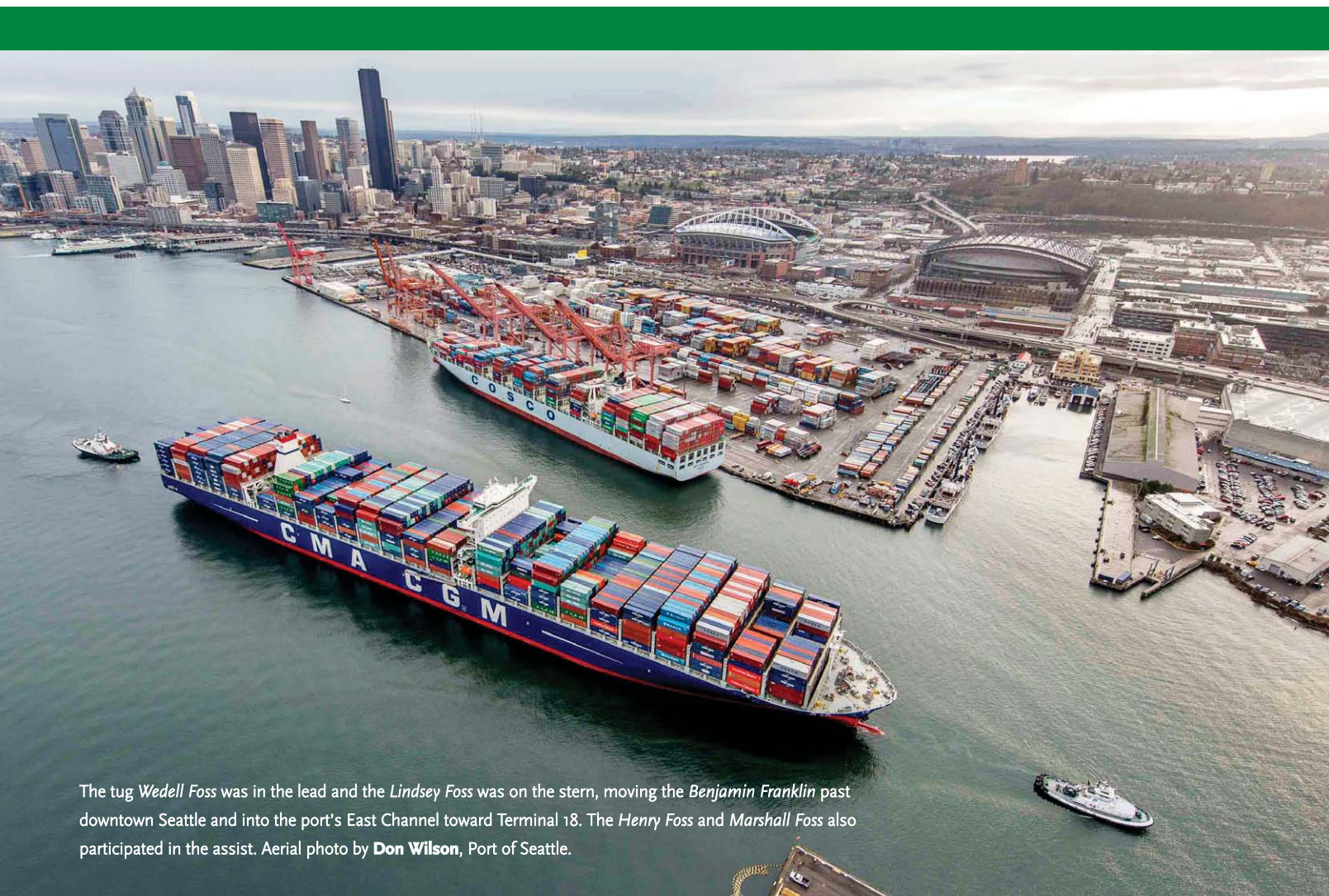




Tow Bitts



The tug *Wedell Foss* was in the lead and the *Lindsey Foss* was on the stern, moving the *Benjamin Franklin* past downtown Seattle and into the port's East Channel toward Terminal 18. The *Henry Foss* and *Marshall Foss* also participated in the assist. Aerial photo by **Don Wilson**, Port of Seattle.

FOSS ASSIST FOR LARGEST CARGO SHIP EVER TO VISIT U.S.

The largest cargo ship ever to visit the United States was assisted into the Port of Seattle by four Foss tugs on Feb. 29, heralding a new era in shipping and highlighting the need for ports to upgrade terminals to handle the behemoth vessels.

The *CMA CGM Benjamin Franklin* has a capacity of 18,000 20-foot container units (TEUs), more than double the cargo of most containerships calling at Puget Sound Ports. The ship is 1,310 feet long and 177-feet wide, longer than two Space

(Continued on page 4)

INSIDE



Bringing in a Behemoth

Foss assisted the largest cargo ship ever to call the United States into the Port of Seattle recently, and the job went safely and exactly as planned.

Cover

CSR Has Two New Tugs

Foss has chartered two new ASD tractor tugs for the Columbia-Snake River Region. The sisters are day boats at 4,732 and 4,000 horsepower. *Tow Bitts* went along on a ship assist recently to photograph one of them, the *Sarah*, at work.

Pages 10-11

Sea Lion Invasion

The Foss Rainier Shipyard provided an ideal resting place for as many as 1,000 sea lions this winter as they chased smelt and salmon up the Columbia River. The critters were a major nuisance for the yard, which made several unsuccessful efforts to scare them away.

Page 15

Finishing up the Denise Foss

Construction of the second Arctic Class tug, the *Denise Foss*, is nearing completion at the Foss Rainier Shipyard, and work on the hull of the third sister, the *Nicole Foss*, is well underway.

