



Tow Bitts



Denise Tabbutt and her family gathered in the pilothouse of her namesake tug after she christened the vessel at Foss Waterway Seaport in Tacoma. Surrounding her, from left, are son **Owen**, 16, husband **Mark**, and sons **Nick** 21 and **Sam**, 19.

SECOND ARCTIC CLASS TUG IS CHRISTENED IN TACOMA AND IS READY FOR ACTION

The second of three Foss-built Arctic Class tugs was christened in Tacoma on June 1, with the company's chief operating officer proclaiming that the vessel represents the future of Foss and its sponsor declaring that the

event was a "proud moment" for all associated with the company.

The ocean-going tug *Denise Foss* was built at Foss Rainier Shipyard on the Columbia River, and its christening followed by one year that of its

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INSIDE



A Christening in Tacoma

It's always a happy occasion when a new Foss tug is christened, and the ceremony for the new Arctic Class tug *Denise Foss* was no exception. **Denise Tabbutt**, the tug's namesake and sponsor, and the tug, were the center of attention at the event in Tacoma.

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Does Foss Safety Effort Need a Reset?

Foss employees attending a recent Safety Summit meeting near Seattle likened the company's safety programs to pieces of sports equipment in a closet, all of which were once productive but some of which have outlived their usefulness.

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Transporting Tunnel Muck

Where does all the muck excavated by tunneling machine *Bertha* under downtown Seattle go, and how does it get there? Foss is hauling it 40 miles north to Mats Mats Bay, where it is dumped into an old quarry. *Tow Bitts* photographed each step of the operation.

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Long-Distance Connection

After a trans-Atlantic rowing expedition ended with a capsizing, one of the crewmembers called his old college roommate, knowing he was the son of a tugboat company executive. Foss Senior Vice President **Gary Faber** then helped arrange the salvage of the boat and equipment.

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The Foss Tug Naming Tradition

Almost all Foss Tugs are assigned names in which the surname is "Foss." The tradition started in 1923 with the naming of the tug *Andrew Foss* after the co-founder of the company and continues to this day, most recently with the christening of the *Denise Foss*.

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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 Rebekah Lay, (206) 381-5805 or rlay@foss.com.

Adhering to Our Values While Creating An Economic Return for Our Owners

By **Scott Merritt**
Senior Vice President,
Harbor Services



Scott Merritt

MEETING ALL THE OWNER'S EXPECTATIONS

The owners of Foss Maritime ask all Saltchuk companies to be the kind of place where we would be proud for our children to work. They have given us three values to guide our behavior, which are consistent with the Foss Core Values.

They ask us to create a safe working environment, where a goal of zero injuries is pursued. They ask us to take care of our customers and operate with honesty and integrity. Finally they ask us to be committed to our employees, the environment and our communities.

(Read more at www.saltchuk.com/values or visit www.foss.com/about-us/company-culture.)

The owners also invest in Foss and our sister companies with the expectation of creating an economic return. They look to each employee to work in their best interest to drive the financial success of Foss and share with us return expectations that our performance will be measured against.

Out of this direction from the owners I'm often asked what's more important, "Safety" or "Profits"? I believe this question is really asking what we should do when the financial goals of the company compete with the values the owners have shared with us. The simple answer is they don't compete, and it is up to us to make sure they never do. They are distinctly different in nature and need to be kept mutually exclusive.

Just like our personal values, our

corporate values don't change based on the economic outlook or current trends in the market. They are values because they form who we are as a company. We will not be a company that achieves its goals by putting aside employee safety, environmental stewardship or integrity.

While we must always adhere to our values, part of making Foss a place where we want our children to work is making it financially successful, creating jobs and opportunities for all of us. The owners have given us this charge and provided us their expectations in the form of financial goals that we strive to achieve. For 127 years, we at Foss Maritime have done just that, providing our customers with marine services without equal. We have survived so long because we maintain a competitive advantage that encourages the owners to continually reinvest in the people and equipment that deliver our services.

In the end we cannot be successful unless we are in alignment with our values and returning economic value to our shareholders. Our job is to find ways to do both, recognizing that values are absolute and do not change, while goals are targets to be relentlessly pursued while staying true to who we are as a company. While some competitors don't share our values and use a lower standard to create a competitive advantage we cannot follow that model. We must find a way to be more efficient in delivering our service, or recognize that the cost of performing that service is too great and redirect our efforts to better opportunities.



Safety Summit Consensus: It Might Be Time To ‘Reset’ Foss Safety Vision and Agenda

Having experienced impressive reductions in lost-time and recordable injuries since instituting a variety of safety programs over the last decade, it might be time for Foss to “reset” its safety vision and agenda in order to take the next step toward zero injuries.

That was the consensus of a “Safety Summit” gathering convened near Seattle in early April by Chief Operating Officer **John Parrott** and attended by both safety and non-safety employees representing all regions where Foss operates.

“Foss is very proud of the results that have been achieved through its safety programs — the numbers are a record of what has been accomplished,” Parrott said. “Now our focus needs to be about continuing the drive to zero, which in recent years has flattened out.

“My question to the group was: Are the overall safety programs robust enough to get us to the next level, or do we have to reset?”

