley, Monte Crowley** and **Tyler Crowley** — as well as my nephew, **Dustin Williams**. So I guess you could say that tug-boating is in my blood,” he laughed.

Phillips is currently the captain aboard the *Delta Lindsey*. He grew up in Lake Stevens, Washington, north of Seattle. He joined Foss in 1989, one month after graduating from high school.

“My career actually started while I was still in high school, one month before I graduated,” said Phillips. “My uncle, **Chris Wolf**, who was a dispatcher in Everett for the log boats that Foss had there, introduced me to **Steve Spencer**, and I started to come down on the weekends and train on the harbor tugs free of charge. After graduating in June, I was hired full-time as a relief deckhand, helping with

odd jobs around the yard.”

Phillips worked until log exporting dried up, and then started aboard the PNW harbor tugs. He worked on various boats until he landed a more permanent position aboard the *Henry Foss*, where he spent the next 10 years as a deckhand, learning to land barges and conducting the occasional ship assist.

“My plan was to be a career deckhand, but the captains that I worked for saw something in me, and after a few years of them hounding me I passed my Coast Guard exams and received my Inland Mate’s License. I sailed relief mate until I got enough time to sit for my Master 1600 License,” he explained. “I have many captains, past and present, to thank for all their knowledge that was and still is passed down — they all know who they are.”

Phillips’s first captain position was aboard the *Wedell Foss*, the same tug his cousin Duane Crowley ran.



Phillips in the pilothouse of the tug *Delta Lindsey*.

“A typical day for me is pretty basic because of the awesome crew I have. We have more than 100 years of tugboat experience on here, and when you have a good crew, you know things are getting done that are supposed to get done, and it makes my life easy. I appreciate all their hard work.” – **GREG PHILLIPS**



“I thought that was pretty cool.” Former Foss captain and current Puget Sound pilot **Rodney Myers** remembers Phillips from his decade aboard the *Henry Foss*.

“Capt. Phillips was my deckhand on the tug *Henry Foss*,” Myers said. “When shifting barges and large fish boats, I could always count on him to work with care and have full focus on the job at hand. (Phillips) also had a natural ability to pilot barges, and fish boats too, from any dock or moorage, and whenever he had a chance he took great interest in learning how to drive and handle the *Henry Foss*. Usually when arriving or departing the Foss boathouse, I would be down on deck and he would be in the wheelhouse maneuvering the *Henry Foss*, as I knew that even though he was learning, he took his time to perfect handling the tugboat. I believe he probably even handled the tug better than I ever did, and I knew back then (Phillips) would become a Foss captain in the future.”

Phillips said his greatest challenge apart from being responsible for getting his crew home safe to their families every day is training others to do what he does.

“It can get very difficult at times,

because I get pretty particular about how I want (my crew) to drive the boat so that we can meet the demands of the job,” he said. “A typical day for me is pretty basic because of the awesome crew I have. We have more than 100 years of tugboat experience on here, and when you have a good crew, you know things are getting done that are supposed to get done, and it makes my life easy. I appreciate all their hard work.”

Ryan Meyer trained under Phillips.

“My personal experience with Capt. Phillips started aboard the *Wedell Foss*, where I was a trainee,” said Meyer. “Phillips’s commitment to customer service, crew education, and — above all — safety were infectious, and set the standard I still work to achieve today. He’s a captain who lets his actions speak louder than his words.”

Phillips lives with his wife, **Donna**, daughter **Dezerae**, and sons **Bryant** and **Brady** — though he is often gone.

“I’m probably most proud of my wife and kids for putting up with me being gone for six months out of each year.”

His colleagues also appreciate the sacrifice. PNW Port Captain **Joe LeCato** has supervised Phillips for



Retired Saltchuk Chairman **Mike Garvey**, left, presented the award to **Greg Phillips**.

the past three years:

“In the past, I have sought (Phillips’s) advice for matters of concern to the safety of the fleet and regard his judgment to be without flaws,” concluded LeCato. “I convened several review boards during the past three years. In each of those boards, our most senior captains evaluated his work and safe practices to be among the best, if not the best in the fleet. His contribution and willingness to take a leadership role among his peers is commendable. I regard Capt. Phillip’s potential as unlimited, and he has my highest recommendation for this award and any recognition that should come with it.”