Page 16

Neophyte Tackling a Complex Project

Linda Holden Givens, with no experience in the maritime industry, is writing the specs for a complex computer program that will give users access to just about anything they might want to know about any vessel or mariner in the Foss organization. She says her unfamiliarity is a help, not a hindrance.

Page 17

Settling in at Foss: Learning, Listening and Sharing

By **John Parrott**
Chief Operating Officer



John Parrott

Since I joined Foss shortly after the New Year, I've had a unique opportunity to get out and meet customers and employees and to learn about our company, and it's really been great.

The opportunity is unique because for the first time in my career I've jumped into a new adventure not feeling like I just received a battle field commission, without the pressures of being thrown into the fray and needing to hit the ground running. Having the luxury of time has allowed me to get out and meet people, learn about their jobs and businesses and draw on their knowledge of the industry.

My aim in these first 90 days has been to recognize that we all bring our individual and shared experience with us every day. These last few months have been spent listening and learning while at the same time sharing who I am. The detailed understanding of

Foss and our customers will come next. The people I've met so far have been friendly, knowledgeable, passionate about their jobs and safety-minded. Frankly, that's in line with what I expected to find.

Since *Tow Bitts* casts a wide net, and in keeping with my effort to have co-workers and customers get to know

me — as well as me getting to know them — I sat down with *Tow Bitts* Editor **Bruce Sherman** recently for a wide-ranging conversation. We covered such topics as why I made the move to Foss, my takes on safety and the environment, community involvement, the qualities that make a good leader and others. A "Q&A" article based on our conversation begins on page 8.

I'm honored and humbled to be part of this iconic company and culture.

— JOHN PARROTT



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.

Saltchuk Companies to Move to New Digs on Downtown Seattle Waterfront

Foss parent company Saltchuk has signed a lease on three floors of a building that will hold its offices as well as those of Foss and NorthStar Petroleum/Delta Western at 450 Alaskan Way in Seattle's Pioneer Square neighborhood.

Construction of the building is to start in June of this year and completion is expected in late 2017. The Alaskan Way address is between South Jackson Street and South King Street, with views of Elliott Bay that will be greatly enhanced when the State Route 99 viaduct comes down following completion of a tunnel under downtown Seattle.

Saltchuk companies will be on the sixth, seventh and eighth floor of the new eight-story building, with the fifth floor reserved for future growth.

The building will have a rooftop facility that will include conference rooms, meeting spaces and outdoor

seating that will be shared with other building tenants.

The building will have on-site bike storage, showers and lockers. It also will have a 98 percent "walk score," being across from the future Seattle Festival Pier and Waterfront Esplanade and near Pioneer Square and numerous retail and restaurant locations. It will also be a few blocks from Century Link and Safeco fields.

Within walking distance of multiple fitness facilities, the building also will have easy access to the Seattle Ferry Terminal, Link Light Rail, the King Street Station and Interstate Routes 5 and 90.

Some parking will be available in the building and in adjacent buildings and Saltchuk plans to secure additional parking nearby.

The developer of the building is Los Angeles-based Hudson Pacific Properties. NBBJ is the architectural



Rendering of the Saltchuk headquarters building.

firm. Hudson Pacific has started demolition of the parking structure that now occupies the site.

"We're pleased to welcome Saltchuk to 450 Alaskan Way, our newest development in Seattle," said **Victor Coleman**, chairman and CEO of Hudson Pacific Properties. "We designed this state-of-the-art, sustainable building with premier companies like Saltchuk in mind, knowing they would be drawn to Pioneer Square, one of Seattle's most culturally vibrant, live, work, play neighborhoods."

LONGSHORE UNION HONORS FOSS AND PARTNERS FOR SAFETY AT PORT OF SEATTLE'S TERMINAL 5

Foss Maritime has been recognized by the ILWU Marine Clerks Local 52 for zero injuries at Terminal 5 between March 2015 and February 2016. The first-ever Safety Award given by the ILWU was presented to Foss and partners Shell and Jones Stevedoring at the ILWU's Annual Safety Banquet held in Sea-Tac, Wash., recently.

"We are extremely honored by this award," said **Paul Stevens**, CEO and president of Foss. "It's a real credit to the hard work of our dedicated Foss employees and also to our stevedore partner Jones Stevedoring, and to the trust of our customer, Shell."

Terminal 5 is the second largest terminal in Seattle and offers a variety of equipment and services to support intermodal, break bulk and project cargoes. It is a unique location as it

can be accessed by deep sea vessels, by barge, by rail and by truck. By the close of 2015 Foss had accumulated about 168,000 people hours at Terminal 5, without an injury.

"I really can't say enough about how great it was to work with the whole Foss group at the terminal. In my 20-year career at Jones, I can't think of another single customer that has had such a positive impact on our organization," said **Rob Bohlman**, vice president of Jones Stevedoring. "From the first day at Terminal 5, Foss, Shell and Jones worked hard to establish a safety culture that went above and beyond the normal safety practices on the waterfront. And it goes without saying that without the efforts of the ILWU, and the support of Shell, none of this would have been possible."

Max Vekich of ILWU Local 52 Labor Relations Committee, in a letter announcing the award said, "Local 52 members embrace being part of Foss' Always Safe, Always Ready culture."

"It says an awful lot when your efforts are appreciated by those who are impacted the most, and when they see positive results from those efforts. Well done Foss and your team," said Dale Snyder, vice president of Alaska Operations for Shell.

In a letter to Foss CEO Paul Stevens, Shell Energy Resources Executive Vice President, Arctic, **Mark Shuster**, complimented Foss for receiving the ILWU award and said his company was "proud to have been partnered with you in this successful endeavor."