Parrott said the group likened Foss’ collection of safety programs — of which there are many — to a closet full of sporting equipment, all

of which has worked well, but some of which might have outlived its usefulness. The best course, he suggested, might be to clean out the closet, pick four or five of the best programs, and focus on them.

Among programs supported most strongly by those at the summit were the safety committee meetings held quarterly in each region, the use of job-safety analyses and the “stop work” obligation through which every employee is empowered to stop a job if they see something unsafe.

The next step for summit participants is to bounce summit “take-aways” off their co-workers for feedback they will bring back to a follow-up gathering.

Meanwhile, Parrott has taken on the task of distilling the company’s “safety vision,” which currently reads: “Our company-wide safety culture guides each one of us to work together for an incident free workplace, where injuries are not accepted as the cost of doing business.”

He said, “My goal is to take the huge body of work that has been done and condense it into a safety vision



Foss Vice President **Susan Hayman**, who oversees the company’s safety programs, addresses the “Safety Summit” meeting held this spring near Seattle.

that’s easy to understand, easy to repeat and easy to remember, with the expectation that everyone will know and understand it.”



FOSS BOOSTS SOCIAL MEDIA PRESENCE TO BRING ITS MESSAGE TO A WIDER AUDIENCE

Foss is increasing its online engagement and expanding its social media presence on Facebook, LinkedIn, Twitter and Instagram.

With direction from Senior Vice President **Gary Faber** and spearheaded by Human Resources Vice President **Darlene Crowder**, Foss is using social media to bring Foss and its message of safety and service to a wider and more diverse audience.

Facebook, Twitter and Instagram feeds feature photos and snippets of information about the company, its values and people, while LinkedIn

functions primarily as an employee recruiting tool.

Recent enhancements have also been made to www.foss.com/careers, including a more efficient way to search for and be notified of new positions; expanded information and resources about working for Foss; and many videos and photo galleries that highlight the company and its people. Along with social media channels, Foss’ careers site is focused on attracting high-caliber job applicants and giving them a sense of what it is like to work at the company.

“Foss has an opportunity to engage more with our community,” Crowder said. “Enhancing our online offering is just another way to educate people about our mission, work and service offerings.”

To join Foss online, follow @fossmaritime, or search for the hashtags #foss, #fossmaritime, or #IamFoss. Pictures of life at Foss, ideas and stories can be emailed to socialmedia@foss.com.



Foss Chief Operating Officer **John Parrott** introduced tug sponsor **Denise Tabbutt** at the christening ceremonies in Tacoma.



Denise Tabbutt broke the bottle of Champagne over the bow on the first strike. With her, from left, are sons **Owen**, 16, **Nick**, 21 and **Sam**, 19, and husband **Mark**.

SECOND ARCTIC CLASS TUG IS CHRISTENED IN TACOMA

(Continued from the cover)

first sister, the *Michele Foss*. The third Arctic Class tug, the *Nicole Foss*, is currently under construction at the shipyard.

The three tugs, built to support Foss' growing presence in the oil and gas industry and other projects in remote areas of the world, are named for the three daughters of **Mike Garvey**, a founding partner of Foss parent company Saltchuk. **Denise Tabbutt**, **Michele Deaver** and **Nicole Engle** are now Saltchuk's principal owners.

The christening was held at the Foss Waterway Seaport museum, not far from the spot on the same waterway where **Thea** and **Andrew Foss** founded the company in 1889. That tie-in was not lost on Chief Operating Officer **John Parrott**, who noted that culture initiated by the founders had been a key to 127 years of success.

Speaking before the traditional breaking of a bottle of Champagne over the bow, Parrott said he hoped some of the Champagne would find its way into the waterway.

"The Champagne will blend with the salt water to represent the blending of the Foss and Saltchuk family



Denise Tabbutt, fourth from right, at the rail with the crew of the *Denise Foss* after the tug was christened.

traditions," Parrott said, adding, "The christening ceremony is our way of honoring our history, and the boat sitting behind me represents our future."

Mike Magill, Foss vice president for technical services who oversees the company's shipyards in Seattle and Rainier, noted that safety was a priority, both in the design of the vessel and during its construction. He praised the Rainier yard for going 879 days without a lost-time injury.

Ken Hawkins, executive director of the Mission to Seafarers in Seattle, delivered the invocation to bless the vessel.

Denise Tabbutt's husband, **Mark**, is chairman of Foss and her sister Nicole's husband, **Tim Engle**, is president.

Denise Tabbutt said the vessel christening was a proud moment for her family and the shareholders

of Saltchuk, for Foss employees and customers and for everyone attending the ceremony. "My sisters and I are humbled and honored that our tugs are taking the Foss name."

The Arctic Class tugs are ice-class, designed specifically for polar waters and reinforced to maneuver in ice. Last summer, while on assignment supporting a North Slope oil field, the *Michele Foss* forced her way through ice up to a meter thick.

The *Denise's* engines comply with the highest federal environmental standards, and the tug incorporates a number of environmentally friendly design components, including elimination of ballast tanks, which precludes the risk of transporting invasive species, and holding tanks to permit operations in no-discharge zones.

(Mike Skalley writes about the naming traditions for Foss tugs in a "Look Aft" article on page 19.)



Denise Tabbutt was at the microphone before breaking the traditional bottle of Champagne over the bow of her namesake tug. In the background, from left, are sister **Nicole Engle**, mother **Lynn Garvey** and sister **Michele Seaver**.