Point Fermin performs a smooth move

Everything went safely and smoothly recently as the Foss Tug *Point Fermin* moved the double-hulled Foss bunkering barge *FDH 26-2* from Chevron's Richmond Long Wharf to IMTT terminal at the Port of Richmond.



Above: Capt. **Sid Fruit** gives pointers to Training Mate **Forrest Benjamin** as the tug approaches Richmond Long Wharf.

Below: Chief Engineer **Jason "JD" Rymel** tosses a line to Tankerman **Tom Tynan** aboard the barge *FDH 26-2*.





Above left: Capt. Fruit, outside the pilothouse, calls out tie-up instructions to his crew as they secure the bunkering barge. **Below:** Arriving at IMTT Terminal, Tynan wraps a dock line on a cleat, while an IMTT employee handles his end of the line. To Tynan's right is Foss Deckhand Eric Weintraub.

Above Right: The *Point Fermin* and the barge are underway. In the background is the Richmond-San Rafael Bridge.



Historic Foss Tug Drydocked In Advance of First Major Restoration in Nearly 80 Years

The historic tug *Arthur Foss*, which is believed to be the world's oldest wooden tug and the oldest floating vessel in the Pacific Northwest, spent 10 days in drydock at Foss Shipyard in Seattle in June in preparation for its first major rebuild since the 1940s.

Surveyors drilled, scraped and otherwise combed over the 1889-vintage tug, mapping out what needs to be done to preserve the vessel for future generations. Foss retired the tug in 1968 and two years later donated it to a maritime historical organization now called Northwest Seaport, which has moored it on Seattle's Lake Union ever since.

Northwest Seaport Executive Director **Nathaniel Howe** said that the below-the-waterline portion of the hull is mostly in good condition, with many of its planks dating from its construction. Most of the hull is two feet thick, and it's two and a half feet thick in places.

"It's built like a fortress," Howe said of the tug's underbody. But he noted that 15 to 20 percent of the above-the-waterline planks have gone soft and will probably need to be replaced.

There are no known construction drawings of the tug, so naval architects used laser scanners to create a 3-dimensional modeling of the hull.

The *Arthur Foss* was built in 1889 as the steam-powered tug *Wallowa*, owned by the Oregon Railway and Navigation Company. Ironically, that was the same year that **Thea** and **Andrew Foss** started the company that was to become Foss Maritime.

The Foss family purchased the tug in 1929, and in 1934 renamed it the *Arthur Foss* in honor of the company president and one of the sons of the founders. That same year, the tug entered Foss Shipyard in Tacoma for a complete rebuild. The tug emerged with a new 700 horsepower Washington diesel as well



Foss Drydock No. 3 was moved into the Lake Washington Ship Canal, enabling it to be submerged enough to accommodate the historic tug *Arthur Foss*.



Surveyors drilled into the tug's hull, looking for soft spots in planks that might need to be replaced.



The historic tug, high and dry at Foss Shipyard, is in surprisingly good condition for its age.

as a new deckhouse, pilot house and a modernized galley.

It was then designated as the most powerful tug on the West Coast. And made routine coastal tows between Puget Sound and California as well as occasional tows to Alaska.

In 1936, the *Arthur* was welcomed with public fanfare to Los Angeles when it arrived towing the famous four-masted schooner *Commodore*, loaded with 1.5 million board feet of lumber from Puget Sound sawmills.

Following government service in World War II, the tug underwent a 10-month overhaul at Foss Shipyard

and for the next 20 years was assigned to the Foss Port Angeles division, mainly towing log cribs.

More modern tugs were arriving in the 1960s, and the *Arthur's* days were numbered. The final job recorded in the *Arthur's* logbook was towing a log crib from the Rayonier log dump in Sekiu to Port Angeles, a job completed on July 26, 1968. And the captain, **Arnold Tweter**, rang "Finished with Engines" on the engine room telegraph for the final time.





RADAR SHIP AT SEATTLE'S T-5

The tugs Wedell Foss, on the stern and Delta Lindsey recently assisted the U.S. government-owned radar ship Pacific Tracker out of the Foss-operated Terminal 5 in Seattle, where it was temporarily moored for provisioning and light maintenance. The 666-foot ship is part of the country's missile defense system. It is managed by Foss sister company TOTE Services.