FOSS ASSIST FOR LARGEST CARGO SHIP EVER TO VISIT U.S.

(Continued from the cover)



The tug *Wedell Foss* was in the lead and the *Lindsey Foss* was on the stern, moving the *Benjamin Franklin* past downtown Seattle and into the port's East Channel toward Terminal 18. The *Henry Foss* and *Marshall Foss* also participated in the assist. Aerial photo by **Don Wilson**, Port of Seattle.

Needles or five Boeing 747s.

"Seeing the ship arrive was awe-inspiring," said Foss Senior Vice President for Harbor Services **Scott Merritt**. "From a distance it looked like a normal containership, but as it came closer to the tugs, you realized the massive size of this vessel and the amount of cargo and containers it could carry."

Mega-ships like the *Benjamin Franklin* are entering the trans-Pacific trade sooner than expected, as shipping lines seek increased economies of scale to reduce operating costs and environmental impact.

Terminal 18, where the ship docked, is the only terminal on Puget Sound capable of handling a vessel of its size, as the larger vessels require deeper berths, stronger piers and bigger container cranes. The Northwest Seaport Alliance, the name for the newly merged seaports of Seattle and Tacoma, is planning upgrades on two more terminals to accommodate the ships.

"The entire cargo industry is upsizing to big ships. To keep the Puget Sound gateway competitive, we must invest in our terminal facilities and road and rail networks to efficiently handle these larger vessels and additional cargo," said **John Creighton**, president of the Port of Seattle Commission.

The Foss tugs participating in the assist were the enhanced tractor tug *Lindsey Foss* and the tractor tugs *Wedell Foss*, *Henry Foss* and *Marshall Foss*.

Merritt said that assisting the ship was "definitely a step above what we're used to."

He said planning for the *Benjamin Franklin's* arrival was a four-month process that involved the steamship line, its agent, the Northwest Seaport Alliance, the Puget Sound Pilots, Foss and the U.S. Coast Guard.

The ship pilots, he explained, used a simulator to practice docking the ship and to determine the number of tugs that would be required and how powerful they would have to be.

In a "Look Aft" column, Foss historian Mike Skalley recalls a visit of another huge vessel to Seattle in 1965.

— SEE PAGE 19



"As a result of the planning, it was almost a boring event," Merritt said, "because it went off without a hitch."

Construction of the ship was completed last year in China by the Shanghai Waigaoqiao Shipbuilding. It is registered in the United Kingdom and lists London as its homeport.

SAFETY CORNER | Incidents vs. Accidents: Many are Predictable and Preventable



Al Rainsberger

By Al Rainsberger
Director of Health and Safety

Most injuries are preventable. Often we hear people stating that their injuries were actually “accidents.” When we look at the root causes of most incidents, we find out that the incidents are actually the result of predictable choices that were made, or not made.

If a worker is performing their work task with a defective tool,

or equipment that has not been inspected prior to use or is overdue for maintenance and someone gets injured that is not an “accident.”

The situation involved known deficiencies so the unfortunate result was predictable and also obviously preventable.

To prevent injuries, we must accept responsibility for our actions and must take proper steps to eliminate safety hazards and mitigate known risks.

Use all of your tools. Perform a Job

Safety Analysis. Inspect gear and equipment prior to use. Communicate our observations with co-workers. Review all near miss reports and lessons learned.

This will help us all to prevent potential incidents by the actions we take that historically rendered predictable outcomes.



When we look at the root causes of most incidents, we find out that the incidents are actually the result of predictable choices that were made, or not made. – AL RAINSBERGER

SAFETY MEETING IN PORTLAND *Members of the Columbia-Snake River Regional Safety Committee met for their quarterly meeting in Portland recently, discussing such topics as plans for safer access to a dock in Astoria, necessary upgrades to piers in Portland and the need for a man-overboard cradle on the tug Conner Foss. Clockwise around the table from the foreground are Director of Health and Safety Al Rainsberger, Mechanic Foreman Mike Arnsparger, Port Captain Toby Jacobsen, Deckhand/Engineer Dustin Everson, Deckhand Fred Snaza (committee chair), Port Engineer Randy Kotka, and Marine Personnel Manager Kristina Forsberg.*