Capt. **Clare Nelson**, one of Foss' most senior ocean captains and master of the *Denise Foss*, outlined some of the pilothouse controls for the new tug's sponsor, **Denise Tabbutt**.

DENISE TABBUTT IS ACTIVE IN SALTCHUK AND SEVERAL SEATTLE NON-PROFITS

Denise Tabbutt is one of three sisters who are primary shareholders of Saltchuk, the parent company of Foss Maritime. They are the daughters of **Mike Garvey**, one of the founding shareholders of Saltchuk.

Tabbutt is an active participant in her family businesses as well as several education and youth-focused organizations in the Seattle area. Her husband, **Mark Tabbutt**, is chairman of Saltchuk.

She is chair of the board of SeaBear and has served on the Saltchuk Board of Directors since 2013, where she is also Chair of the Governance Committee. Tabbutt and her sisters sponsor and are actively involved in the Saltchuk Women's Leadership Initiative.

Tabbutt also serves on the boards of Whitman College and Seattle Preparatory School and serves on the board of YouthCare.

She received a Bachelor of Arts in psychology and French from Whitman College in 1987 and completed Finance for Senior Executives, Executive Education Program, Harvard Business School, in 2002.

Tabbutt and her husband live in West Seattle with their son **Owen**; their older sons, **Nick** and **Sam**, attend Whitman College in Walla Walla.



ARCTIC CLASS OCEAN TUG

DENISE FOSS

PRINCIPLE CHARACTERISTICS

Vessel Type
Twin Screw Tug

Classification
ABS A1 Towing, AMS, ABCU,
Ice Class Do

SOLAS
Yes

Length Overall
132 ft

Breadth
41 ft

Depth
20 ft

Max Draft
18 ft

Max Height
60 ft above waterline

Bollard Pull
221,000+ lb (100+ mt)

Propellers
126" dia., 3 fixed blades

Nozzles
Nautican with pre-swirl stators

Main Engines
2 CAT C280-8, Tier 2

Rated BHP (kW)
7,268 BHP (5,420 kW)

Tow Winch
Markey Double Drum TDSD-40

Tow Wires
2 ea 2.5 in x 3,000 ft

Bow Winch
Markey WEWD-22

Fire Pump
2 ea 3"x1.5" Flowserve, 10hp

Registry
U.S. Flag

Designer
Glosten

Builder
Foss Rainier Shipyard
Rainier, Oregon

Sailing on a Polynesian Canoe Kicked Off Maritime Career for First Mate

Megan Rycraft grew up in Hilo on the island of Hawaii in what she calls a “beach family,” participating in all kinds of water sports. But it wasn’t until she started sailing on the Polynesian voyaging canoe *Makali‘i* when she was in high school that she thought to herself, “Maybe I can work on the water.”

Today, Rycraft is the chief mate on the newly-christened Arctic Class tug *Denise Foss*, a plum job for the 33-year-old graduate of Maine Maritime Academy. She is one of just a handful of women deck officers in the Foss Fleet.

When Rycraft started exploring waterborne careers, she was thinking of marine biology, and Maine Maritime popped up in her search. Never having seen snow, she and her father went to visit the school and it turned out to be a good fit.

“I ended up in the deck program,” said Rycraft, who graduated in 2005 with a third-mate’s license and went to sea on tankers and heavy lift ships, rising to first mate with Maersk.

How did she find Foss?



Megan Rycraft

“I was looking for something new and I wanted to develop a new skill set,” Rycraft said. “I had friends who worked for Foss. It’s a well known brand on the West Coast and I knew of its relationship with (Foss subsidiary) Young Brothers in Hawaii.”

And Rycraft, who joined Foss about a year ago, is particularly happy with her new assignment on the newest star in the fleet.

“I feel really glad that I got to be part of the *Denise* crew,” she declared.

STUDENTS GETTING HANDS-ON ENGINE EXPERIENCE ON ARTHUR FOSS

With a grant from Foss Maritime Co., a non-profit organization that owns the retired historic tug *Arthur Foss* is giving engine room workshops focusing on the vessel’s 80-ton, 1934 diesel powerplant.

The first of two workshops was held in late May by the organization, Northwest Seaport. Foss donated the tug to the group after it retired in 1968 following a 79-year career. The tug gained fame as a star in the 1934 film “Tugboat Annie.”

The workshop was put on for a group of students from Seattle Central College’s Wood Technologies program, which recently expanded to include

courses in electrical, mechanical and hydraulic systems.

Nathaniel Howe, Northwest Seaport Executive director, called the *Arthur Foss*’s engine “a perfect teaching tool.”

“As an early diesel, it is very simple,” he said. “All the valve lifters are exposed and visible, and the engine turns so slowly that students can watch it in operation and understand how all its cams, counterweights and connecting rods function.”

In a hands-on portion of the workshop, the students spent a half hour oiling and greasing the engine before it was fired up.

Another workshop is planned for this summer.



The retired tug *Arthur Foss* is operated as a museum vessel by the non-profit Northwest Seaport.