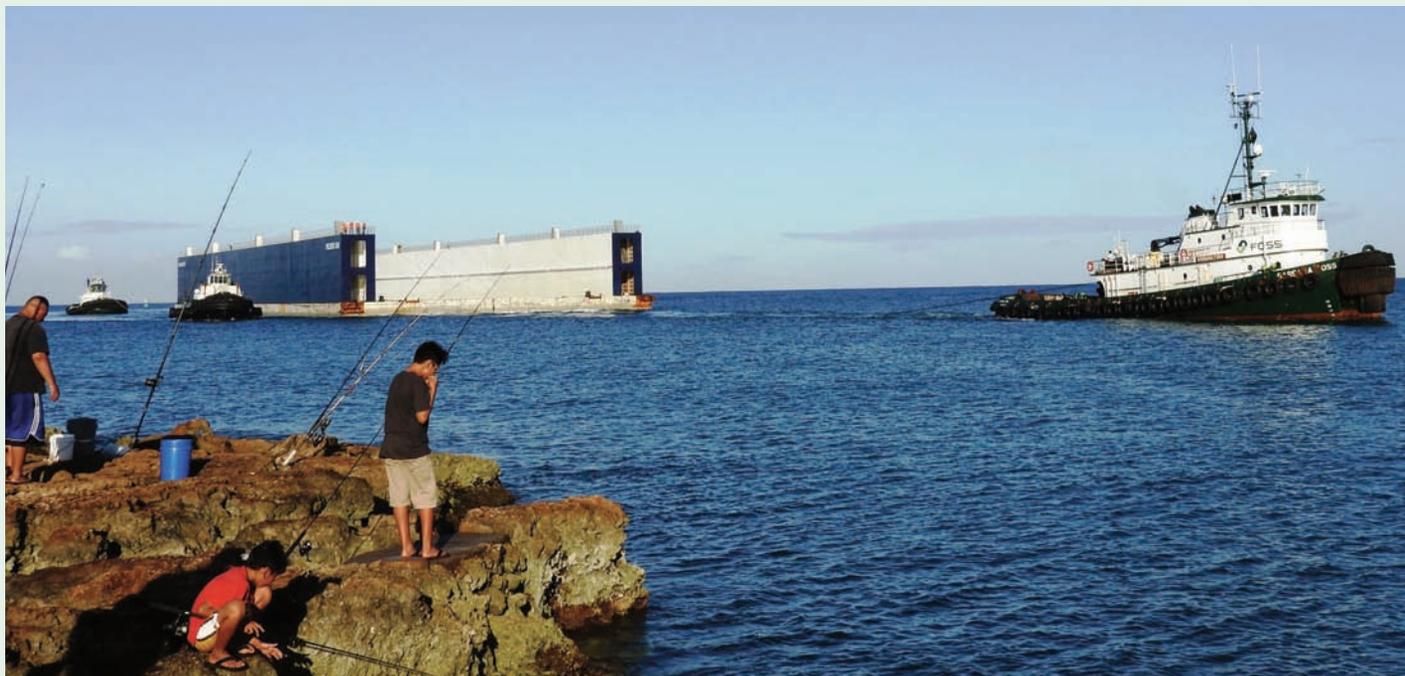
TRADITIONAL HAWAIIAN BLESSING

The barge KRS 286, leased by Honolulu-based Foss subsidiary Young Brothers, Ltd., was given a traditional Hawaiian blessing before being placed into service recently. A Catholic priest, Keoka Kordel, performed the ceremony.