PREPARING FOR EMERGENCIES

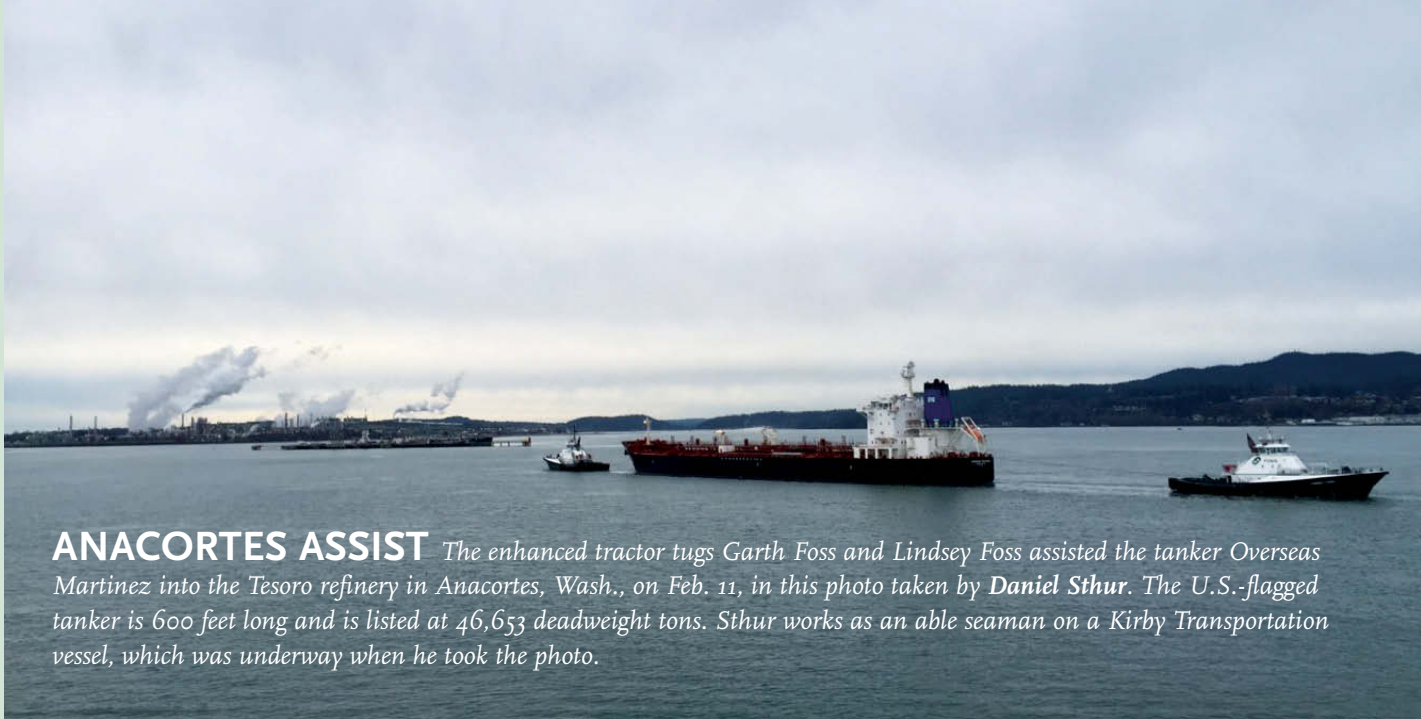
Port Capt. **Guy Beckwith**, right, handled the cables, and Tankbarge Manager **Ron Costin**, left managed the panel as members of the Southern California Regional Safety Committee (RSC) got a primer on how to fire up the company's 480-volt emergency generator. Foss Director of Safety and Health **Al Rainsberger** said starting the diesel unit, which would power shoreside facilities during an outage, requires a number of steps, completed by committee members in about 10 minutes. The recent meeting marked the 10th anniversary of the formation of the RSC.



PROPER LIFTING TECHNIQUES

*Doug Hirsch, above at left, of Signal Mutual insurance addressed Foss Rainer Shipyard craftsmen recently as **Travis Young**, center, and **Corey Cook** used fire extinguishers to demonstrate proper lifting techniques. The gathering was a workshop organized by Foss Director of Health and Safety **Al Rainsberger** on how to prevent sprains and strains, among the most common injuries among shipyard workers. A similar workshop followed at the Foss Seattle Shipyard. Rainsberger said the workshops are the first in a series on common shipyard injuries, also including: slips, trips and falls; working at heights; head and neck injuries; and others. In the photo below at left, the Rainier workers perform a stretching exercise that is part of the "Flex 'N Stretch" injury-prevention program at the shipyards.*





ANACORTES ASSIST *The enhanced tractor tugs Garth Foss and Lindsey Foss assisted the tanker Overseas Martinez into the Tesoro refinery in Anacortes, Wash., on Feb. 11, in this photo taken by Daniel Sthur. The U.S.-flagged tanker is 600 feet long and is listed at 46,653 deadweight tons. Sthur works as an able seaman on a Kirby Transportation vessel, which was underway when he took the photo.*



NEW HOME FOR VICTORY SHIP

Foss moved the historic cargo ship Red Oak Victory to its new berth at the Port of Richmond's Basin 5 recently, where the non-profit group that owns the World War II-era vessel hopes to restore it and get it ready for local and ocean voyages. The Red Oak is one of about 2,700 cargo ships built in the U.S. during the crash wartime shipbuilding program. That total included more than 700 mostly Liberty and Victory ships built in Richmond. The tugs on the job were the Point Fermin (in the photo), Lynn Marie and AmNav Revolution. Foss donated the job, which was organized by Port Capt. Mike Erwin.



John Parrott

Q&A WITH JOHN PARROTT

Getting to Know the new Foss Maritime COO

Editor's Note: Early this year, John Parrott was named chief operating officer of Foss Maritime. Parrott was previously president of Foss sister company TOTE Alaska, where he rose through the ranks after managing the company's stevedoring contractor and, before that, spending time at sea with TOTE and other shipping companies. Parrott sat down with Tow Bitts recently for a question-and-answer session.

Tow Bitts: *What drew you to Foss from your position at TOTE Alaska?*

Parrott: I'm a Seattle kid, born and raised. When I was growing up, I was familiar with the Foss brand and admired the company before I knew anything about TOTE. Foss is one of our iconic Northwest brands, like Boeing and Weyerhaeuser and Microsoft. When I was offered an opportunity to work at Foss, it was a no-brainer. I'm a maritime guy with a maritime background and deep roots in the local maritime community. It was an easy decision to make.

Tow Bitts: *Your career has mostly been connected with big ships, from your time sailing on various freighters including the TOTE ships to managing the TOTE terminals and the company itself. How do you view the transition to relatively small tugboats?*

Parrott: There is a lot of commonality. Many of the things that

make TOTE successful are the same things that make Foss successful — safety, customer focus, knowing the details of running our business. For me the biggest change is something we talked about at TOTE often. TOTE Maritime Alaska is an incredibly successful operation that relies on two ships, serving two unique terminals. To protect this core an immense amount of attention needs to be focused on the details, every day. At Foss the organization is more spread out among multiple markets, different services and many underlying assets. This provides strength and support of our ability to deliver core business, and it also spreads out the risk.