SAFETY CORNER | Following ‘Hierarchy of Controls’ Can Lead to Inherently Safer Systems

By Al Rainsberger

Director of Health and Safety



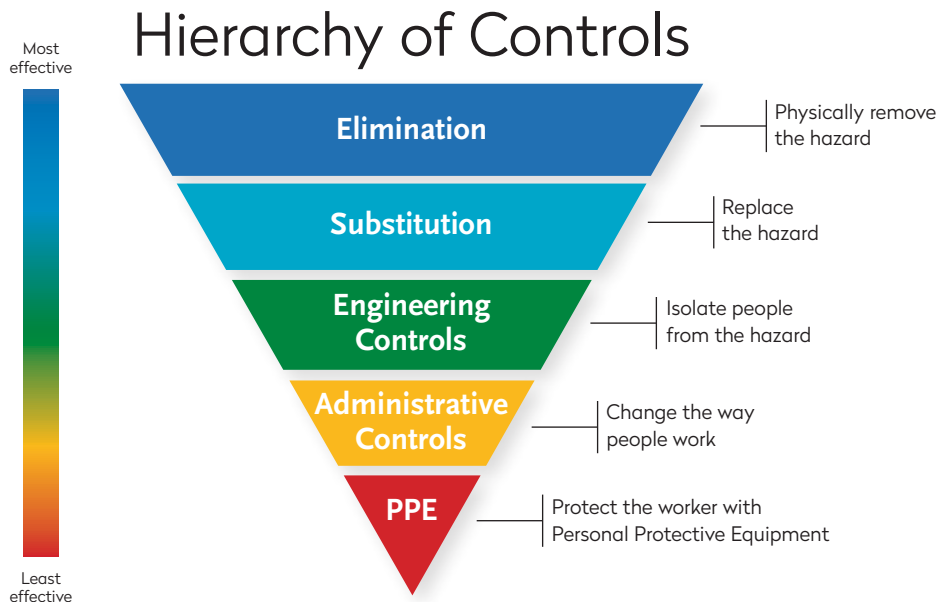
Controlling exposures to occupational hazards on Foss vessels, in the terminals and shops is the fundamental method of protecting workers. Traditionally, a hierarchy of controls has been used as a means of determining how to implement feasible and effective control solutions.

The representation of this hierarchy is as follows:

The idea behind this hierarchy is that the control methods at the top of the graphic are potentially more effective and protective than those at the bottom. Following this hierarchy normally leads to the implementation of inherently safer systems, where the risk of illness or injury has been substantially reduced.

Elimination and substitution, while most effective at reducing hazards, also tend to be the most difficult to implement in an existing process. If the process is still at the design or development stage, elimination and substitution of hazards may be inexpensive and simple to implement. For an existing process, major changes in equipment and procedures may be required to eliminate or substitute for a hazard. An example is using a non-toxic degreaser on our tugboats.

Engineering controls are favored over administrative and personal protective equipment for controlling existing worker exposures in the workplace because they are designed to remove the hazard at the source, before it comes in contact with the



worker. Well-designed engineering controls can be highly effective in protecting workers and will typically be independent of worker interactions to provide this high level of protection. The initial cost of engineering controls can be higher than the cost of administrative controls or PPE, but over the longer term, operating costs are frequently lower, and in some instances these controls can provide cost savings in other areas of the process. Some examples are machine guards and sound dampening materials.

Administrative controls and PPE are frequently used with existing processes where hazards are not particularly well controlled.

Administrative controls and PPE programs may be relatively inexpensive to establish but, over the long term, can be very costly to sustain. These methods for protecting workers have also proven to be less effective than other measures, requiring significant effort by the affected workers. Administrative controls include safety procedures, job rotation and housekeeping. Personal protective equipment (PPE) includes all clothing and other work accessories designed to create a barrier against workplace hazards. Examples include safety glasses and goggles, hard hats, hearing protectors, gloves, respirators, and work boots.

“Controlling exposures to occupational hazards on Foss vessels, in the terminals and shops is the fundamental method of protecting workers.”



SALTCHUK RECOGNIZES SAFETY Foss and two subsidiary companies received safety awards recently from parent company Saltchuk. The awards were presented by Saltchuk President **Tim Engle**, at left in the photo above, at the parent company's annual Risk Management Conference in Seattle, where Foss was represented by Director of Safety and Health **Al Rainsberger**, pictured with Engle. In the photo above right, Foss Senior Vice President for Marine Transportation **Gary Faber** presented an award for the most-improved lost-time injury (LTI) rate to Capt. **Jim Daley**, marine transportation director of operations. In the photo at right, Cook Inlet Tug & Barge team members were photographed with their Saltchuk award for experiencing no LTIs. They are, from left, **Pieter Vanderhoek, Jordan May, Jess Sweatt, Eric Nyce, Jim Van Wormer, Wayne Humbert** and **Garrett Anderson**. Other Foss units receiving awards were AmNav Maritime and its shipyard, for zero LTIs, and the Foss Seattle shipyard, for most-improved LTI rate.



PACIFIC RIM SAFETY CONFERENCE Hawaii-based Foss subsidiary Young Brothers, Ltd., received a maritime industry award for most-improved injury rate at the Pacific Rim Safety conference held in early May in Honolulu. Safety and Environmental Manager **Nathan Kapule**, left, in the above left photo, accepted the award from **Michael Belcher**, president of the American Society of Safety Engineers (ASSE). In the photo at right, Foss Director of Safety and Health **Al Rainsberger** gave a presentation on setting up a behavior-based safety program, focusing on the Foss Shipmate Plus program. About 300 people from a variety of industries attended the conference, put on by the ASSE in coordination with the Hawaii Governor's Safety Conference.