Peter Schwarz Photography

ZIDELL'S LAST BARGE *The tugs PJ Brix, background, and Peter J Brix handled a new oil barge on the Willamette River in June after it was launched at Zidell Marine. The barge, owned by Zidell, is the last one to be built at the yard. The Zidell family last year announced plans to redevelop Zidell Yards with apartments, a hotel, office space, retail stores and restaurants. The deckhand handling the line on the stern of the Peter J Brix is David Lee.*



Rick Wilson

NEW DRYDOCK FOR HONOLULU SHIPYARD *The Barbara Foss led the way in early June as Foss brought a new floating drydock for the Marisco Shipyards into Kalaheo Harbor in Honolulu. Built in Indonesia by GL Engineering & Construction, the floating concrete drydock is 452 feet long and 150 feet wide. It will be used for construction, maintenance and repair of ships, naval craft and other vessels. Accompanying the Barbara Foss for the tow were the tugs Piilani and Freedom.*



Foss Makes Rare Voyage to Wake Island, Site of One of Saddest Chapters in Company History

The chartered tug *Wendy O*, crewed by Foss Mariners, makes its way up the narrow channel on Wake Island.

A Foss crew and their tug made a 9,200-mile round trip voyage to Wake Island in the South Pacific during the spring, one of just a few, infrequent visits to the site of a sad chapter of Foss history during World War II.

At the start of the war, the *Justine Foss* was at Wake Island, tending a suction dredge that was digging a channel into the island's lagoon to support a military airfield. The Japanese bombed and invaded the island, seized the tug and forced its crew to continue the channel work.

Drew Foss, grandson of the company founders who would eventually become a company

executive, had been part of the tug's crew, but was transferred to a prisoner-of-war camp in Japan. He made it through the war to be re-united with his family.

Capt. **Tom McInnis** and Mate **Ralph Van Valkenberg** and the *Justine* were not so lucky. Faced with a shortage of food later in the war, the men were among 98 Americans executed by the Japanese. The *Justine* was scuttled.

On this spring's trip Foss Capt. **Gary May**, Chief Mate **Lundie Fleming** and Second Mate **Cory Maxwell** were in command of the chartered tug *Wendy O* (a former Foss tug). They were towing a bargeload of

construction equipment for a new water main on the island, currently used as a refueling station for military aircraft.

"They used the same channel that the *Justine* built there over 75 years ago," said **Henry Palmer**, Marine Transportation port captain.

He said the arrival was challenging, as the tug had to guide its 60-foot wide barge through the 70-foot wide channel that was lined with concrete blocks.

"Capt. May did a great job, truly set the bar high," Palmer said.

The round trip voyage took 90 days.



LAUREN FOSS IN NEW JERSEY

The *Lauren Foss*, right background, was assisted recently by two local tugs from Weeks Marine in positioning a bargeload of bridge sections in the Hackensack River in New Jersey. The three bridge sections, each 320 feet long and weighing about 700 tons, were manufactured in Vancouver, Wash., and the *Lauren* towed them from the Columbia River to New Jersey via the Panama Canal. The five-week journey covered 5,863 nautical miles. The cargo will be used in construction of the new Wittpen Bridge over the river (not the bridge in the background). Crewmembers on the *Lauren* were Capt. **Justin Earl**, Chief Mate **Emanuel Tishler**, Second Mate **Cooper Lange**, Engineer **Chris Mack Sr.**, Oiler **Shaun Thomson**, Able Seamen **Stephen Long** and **Mark Phillips**, Able Seaman/Cook **Jason Redmond** and Cadet **Daniel Huendorf**.

Six Win 2017 Scholarships for Children of Foss Employees

Two young people from the Pacific Northwest, two from California, one from Hawaii and one from Massachusetts have been named winners of 2017 scholarships for children of Foss employees.

Carolyn Atkins is the daughter of Marine Transportation Port Engineer **David Atkins**. She is a 2017 graduate of North Kitsap High School in Poulsbo, Wash., and already has earned an associate degree from Olympic College through the Running Start program. Atkins participated in a number of high school sports and was head manager of the football team. She also was crowned Miss Poulsbo last January. She plans to attend California State University Fullerton next year and will pursue a career in physical therapy.

Peter Coluntino is the son of East Coast-based sales manager **Conti Coluntino**. He is a 2017 graduate of Beverly (Mass.) High School and participated in a number of sports including alpine ski racing. Coluntino

will attend the University of New Hampshire to study civil engineering, and this summer is working as a camp counselor and completing an internship at a civil engineering firm.