Tow Bitts: *Foss and TOTE are both Saltchuk companies. As a result of that connection, are there similarities in culture that make your transition to Foss easier?*

Parrott: We are both part of the Saltchuk family, and Saltchuk is pretty clear about its culture and the expectations of the businesses it operates. I've been in that culture long enough to know what it is. Our common culture comes from the basis of safety, ethics, customer focus, fiscal responsibility, the environment and the communities we serve. Also, every company within Saltchuk has its own unique culture that makes it what it is. I've only been at Foss for three months, but I came in with an impression that has not changed. Foss as an organization has an unbelievable ability react operationally. At Foss people jump in and accept challenges that many companies would shy away from. When the phone rings in the middle of the night, Foss hops on it.

And the approach here to operational excellence is everything I believed it would be.

Tow Bitts: *TOTE has been an environmental leader in the cargo-shipping industry, and Foss also has been a pioneer in efforts to lower emissions and increase the fuel efficiency of its tugs. Is there a common thread here among Saltchuk companies?*

Parrott: The common thread is that in any of these initiatives, whether you're converting to LNG or building LNG ships, or hybrid tugs or hydrogen fuel cell power packs, in all those cases there is risk. The advantage we have with Saltchuk is an ownership group that is willing to listen to innovative ideas, and where those ideas make sense from an environmental and economic standpoint, we can take those risks. It's a flat organization; we are close to our shareholders, and they understand our businesses. Saltchuk isn't looking quarter to quarter, so we are able to invest in some of these cutting-edge technologies, and I don't see that changing. Is it always appropriate to go down these roads? No. But when economics and environmental impact are taken together, there are a lot of opportunities to be leaders.

Tow Bitts: *What is your view of the safety culture at Foss, and how would you prioritize employee safety?*

Parrott: During my years at TOTE, our sister company Foss has been held up as the benchmark of what a company can do when it puts its mind to safety. Employee safety is the number-one priority — it always has

been and always should be, period. We should live that every day, and if we don't then we need to take another look at our safety program. Every individual has the right to stop a job; incidents are investigated; we work toward finding the root cause; and corrective action is taken. Also, many of the issues that make for a strong safety culture make for a strong company. For example if you see something unethical happening, shouldn't you have the right to put your hand up without the fear of retaliation? There are also parallels in how we conduct ourselves and how we deal with customers.

Tow Bitts: *During your first couple of months at Foss, how have you gone about familiarizing yourself with the company and its people?*

Parrott: When I came to Foss I set a goal for myself. I wanted to see as much as I could of the Foss operations and our customers in the first ninety days — just to say hello and meet people, connect names to faces, places and boats. With some exceptions, and with apologies to those I have missed, my plans have been completed and it's been great. People have been open and friendly and willing to explain their business and their knowledge of the trade. It's been a huge three months of learning. Now I can visit more specifically and spend more time. In the beginning the key was to get my arms around as much of the operation as possible, and that's been no small task.

Tow Bitts: *Sounds like you bring a personal touch to your work – that you place a priority on relationships, the people you work with and their safety?*

Parrott: I have seen, and I can visualize organizations where everyone in the organization enjoys coming to

work and enjoys each other's company. The safety piece stands out here. Also, everyone challenges each other to grow, and in that broader sense we start to draw into that our customers and our community. That's a critical piece of being a successful company, a company that I want to come to. The personal touch means you have to know and respect each other. It needs to be deeply ingrained in your culture.

Tow Bitts: *Will you have any particular areas of focus in your new job, and what will they be?*

Parrott: For the time being I have been focusing on getting to know the company, and I have resisted actively engaging in business issues. Once you do that you get off your plan. Over the longer term, safety will be one of my focus areas. I expect to become involved in those projects that have significant long-term effects on our organization like building new tugs, finding a new home for our shipyard and evaluating new opportunities for growth.

Tow Bitts: *What are your goals as chief operating officer?*

Parrott: My goal as COO is to see that our business units and our safety department, which report to me, have the resources and tools that they need. My responsibility is to make sure that they have a voice, and their concerns are heard. I will also encourage the units to support each other through cooperation across the organization. My vision is always that I want to see the organization be judged and viewed as great. It's less challenging to be good; to be truly great is very hard. To be truly great we have to be an organization that customers want to use and where people want to work. That's my goal.

Tow Bitts: *In Tacoma, where TOTE is based and where you and your family still live, you are on a number of boards, including those of Seaman's Services and the Annie Wright School. What is your view of the connection between corporate and community leadership?*

Parrott: We live in the communities we serve. Our employees are a part of the communities where we provide maritime services. It's really no different. We serve the communities in a business sense, and providing community service is one more piece of being involved in the community. I believe very strongly in the value of being involved in community service. Community involvement is also a two-way street with the energy you put out being repaid, both in the personal satisfaction you get from helping others and in self development. The knowledge and skills involved with being on a board, whether it's for a kid's school, community service or a business-related group, all are transferrable to our work. A lot of the communities we serve are relatively small, and our presence has a huge impact. That multiplies the need for our engagement. I encourage all employees to find something they're passionate about and get involved.

Tow Bitts: *What do you see as the most important components of leadership?*

Parrott: Leaders have three core things they have to be. They have to be ethical. It has to be part of their core. They also have to be self aware — aware of their actions — because they are setting the tone, the culture and the example. Third, they have to have a vision and be able to clearly articulate their vision of the company's future, where the company is going. If the leader can't articulate that, how can you expect the rest of the company to go there?