‘Ohana’ Gets Part of Credit as Foss Hawaii Experience Dramatic Reductions in Lost-Time Injuries

Forty-two years ago, when longshoreman **Bobby Young** started working at Young Brothers, Ltd., in Honolulu, there were far more on-the-job injuries than there are now and the safety culture was, for the most part, non-existent.

“It was every man for himself,” says Young, who was and remains one of the lucky ones. He’s never suffered a lost-time injury while working. “But times have really changed, especially since Nathan has been here.”

Nathan Kapule is the Young Brothers safety and environmental manager who joined the company 11 years ago. Kapule, who works primarily with longshoremen, and managers in other Foss Hawaii operations have instituted programs that have had a dramatic effect on injury rates.

The combined Foss Hawaii operations, which have about 360 employees, include Young Brothers’ inter-island freight service and the Foss ship-assist business, formerly Hawaiian Tug and Barge. When Kapule arrived, the combined operations — with a similar number of employees — were experiencing about 35 lost-time injuries a year.

In the 2010-2012 time period, that number had been cut in half. In 2015, the combined operations had just eight lost-time injuries.

First and foremost, the emphasis has been on communication. Talking about safety makes people think about safety, Kapule said, noting that if workers have an issue, they know they can communicate up the chain



Bobby Young, left, and **Nathan Kapule** at the Young Brothers terminal in Honolulu.

of command. The same goes for managers when they have an issue — they have an effective channel of communication with workers.

There also has been an effort to create a sense of what Hawaiian people call “ohana,” which means family.

“The end result is that we look out for each other,” Kapule said.

More specifically, and with the help of mainland people like Foss Director of Health and Safety **Al Rainsberger**, the Hawaiian operations are establishing behavior-based safety, hazard observations, near-miss reporting, job-safety analyses and other programs.

Regional safety committee meetings also are producing results. “Before they were just a formality and nothing was getting done,” said Young, who

has been on the committee several times over the years. “Now, a lot is getting done.”

As an example, he pointed to improved vehicle and pedestrian traffic control in the busy Young Brothers terminal, an initiative that originated in the safety committee.

Young, who believes he is the senior longshore union member in the islands, plans to retire next year and hopes his efforts to improve safety have had an impact.

“I’ve worked to improve it as much as I could,” he said. “My key word is communication and watch out for each other. If you see something, you have to let people know.”



...There also has been an effort to create a sense of what Hawaiian people call “ohana,” which means family.

Foss is a Key Player in the State Route 99 Tunnel Project Under Downtown Seattle

In a 24-7 operation involving three tugs, three barges and 40 mariners, Foss is the key transportation partner in disposing of the spoils generated by tunneling machine “Bertha” as she burrows under downtown Seattle.

The Foss equipment and personnel are hauling about 40,000 tons of what is generally referred to as “tunnel muck” each week from Pier 46 in Seattle, about 40 miles north to Mats Mats Bay, where it is being dumped in an old quarry.

The muck-hauling job began in January, after the State Route 99 tunneling project resumed following a two-year delay caused by Bertha breakdowns. The tunneling is expected to continue into the first quarter of next year, and the route is scheduled to open in April 2018.

The tunnel will replace the earthquake-damaged Highway 99 viaduct, which runs along the waterfront and will be torn down to make way for a series of parks and promenades. Foss and parent company Saltchuk plan to move to a new waterfront building late next year.

Pacific Northwest Regional Operations Manager **Mike Stone** said crewing the three tugs has been one of the biggest challenges of the job. The skill sets needed to run the conventional tugs on the tunnel job are different than those required for tractor tugs, which currently make up the bulk of the Foss fleet.



▲ 1. The *Sidney Foss*, foreground, and the *Pacific Knight* stand by at Seattle's Pier 46 as an overhead conveyor system loads the tunnel spoils onto a barge for transport to Mats Mats Bay.



▲ 2. **Thomas Nixon** is overseeing the barge loading operation. The conveyor system, at left, carries the muck from tunneling machine Bertha to the barge.



3.▶ Capt. **John Gore** is at the controls of the *Pacific Knight* as it hands off the barge to the *Sidney Foss*, background.

“Mariners get spoiled by ASD drives and Voith drives and big horsepower,” Stone said. “We used to run conventionals all the time, but now it’s hard to find people with the experience and training to handle them.”

He said Foss also is making an effort to work with its customer and manage the contract effectively, “so we can be successful financially.”

The muck, which is the consistency of rocky mud, is delivered to the Foss barges from Bertha by conveyor. The Pier 46 loading site is near the tunnel’s southern starting point. As of late May more than 2,200 feet of the needed 9,300 feet had been excavated.

The tug *Pacific Knight* has been tending the barges during the loading process, moving them back and forth under the conveyor’s output to ensure proper balance. The barges each hold 3,700-4,000 tons.