Camille Joy Mora is a 2017 graduate of Holy Names Academy in Seattle, and her interests include singing, playing various musical instruments and volunteering. She is the sister of **Ina Burke** of the Claims Department, who also is her legal guardian. Camille plans to attend Seattle University in the fall and major in criminal justice with a specialization in forensic science.

Bryson Soares is the son of **Damien Soares**, Young Brothers mechanic. He is a 2016 graduate of Kamehameha Schools Kapalama High School in Honolulu and has completed his second semester at Windward Community College in Kaneohe, Hawaii. As a sophomore in high school, he went to Europe for a world history credit and visited many

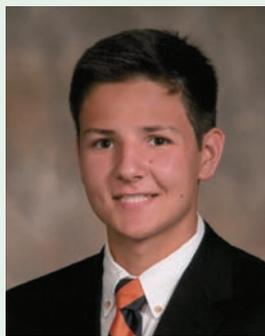
countries. He hopes to get into a career, “where I can help to continue to build this island where I was born and raised.”

Luke Strunk is the son of Southern California Capt. **John Strunk**. He has been home schooled, finished high school a year early and hopes to attend a community college near his home in Torrance, Calif., working toward a career as a firefighter. He is an avid drummer, volunteers at his church to assist families affected by autism and served on a mission trip to Estonia.

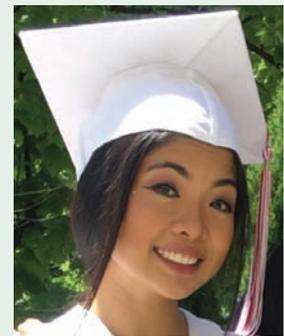
Abigail Tynan is the daughter of San Francisco Bay Tankerman **Tom Tynan**. She is studying nursing at Dominican University of California and plans to specialize as a registered nurse in pediatrics or urgent care. “I am majoring in nursing because I want to help people feel better both physically and emotionally,” she wrote in her scholarship application. “I believe a career in nursing will allow me to do this.”



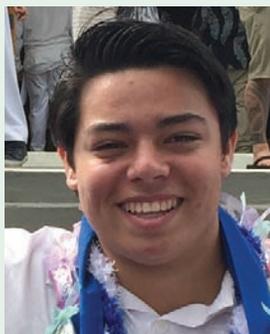
Carolyn Atkins



Peter Coluntino



Camille Joy Mora



Bryson Soares



Luke Strunk



Abigail Tynan

Rainsberger Played Key Role in Establishing Safety Culture

Director of Health and Safety **Allen D. “Al” Rainsberger**, who joined Foss in 2006 and was a key player in driving down the company’s injury rate, died unexpectedly at his home in Seattle on July 1. He was 60 years old and was at his desk at Foss headquarters the day before his death.

“Al had a practical, thoughtful approach for continuous improvement of our safety programs and was always looking for new ways to eliminate workplace hazards,” said **Susan Hayman**, who as vice president for HSQE and external affairs was Rainsberger’s boss until recently and worked closely with him on Foss safety programs. She currently is vice president for external affairs.

“I will miss his good humor, calm presence and most of all his kind heart,” Hayman added. “It is always sad when we lose a member of our Foss family but heartbreaking to lose such a generous friend so suddenly.”

At the core of Rainsberger’s approach to improved worker safety was his belief that establishing a “safety culture” at the company, making safety the highest priority in every job, was the most important factor in curbing injuries.

“Safety cannot be legislated or mandated,” he wrote in his December 2016 “Safety Corner” column, which appeared regularly in *Tow Bitts*. “Safety programs attain success by fostering and inspiring a safety attitude, which is the foremost priority.”

Born in Seattle in 1957, Rainsberger was a graduate of Lincoln High School, where he starred in both basketball and baseball. He attended Bellevue Community College and the University of Washington and went to work at Todd Pacific Shipyard in 1979 as a painter.

He rose through the ranks at Todd to become director of safety and health and held that position until he joined Foss.

Shortly after taking his new job,



Al Rainsberger, photographed soon after he joined Foss in 2006.

Rainsberger said, “talking with people through the interview process, I saw a common denominator, that a commitment to safety was foremost in the company’s plan moving forward. I wanted to be a part of that.”

The year before Rainsberger came to Foss, the lost-time injury rate was 6.8 per 100 employees per year, and by 2010 had dropped to .14.