Sporty New Tugs for CSR

The Foss Columbia-Snake River Region has two sporty new twin tugs under charter, the *Sarah* and the *Peter J. Brix*. The ASD tractor tugs are 78 feet long and 31 feet wide, with the *Sarah* packing 4,732 horsepower and the *Peter J Brix* at 4,000 horsepower. They are day boats, meaning they do not have crew staterooms. *Tow Bitts* recently boarded the veteran CSR tower tug *PJ Brix* to photograph a ship assist with the *Sarah*. The two tugs moved the 748-foot bulk carrier *CSL Tecumseh* from its berth at U.S. Gypsum wallboard plant in Rainier, Ore.



▲ 1. Above: Capt. **Jim Bauserman** is at the helm of the *PJ Brix* as his tug and the *Sarah* come alongside the *CSL Tecumseh*.

▼ 2. Below: Columbia River Pilot **Ken Haglund** climbs a rope ladder to ascend from the *PJ Brix* to the deck of the cargo ship.



▲ 3. Above: Deckhand **Ken Aman** looks aloft as *Tecumseh* crewmembers hoist the towline.



▲ 4. Above: The *Sarah* pulls the ship's bow away from the dock, enabling it to catch the current and spin downriver.



▲ 5. Above: The job is nearly done, with the ship headed seaward, and the *Sarah* prepares to head home.



▲ 6. Above: The *Sarah*'s sibling, the *Peter J. Brix* (similar in name but not to be confused with the *PJ Brix*) tied up at the Foss Rainier Shipyard.



A GUNMOUNT FOR THE NIMITZ *The Foss 300 derrick barge recently lifted a 45,000-pound gunmount for the aircraft carrier USS Nimitz from the deck of the ore barge Kivalina, where it was fabricated because of a shortage of covered space at the Foss Seattle shipyard. The mount, which was subsequently carried by barge to the Puget Sound Naval Shipyard, measured 25 by 23 by 12 feet. The Kivalina and a sister barge travel to the arctic each summer to lighter ore from the Red Dog Mine and spend their off-seasons in Seattle. The barge's open deck is covered with a canopy to shield the ore from storms, making it suitable for the mount fabrication job. Jesse Tarabochia was the crane operator.*

ALASKA RESOURCE EDUCATION RECEIVES ANNUAL COMMITMENT OF \$20,000 FOR 3 YEARS FROM THE SALTCHUK FAMILY OF COMPANIES

Alaska Resource Education (ARE) has received an annual grant of \$20,000.00 for the next three years for a total contribution of \$60,000.00 from the Saltchuk family of companies.

These funds will support a 9-12 Science, Technology, Engineering, Math (STEM) and Career and Technology Education (CTE) focused curriculum on the energy and mineral industries.

Alaska's economy depends on the mineral and energy industries, therefore, providing a path for students to choose careers in these industries is critical. ARE's goal is

to ignite an interest early in high school to encourage students to take the necessary steps in developing relevant skills through vocational or postsecondary education.

The curriculum will take students on a journey through the history, process, geography, economics, and careers associated with Alaska's mineral and energy industries. It will teach students the fundamental STEM knowledge and the CTE employability soft skills they will need to be successful in any industry.

The curriculum will be deployable across the state, including the most remote corners of Alaska.

The words, "Ignite, Inspire and Educate," define the mission and values of Alaska Resource Education and its commitment to the students of Alaska and their future education and opportunities in the resource industries in their own backyards," according to **Michelle Brunner**, executive director of ARE.

"The Saltchuk family of companies support the mission of Alaska Resource Education and we will continue to support the next phase of ARE's curriculum," according to **Tucker Tillman**, an ARE board member and Foss Anchorage team member.



DOUBLE DOCKING *In the photo above, Foss Shipyard Drydock No. 3 was moved out into the Lake Washington Ship Canal, for added depth to raise the tugs Wendy O, right, owned by Olson Towing, and the Chahunta, owned by Amak towing. The drydock is being secured to the shipyard bulkhead in the photo at right by **Bryan Simpson** of Western Towing. At right are **Larry Hurtt**, Labor Shop foreman, left, and **Dan Payne**, dockmaster. Shipyard Operations Director **Jon Hie** said placing two vessels in drydock at the same time is not a common practice. “We do it to maximize the dock’s utilization and provide flexibility to multiple customers.”*



YOUNG BROTHERS RECOGNIZED FOR HELPING TO BATTLE FUNGAL DISEASE

Young Brothers Ltd., a Foss company, was presented with the Business Leader Award as part of the 2016 Hawaii Invasive Species Awareness Week (HISAW) in February.

“Young Brothers takes our environmental stewardship responsibility seriously,” said **Roy Catalani**, Young Brothers vice president. “We proactively work with public and private entities to prevent the transport of invasive species between islands. Mahalo to the Hawaii Invasive Species Council for this

wonderful recognition.”

Hosted by the State of Hawaii to acknowledge individuals and groups for their outstanding service to Hawaii in the fight against invasive species, HISAW first honored Young Brothers in 2013 for incorporating environmental concerns into their business practices.

Last year, Young Brothers worked with the Hawaii Department of Agriculture to impose a one-year quarantine on the intrastate movement of ohia tree products in response to

the fungal disease commonly known as Rapid Ohia Death (ROD) or ohia wilt.

Young Brothers showed great initiative by stopping shipments of ohia products from Hawaii Island,” said **John-Carl Watson**, Hawaii Invasive Species Council planner. “Although the full affect and extent of their efforts may not be known at this time, their rapid response and containment actions showed foresight and understanding to the implications of the statewide spread of ROD.”