The *Sidney Foss*, in two or three trips a day, hauls the barges to Mats Mats. There, the tug *Sir Richard* takes over, tending the barges as two big clamshell power shovels scoop up the muck and empty it into hoppers that funnel it onto a conveyor system that can be redirected to the desired disposal locations in the quarry.

Stone said the quarry, when in operation, supplied high-quality aggregate material used to build roads in Seattle and elsewhere in the Puget Sound region.



▼ 4. The *Sidney Foss* heads out of Seattle’s Elliott Bay toward Mats Mats Bay, about 40 miles to the north.



▼ 5. The tug *Sir Richard* tends the barge as two clamshell shovels scoop up the tunnel muck and place it into hoppers.



▼ 6. Aerial photo shows the layout of the Mats Mats operation, with the *Sir Richard* and barge at the end of the pier and a conveyor system that can be adjusted to carry the tunnel muck to the desired location in the quarry, at right.





SAND DREDGE DRYDOCKED *The Foss sand dredge TS&G 230 is wearing its new paint job near the end of a two-month drydocking at Bay Ship and Yacht in Alameda, Calif. Extensive work on the dredge included installation of a new loading chute and dredge pump, replating one-third of the hopper deck and more than 30 separate hull repairs. Nathan Shellhorn, who manages the Foss sand dredging operation, said all the engines on the dredge will be replaced next year.*



GOLDEN BEAR ASSIST *Foss Bay Area Regional Operations Manager Bob Gregory, left, in late April accepted a plaque from U.S. Coast Guard Capt. Harry Bolton of the Cal Maritime training ship Golden Bear, recognizing Foss for donating two tugs to assist the ship at the start of its summer training cruise. The Foss tug Point Fermin, in the photo at right, assisted the Golden Bear from its home berth in Vallejo. The Lynn Marie later assisted the ship out of Pier 15 in San Francisco.*



The Dolphin class tugs *Mikioi* and *Pi'ilani* assisted the tanker *Gener8 Argus* into Pier 2 at the Port of Honolulu. The tanker is 896 feet long and 157 feet wide.

OPERATIONS MANAGER IS AN AVID PHOTOGRAPHER *Rick Wilson, Foss Hawaii marine operations manager and amateur photographer, was asked by Tow Bitts if he had taken any good photos recently, and he forwarded some great shots from the Islands. Asked what he liked about photography, Wilson said, "Photography is just a hobby. Crews all know I'm out and about with a camera and always wear their PPE. Marshall Johnson is working on his third painting for the Foss Calendar based on my photos."*



The tug *Mamo* assists the Matson containership *Matsonia* at the Port of Honolulu. In the background is the historic Aloha Tower, a lighthouse built in 1926.



The ocean-going tug *Drew Foss*, formerly assigned to Marine Transportation, has been reassigned to Hawaii, where it is towing inter-island freight for Young Brothers.



NEW NON-SKID FOR CONNOR FOSS

The Connor Foss, assigned full-time to ferry Columbia River Pilots to and from ocean-going ships in Astoria, has a new rubber deck designed to help prevent slips and falls. Columbia Snake River Regional Operations Manager **Paul Hendriks** said the inch-thick honeycombed matting is widely used on pilot boats, fishing boats and passenger vessels and described the decking as “a worthwhile change to increase the safety of operations.” The deck of the Connor, Foss’s only passenger-launch type of vessel, originally had a painted, non-skid surface. The decking was installed at Foss Rainier Shipyard, where the Connor was built in 2012 and is shown in these recent photos.



GETTING READY FOR RED DOG

*Welder **Tori Blanchard** of the Foss Seattle Shipyard, in the inset, grinds a rough surface on the tug Iver Foss as part of the effort to get the tug ready for the company's 27th season at the Red Dog Mine. Foss sends four tugs and two specialized ore barges to the Alaskan Arctic facility every summer to ferry lead and zinc ore from its shallow water port to bulk-carrying ships anchored offshore.*



SHIPYARD, TERMINAL RECOGNIZED FOR GOOD WASTEWATER PRACTICES

The Foss Seattle Shipyard and Terminal have received the King County Industrial Waste Program 2015 Gold Award for high-level performance in permit compliance. The combined facilities have won the award at least 10 times.

The award is given as acknowledgment for excellent achievement in stormwater and washwater containment.

“This accomplishment would not be possible without our employees’ collective attention to detail, implementation of best management practices and environmental focus,” said Shipyard Director **Gene Henley**. “Going forward, with their continued support and diligence, we will sustain our reputation as a good community neighbor and as a practicing protective steward of the environment.”

“Going forward, with their continued support and diligence, we will sustain our reputation as a good community neighbor and as a practicing protective steward of the environment.”

– **GENE HENLEY**



GOING TO WORK ON A FACTORY TRAWLER *The Foss Seattle Shipyard performed routine drydocking repairs this spring on the 150-foot factory trawler Pacific Explorer, owned by B&N Fisheries of Seattle. Below left, the shipyard rigging crew hoisted the ship's nozzle into position after it was serviced. And in the photo right, painter Ivan Abramchuk puts finishing touches on the ship's new paint job.*



Young Mariner who ‘Didn’t Want to be an Old Fisherman’ Rose to Captain and is Now a Shoreside Manager with Foss

By Hilary Reeves

Foss Maritime Capt. **Pete Roney**’s job includes, among other things, managing the equipment and personnel necessary to ensure that help is just a barge away.