He was the president of the Puget Sound Shipbuilders Association, a member of the Seattle Fire Code Advisory Board and was President and Board Chairman for the Environmental Coalition of South Seattle.

Rainsberger also was a member of the American Society of Safety Engineers, the National Fire Protection Association, and was the chairman of the Governor’s Industrial Safety and Health Conference-Materials Handling Panel. He also held the position of recording secretary for IUPAT Union Local 300 for the last 16 years.

He is survived by two daughters, **Amanda** and **Alycia**, their mother, **Colette**, a granddaughter, **Amila**, a brother and sister, a niece, nephews and cousins.

A funeral was held July 11 at the Holy Rosary Catholic Church in Edmonds.



In a 2011 photo in Seattle, Rainsberger discussed safety with **Andrew Foss Deckhand** **Roger Foszcz**, left, and Capt. **John Kinzel**.



Rainsberger checked the safety features of a grinder in Southern California with **James Cauvier** of the Marine Operations Department in 2013.

Editor’s Note: Rainsberger’s final Safety Corner column, written before his death, appears on page 7 of this issue of Tow Bitts.



LEAGUE CHAMPIONS

The Foss Tug Sluggers won the championship of the Ballard (Seattle) Co-Ed League in July, finishing the season with a 12-2 record, including sweeping the playoffs. It was the team's first championship since 2009. Team members included, front from left: Mindy del Toro, Tonya Laughlin, Jeanne Louie (captain), Rebekah Lay and Brittney Crawford, and back row from left, Shane McKinley, Blaine Wilson, Kai Wood, Jamie Littlejohn, Jim Daley, Henry Palmer, Shelly Rieger and Colette Lowe.

STORES FOREMAN LIKED HIS WORK, BUT HE'LL MISS THE PEOPLE THE MOST

Arnold "Arnie" Backman always enjoyed his work at Foss, but the thing he liked most about his 43 years with the company was the camaraderie with his co-workers.

"Foss has a wealth of really good people, shoreside and on the boats," said Backman, who retired in July from his job as foreman of the Stores Department in Seattle. "That's what I'll miss. I like



Arnie Backman was one of Foss' longest-tenured employees.

the work, but the people are what I'll miss the most.

As stores foreman, Backman oversaw the warehouse operation at Foss Shipyard that receives and supplies equipment, parts, and stores to the shipyard and to Foss vessels.

He joined Foss in 1974 at the age of 24, dispatched to the company by the Teamsters Union as a forklift driver to fill in for

someone who was on a four-week medical leave. Backman was subsequently hired full-time and became a lead man after four years. He was named stores foreman in 1985.

In 2014, the warehouse underwent a massive reorganization under the leadership of Backman and others, resulting in much improved efficiency.

In his retirement, Backman, 67, plans to do volunteer work, whittle away at a list of projects, spend time with his six grandchildren, and travel with his wife of nearly 40 years, Carrie.

APPRECIATING THE INDUSTRY

Foss employees, customers, vendors and friends hit the chowline at the company's annual Industry Appreciation Barbecue on August 8 at the Tacoma home dock. A second edition of the barbecue was held August 22 in Seattle.



Government 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.

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*



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

and *Craig Foss* entered service in 1963 and 1966 respectively.

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).

In 1975, Foss signed a contract for an additional four ocean tugs: the 4,300 horsepower *Barbara Foss* (launched May 1976), The *Justine Foss* (July 1976), *Sidney Foss* (November 1976) and *Drew Foss* (March 1977).

On the West Coast, two additional ocean-class tugs were constructed for Foss at a local Puget Sound shipyard, Fairhaven Shipyard in Bellingham in 1976, The *Sandra Foss* and *Stacey Foss*.

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”





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28TH SEASON AT RED DOG *The tugs Sandra Foss, foreground, and Drew Foss tended the barge Noatak recently as zinc ore concentrate was loaded onto the bulk carrier M/V Key Navigator near the Red Dog Mine in the Alaskan Arctic. This year is Foss' 28th at the mine, lightering ore from its shallow-draft port to bulk carriers in deep water. The Panamanian-flagged Key Navigator is 751 feet long and rated at 81,955 deadweight tons.*