TIGHT SQUEEZE *The high-speed Alaska state ferry Fairweather was in Drydock No. 2 at the Foss Seattle Shipyard this winter for hull repairs, with only nine inches to spare on each side. The 220-foot-long, 60-foot-wide Fairweather and its sister, the Chenega, have both been in the yard for cosmetic work, upgrades to passenger areas and drydocking. To fit the vessels into the yard's biggest drydock, ladders and fittings were stripped from its sides.*

MAKING SPARKS *Foss welder Ray Babick uses a grinder to work on the hull of Harley Marine tug Lela Joy in Drydock No. 4 at the Seattle shipyard. The tug was in the yard for routine inspections and repairs by the customer. The tug is rated at 2,400 horsepower, is 77 feet long and works in coastal towing.*



Sea Lions Invade Foss Rainier Shipyard; Beach Balls, Sprinklers, Fail to Deter Them

A large herd of sea lions invaded the Foss Rainier Shipyard during the winter, with as many as 1,000 of them crowding the yard's piers, climbing on and sinking a small work boat and an oil response boat, barking up a constant racket and creating a major stink.

The sea lions found the shipyard to be a convenient resting place on the south side of the Columbia River as they feasted on smelt and, subsequently, salmon that were swimming up the river.

Production Manager **Jeff Hohler** said the animals were mostly a nuisance, as the piers are on the eastern, upriver section of the yard. The yard's current focus is construction of ocean tug *Denise Foss*, which is happening on the western side of the yard and was not disrupted by the invasion.

"They inhabited all three of our piers, up and down them, and they were around one of our buildings, said Hohler. "There were massive amounts

of them. We would pound a pipe on the metal dock and they would jump in the water, but they would just jump right up on it again."

That wasn't the only tactic designed to scare the critters away.

"Someone said buy some beach balls and that will deter them from coming out of the water," Hohler said. "They just played with the beach balls. And Fish and Wildlife said to try putting sprinklers on the piers. That worked during the day when there was light, but at night, they jumped on the sprinklers and busted them all."

The small oil-response boat and the work boat were salvaged, and the yard

did manage to keep the sea lions off of the latter by equipping a fan with streamers that scared them away. The yard also beached a small work barge, which nearly sank under the weight of the sea lions.

Hohler said the animals began showing up in January and by mid-March, their numbers were dwindling.

"There's only about 50 of them out there now," he said, noting that this was the third year the sea lions have invaded and the worst so far.

Up to 1,000 sea lions crowded the piers and fairways at Foss Rainier Shipyard this winter.



DENISE ALMOST DONE

Craftsmen at Foss Rainier Shipyard are putting the finishing touches on the Denise Foss, the second of three Arctic-Class ocean-going tugs being built at the yard. Meanwhile, construction of the hull of the third of the three sisters, the Nicole Foss, is underway. The Denise Foss is scheduled to be christened June 1 at the Foss Waterway Seaport in Tacoma.



Construction of the Denise Foss is almost complete.



Tien Ho of Hamilton Jet works on the steering system on the Denise pilothouse.



Welders cut steel for the third of the three Arctic Class tugs, the Nicole Foss.

The hull of the Nicole Foss takes shape, foreground, on land next to its floating and almost complete sister.



IT Analyst Brings ‘No Baggage’ to New Job at Foss; Holden Givens Tackling Complex Project, Learning Industry

Linda Holden Givens knew absolutely nothing about the maritime industry when she joined Foss last September, and she claims her initial unfamiliarity has been a help, not a hindrance, in her job.

Holden Givens, a senior information technology business systems analyst, is assigned to an enormously complex effort known as the Vessel Systems Assessment Project (VSP). When the project is completed, Foss will have software that will enable ready access to all manner of information about its tugs, barges and other vessels.

That means: crewmember identification, licenses and other personnel details; information on navigational, mechanical and other vessel systems, including maintenance records, logs, injury and incident reports; purchasing and supply requests; and just about any other vessel detail that anybody could think of and need.

If the challenge of organizing such a vast amount of information weren't complicated enough in itself, aligning the system to the needs and operating methods of the people who will use it adds another layer of complexity. And the fact that operating methods aren't consistent from region to region adds yet another layer.

So how does an industry neophyte sort it all out?

“Because of my lack of experience in this industry, I have no baggage — no personal connection to the work, so I see it differently,” Holden Givens said. “And I'm used to this. I can learn any industry.”

Born and raised in Seattle, Holden Givens is a product of a Seattle family known best for its musicians. Her grandfather, **Oscar William Holden**, was a singer, clarinetist and pianist, who moved to Seattle in 1925 from Vancouver, BC and is credited with



Linda Holden Givens

introducing the city to jazz. Her father and two uncles also became musicians, and one of the uncles, **Rolen**, had a hit record in 1960.

Holden Givens has written widely about her family history and even made a movie about it, but she headed in a different direction. She earned a number of degrees and certifications, including a bachelor's degree in computer information systems and an MBA with an emphasis on information systems.

A 20-year information technology specialist at Boeing, Holden Givens learned that she loved research and analysis, as opposed to being a code-writing developer. She also worked a couple of years as an analyst with the Seattle-based construction firm, McKinstry Company.

“I love working and collaborating in a team,” she said, “solving a puzzle, trying to figure out how things work or should work.”

So far at Foss, Holden Givens has visited all of the regions, where she has spoken with managers and vessel crews to further understand how the business works. She described her

first tug ride, a ship assist job on the *Marshall Foss*, as “one of the best experiences I've ever had.”

A major part of her work the last few months has been to produce a diagram showing how information and systems data flow between tugs and barges and dispatch at Foss West Coast locations. It has the appearance of a complex circuit board diagram with dozens of arrowed lines connecting no less than 32 boxes and circles.

“I'm a visual person,” she declared.