“We’re here at Foss to make sure everything is prepared for response, and if activated it goes as smoothly and safely as possible,” he said.

Roney was born and raised in Anacortes, a port city north of Seattle with a well-established maritime tradition. He spent the summers of his high school years as a deckhand on a Seattle-moored salmon-fishing boat before graduating and switching to the pollock fishery.

“I didn’t want to be one of those old fishermen,” he said. “I was still very interested in the maritime industry — I knew that’s where I wanted to be.”

A job lead from a family attending the Montessori preschool owned by Roney’s mother led him to Foss. On his first trip in 2005, he spent 187 days at sea.

“I was working on the Sakhalin sealift project, transporting equipment between South Korea and Sakhalin Island, Russia. There were seven of us on a boat that was 150-foot long. Six months later, it felt more like 20 feet,” he joked. “That was a long trip.”

So long, in fact, that he accumulated more than two months of vacation days, which he spent backpacking in New Zealand with a friend. Upon returning to Seattle, he earned his initial 100-ton captain’s license and began work on subsequent trips, including a two-month stint transporting rail cars via the CN Aquatrain barge from Canada to Alaska, and another two months on the Sakhalin project. Roney said he enjoyed the



Pete Roney



Tonya Todd

Capt. **Pete Roney** at the wheel of the *Wedell Foss* during an assist of a TOTE ship at the Port of Tacoma.

work, but wanted to aim higher.

“I didn’t want to be a deckhand forever,” he said. “I really believe that in anything anybody chooses to do, they should go as high as they can.”

Roney earned his chief mate’s license in 2011 and was later named second mate of the ocean-going tug *Corbin Foss*. He set his sights on first becoming captain, and then, ultimately, a marine pilot. Roney earned his master’s license during the summer of 2014 at the age of 30 and was subsequently named a captain of the 100-foot harbor tug *Wedell Foss*, making him among the company’s youngest.

“For me, it was never necessarily a status thing,” he said. “I just always pursued the next step, the next-best job. Otherwise, I just felt like I wasn’t moving forward with my life.”

But Roney also got married that summer and began thinking about the amount of time he was spending at sea.

“Once you’re a captain, it takes another five to eight years to become a pilot,” he explained. “I started thinking about working ashore and using my sailing experience to support a management position. Previously, I had not thought much about working in the office, but I had been working

two weeks on, two weeks off and I realized suddenly that I’d been at sea for half of my adult life. I wasn’t sure if I could continue with that and have a family at the same time; it seemed like a good time to explore a different path. When you get to a certain age, you sometimes start to feel like you’re kind of locked in.”

In April of 2015, Roney accepted a shoreside management position behind the scenes as a marine transportation project operations specialist. At the start of the summer exploratory drilling season, Roney helped coordinate the operation of five oceangoing tugs and three barges, all deployed to ensure the preparedness and safety of crew and equipment.

“Right now, my job involves interfacing with customers and ensuring our mariners are safe and prepared for any planned or unplanned job requirements,” he explained.

And although he had to make trips back and forth to Anchorage at the height of the summer drilling season, he has been home enough to consider a brand new challenge: starting a family.

“I’m enjoying spending time at home with my wife **Amanda** and bulldog **Dudley**,” Roney said.

Trans-continental Connection Leads to Salvage After Rowboat Capsizes in Middle of the Atlantic

A chance connection between a rescued trans-Atlantic rowing crew and Foss Senior Vice President for Marine Transportation **Gary Faber** in 2013 led to the recovery of the capsized 29-foot rowboat, \$40,000 in scientific gear and 35 hours of film footage.

The captain of the rowing expedition, **Jordan Hanssen**, reached out to Faber recently to personally thank him for his help in arranging the salvage of the boat and gear. Faber invited Hanssen to the *Denise Foss* christening in Tacoma June 1, where the two met for the first time.

The four crewmen of the rowboat were rescued after their craft capsized in the mid-Atlantic on day 73 of their intended 3,600-mile journey from Dakar, Senegal, to Miami. They were about 800 miles short of their destination. Emergency beacons helped a Coast Guard plane spot the crew; they were picked up by a freighter and transported to Puerto Rico.

One of Hanssen's shipmates, **Patrick Fleming**, had roomed with Faber's son **Travis** at the University of

Puget Sound. Fleming remembered that Travis' father was in the towing industry, they contacted him, and that's when the salvage wheels started rolling.

"I know a few people," said Gary Faber, as he met with Hanssen in Tacoma. Faber contacted an old friend and co-worker, **Raul Iglesias**, who owns a towing company in Puerto Rico.

"I gave him a call and told him the situation," Faber said. "I said I didn't know whether he could help."

Iglesias did, indeed, help. Hanssen said Iglesias supplied an ocean-going tug and crew at half price. A search plane hired by the rowing expedition's sponsor located the boat, and the tug reached it after a 4 1/2-day voyage, 375 miles north of Puerto Rico.

"It was so unlikely that we were



Gary Faber and **Jordan Hanssen** met for the first time recently at the christening of the *Denise Foss*.

going to find it," Hanssen said. "And it wouldn't have happened without Gary's help."

Read more about the expedition under the "expeditions" tab at the website oarnorthwest.com. Oar Northwest is a Seattle-based educational non-profit established by Hanssen to promote exploration of the world's water under human power.

PEOPLE NEWS

NEW EMPLOYEES

Jackson Chase
Customer Service Representative
Portland

Terrance Johnson
Customer Service Representative
Portland

Ryan Jones
Customer Service Representative
Portland

Stacy Nelson
Customer Service Representative
Portland

Bilen Tesfaye
Business Unit Controller
Seattle Corporate Office

RETIREE

Tim Federspiel
Captain
PNW

SATISFACTION GUARANTEED

If you are doing the same things this year that you did last year, you're probably losing ground.

—FROM SATISFACTION GUARANTEED
BY BYRD BAGGETT



The Naming of Tugs: Here's How this Foss Tradition Was Established and has Evolved over the Last Century

By Mike Skalley

The tradition of naming tugs for Foss family members lasted for over seventy-five years. In 2001 the tradition evolved into naming certain new tugs after owners or relatives of Foss' parent company, Saltchuk.

In the early days, prior to 1923, Foss launches and tugs were simply given a number designation, such as, *Foss No. 15*. This was an easy way for keeping track of the number of vessels in the fleet.

However, the numbering system came to an immediate end in August of 1923 when a 97 foot, 450-horsepower steam tug entered the Foss fleet in Tacoma. The three Foss brothers, **Arthur, Henry and Wedell** felt it was time to honor their father, and co-founder of the company in a special way. In a special naming ceremony at the Tacoma office, the tug was given the name, *Andrew Foss*, (the first of three tugs to carry the name Andrew Foss).

The next vessel to enter the growing Foss fleet was the former cannery tender, *Dolphin*, built in 1886, and purchased by Foss for conversion into a modern 90 foot, 240-horsepower diesel tug. Upon completion of the conversion in 1926, a special honor was given to the long deceased mother of **Andrew Foss**, by naming the newest addition to the Foss Seattle fleet, *Martha Foss*, (the first of three tugs to carry the name **Martha Foss**). Within a few months a third Foss name was chosen for the newly purchased tug, *Angeles*, named after the city of Port Angeles, Washington. Andrew Foss' youngest brother received the honor this time, by having the tug renamed *Iver Foss*, homeported out of the newly opened Foss office in Port Angeles.

Over the next seventy-five years 90 additional Foss family names were



Purchased in 1923, the tug *Andrew Foss* was the first to be named after a member of the Foss family.

chosen for newly built or newly purchased tugs. Over the years there were more tugs than family members, thus on occasions, nieces and nephews of the immediate Foss Family were chosen. On two occasions middle names of family members were chosen when all the first names had been used up.

Tug christenings were not of major importance to the Foss family in the early days. The idea was to have the tugs out working and earning revenue as soon as the paint was dry. Other than the special recognition given to Andrew Foss in 1923, no recorded christenings were announced until 1957 when the 1200-horsepower, steel-hull twin tugs, *Carol Foss* and *Shannon Foss* were launched at Todd Shipyard in Seattle. The daughters of **Drew Foss (Carol)**, and **Henrietta Foss Hager (Shannon)** were on site at Todd Shipyard during the launching of the tugs. Twenty-nine years later in November, 1986, Carol's sister, **Brynn Foss Rydell** christened her namesake, the tractor tug *Brynn Foss*, in a special ceremony in Tacoma. Since 1986 several other Foss family members have christened their tug namesakes, including the two 8,000 horsepower enhanced tractor tugs, *Garth Foss* by **Garth Rydell** and *Lindsey Foss* by **Lindsey Bauhofer** in 1994. One of the more recent family christenings was that of the shallow draft tug, *Emmett Foss*, constructed at the Foss

Shipyard in Rainier, Oregon. **Emmett Weichbrodt**, son of **Art and Stacey Wright Weichbrodt** and great-great-grandson of company founders Andrew & **Thea Foss** broke the celebratory bottle of Champagne on June 3, 2013.

There have been changes to the naming policy of many of the new Foss tugs constructed in the last 15 years as a result of the acquisition of Foss by Totem Resources (now Saltchuk) in 1987. The first tug named for a non-Foss family member was the *Lynn Marie*, in November 2001, named for the wife of founding shareholder Mike Garvey. Two of the Foss "Dolphin" class tugs were also named for wives of Saltchuk board members. The *Alta June* in 2008 was named for **Alta June Barer**, the wife of **Stan Barer**. The *Carolyn Dorothy*, was christened in February 2009 by **Carolyn Dorothy Lakewold**, the wife of **Fred Goldberg**.

More recently in April of 2015, the Arctic class tug, *Michele Foss* was christened in ceremonies in Tacoma. The *Michele* was named for **Michele Seaver**, the oldest of the three sisters who are the primary shareholders of Saltchuk, the parent company of Foss. This brings us full circle to this month's christening of the *Denise Foss* (see the *Tow Bitts* cover story).

Editor's Note: Mike Skalley is the Foss historian and has authored several books on the company's history.



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Jan's Marine Photography

BAKER ON THE BOW *The tug Andrew Foss is headed south on Puget Sound near the Marrowstone Point lighthouse, and Mount Baker looms off the bow in this photo shot by Jan Anderson. The Voith-powered Andrew is 107 feet long and is assigned to Puget Sound ship work.*