When Holden Givens has completed the specifications for the VSP software, Foss will hire one or more vendors to deliver the actual computer programs.

She knows as well as anyone that Foss is in a highly competitive industry, and tools like the ones she is creating will help it compete.

“There are a lot of companies that don't exist anymore because they didn't keep up or didn't want to keep up,” she said. “You can't sustain business these days with old technology.”

Professional Women's Group Honors Foss SAP Specialist

Foss Rainier Shipyard SAP Coordinator **Lori Jackson** has been honored by the National Association of Professional Women (NAPW) as a 2015-2016 inductee into its VIP Woman of the Year Circle.

NAPW said the honor was conferred for Jackson's business leadership. In a press release, the organization called Jackson "self motivated, results-oriented and driven to succeed...a seasoned professional."

Jackson joined Foss in March 2015 as an SAP coordinator. SAP is an enterprise resource planning software

system that encompasses financials, logistics, distribution and other business components.

"I am always looking for ways to simplify and improve processes and to support my coworkers," said Jackson, who has a bachelor's degree in management. "I also enjoy facing challenges head on, because I learn and grow from them."

NAPW bills itself as the nation's leading networking organization for



Lori Jackson

professional women, with more than 850,000 members and more than 200 local chapters.

CAPT. JAMES FOX WAS MASTER OF THE HENRY FOSS



Capt. James Fox

Capt. **James Fox**, who for many years was master of the tractor tug *Henry Foss*, died recently at the age of 76. Fox joined Foss in 1959 as an oiler in Tacoma and retired in 2002 after 43 years of service.

Born in Tacoma, Fox went to Fife

High School and spent three years in the U.S. Army before beginning his maritime career and working his way up to captain. His widow, **Margie**, said Capt. Fox suffered from seasickness and didn't like going to sea, but he spent many years running tugs between Puget Sound and Alaska.

"He just loved his work at Foss and he wouldn't work anywhere else," Margie Fox said. "He was one of

those guys who looked forward to going to work."

Following retirement, the couple spent a lot of time traveling until health problems kept Capt. Fox at home in Milton several years ago.

In addition to his widow, to whom Fox was married for 53 years, he is survived by a brother, two sisters, two sons and numerous grandchildren and great grandchildren.

PEOPLE NEWS

NEW EMPLOYEES

Franklin Aquino
Customer Service Representative,
Portland

Christie Ellis
Compensation and Benefits Manager,
Seattle

Svetlana Kiriako
Office Coordinator, Cook Inlet

Jessica Liu
Accounts Payable Clerk, Seattle

Jeanne Nguyen
Group Controller, Seattle

Mathew Sisco
Customer Service Representative,
Portland

Kaiona Wood
IT Helpdesk, Seattle

PASSINGS

Wally Barber
Retired Foreman, Tacoma Shipyard

Herman Botnen
Retired Mate, PNW

James Fox
Retired Captain, PNW



Recalling the Visit of Another Huge Ship to Seattle; When Built, Manhattan was Largest U.S.-Flag Cargo Vessel

By Mike Skalley

Fifty-one years prior to the CMA CGM *Benjamin Franklin* arriving in Seattle, utilizing four Foss tractor tugs, another very large vessel arrived in Seattle on its first call to the port.

In April 1965 the three-year old supertanker *Manhattan* had recently come out of a shipyard in Portland where it had been converted from hauling crude oil to hauling grain. A crew of 90 men worked 24 hours a day for several weeks cleaning the cargo tanks of the 940-by-132-by-50-foot vessel in preparation for loading.

Once the *Manhattan* finished loading a partial cargo on the Columbia River, it shifted to the Port of Seattle. At the time, the Columbia River was dredged to 35 feet and the fully loaded draft of the *Manhattan* was 50 feet, requiring “topping off” of the cargo in the deep-water port of Seattle. However, the old Seattle grain facility at Pier 25 was not dredged to adequately take a vessel with up to a 50-foot loaded draft alongside.

As the *Manhattan* took on more grain, it became necessary to shift it into what was called “the bathtub” during periods of low water. This was an area of deeper water located in the center of the East Waterway, a few hundred yards from the Pier 25 grain facility. Three Foss tugs were required to shift the vessel each time, with one tug in attendance while the ship remained in the bathtub.

More than 53,500 tons of grain were loaded on May 1, 1965. Foss tugs shifted the giant vessel out to anchor on Elliott Bay, where three Foss bunker barges came along side for final bunkering prior to its voyage to the Far East. In the interest of keeping the draft to a minimum during the grain loading process, only a minimum amount of fuel oil was



Three Foss tugs, the single-crew tugs *Wedell Foss* (1,600 horsepower), *Lummi Bay* (1,270 horsepower) and *Donna Foss* (1,500 horsepower), assisting the *Manhattan* into the grain terminal at Pier 25 in Seattle.



The *Lummi Bay*, standing by the *Manhattan* while the ship sat in the “bathtub” during low water in Seattle’s east waterway.

aboard the *Manhattan*. The Foss oil barges 95, 96 and 97 combined to supply 30,000 barrels of bunker fuel to the *Manhattan*.

The ship successfully delivered its cargo of grain to the Far East and continued in the grain trade until 1969, when it was returned to

hauling crude oil. The vessel was seriously damaged during a typhoon while at anchor in a South Korean port in 1987 and was later towed to China for scrapping.

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



1151 Fairview Avenue North
Seattle, WA 98109



UNDER A SWIRLING SOCAL SKY Deckhand Nick Bristol caught this photo of the tractor tug Arthur Foss assisting the crude oil tanker Pecos into the El Segundo Moorings Berth 4 recently. The tanker is 898 feet in length and is listed at 158,465 deadweight tons.