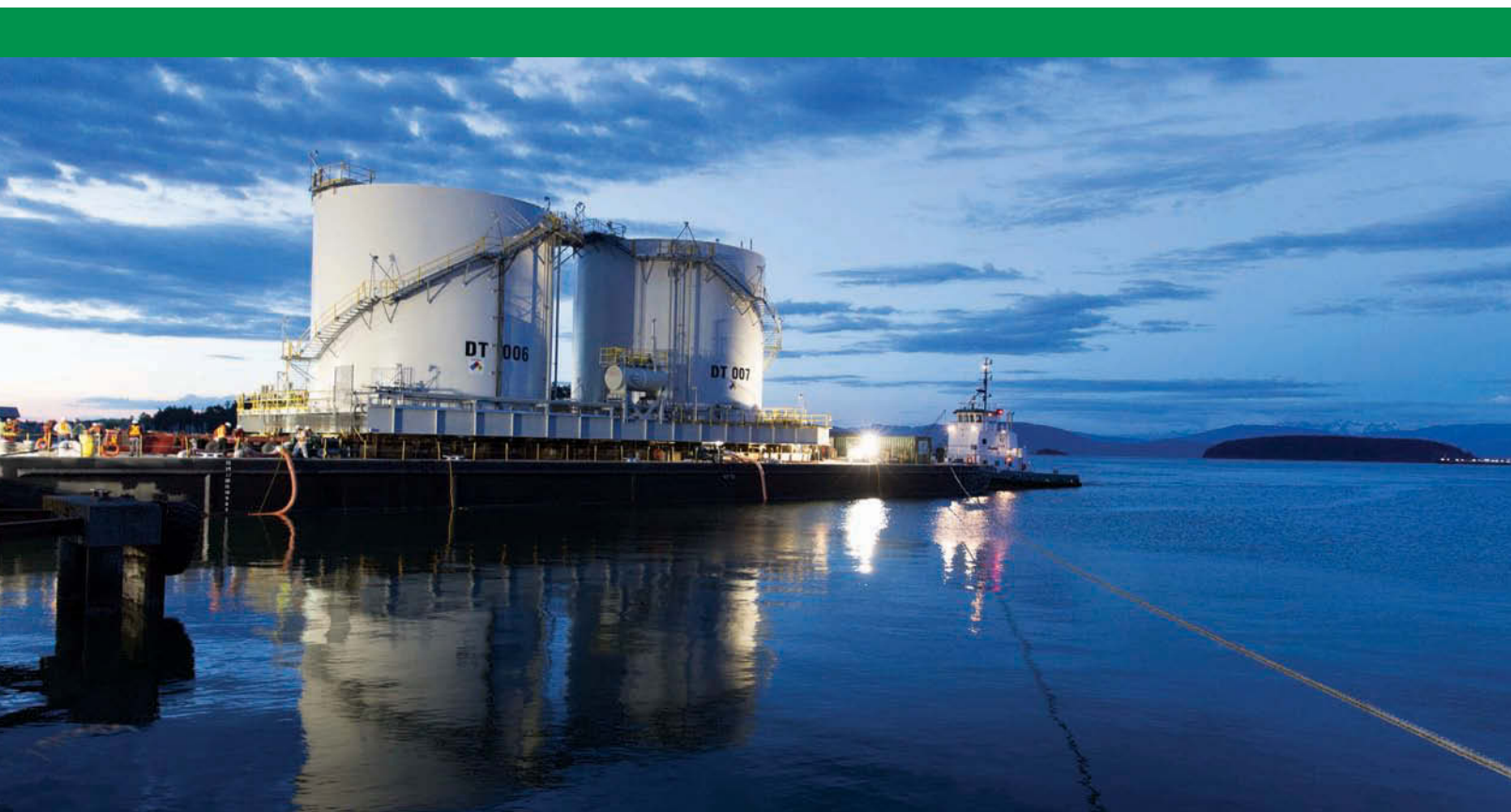




# Tow Bitts



David Dumont

**HEADED FOR THE ARCTIC** The shallow-draft tug *Emmett Foss* tended a barge in mid-June in Anacortes, Wash., after it was loaded with fuel-tank modules destined for an oil field development project near Point Thomson, Alaska. Foss ocean-going tugs towed the barge and another, also with tank modules, north while the *Emmett* and a second shallow-draft tug accompanied them to land the barges on the North Slope. Story on page 12.

## FIVE TUG-BARGE COMPANIES MERGE INTO FOSS MARITIME

Foss Marine Holdings, the tug-barge holding company owned by Seattle-based Saltchuk, has merged its five operations into one firm under its most recognizable brand, Foss Maritime Company.

Foss Marine Holdings' wholly owned subsidiaries—Foss Maritime,

AMNAV, Young Brothers, Hawaiian Tug & Barge, and Cook Inlet Tug & Barge—operate the country's largest coastal tug and barge fleet.

Effective on July 1, Foss Marine Holdings merged with Foss Maritime, whose lines of business include two shipyards, harbor services, ocean

*(Continued on page 5.)*

**ALWAYS READY**

INSIDE



**Consolidating Under the Foss Brand**

The five tug-barge companies owned by Saltchuk have been consolidated under the Foss Maritime brand, a move that is expected to enhance the company's position in a rapidly changing marketplace. *Tow Bitts* coverage includes a cover story, articles about the company's four divisions, and biographies of the executives who will lead them.

**Cover and Pages 5 - 9**

**Prestigious Safety Awards**

Eighty-one Foss vessels recently received Jones F. Devlin Awards from the Chamber of Shipping of America. The awards go to vessels that have achieved a minimum of two years without a crewmember losing a turn at the watch because of an occupational injury.

**Page 3**

**First Arctic Sealift Underway**

Four Foss tugs and two barges are helping to pull Foss further into the oil development business this summer, towing oil tank modules to a project near Point Thomson in the Alaskan Arctic. The company will conduct a second sealift to the project in 2015.

**Cover and Page 12**

**A Day in the Life of a Hybrid Tug**

*Tow Bitts* tagged along as the *Carolyn Dorothy*, the world's first hybrid-powered tugboat, assisted a containership into its berth at the Port of Long Beach.

**Pages 10 - 11**

**The Most Productive Welder in Seattle**

**Maeng Kang**, who emigrated from South Korea to Seattle in 1988, says the secrets to his productivity at the Foss Seattle Shipyard are that he has lots of experience and is "always thinking which way is better and which way is faster."

**Page 14**

**Reunion on the Arthur Foss**

Foss historian **Mike Skalley** takes a look back at the history of the retired Tug *Arthur Foss* on the occasion of a reunion of Foss family members on the vessel, now part of a museum collection on Seattle's Lake Union.

**Pages 18-19**

# Merger Completes an Evolutionary Process that Started when Saltchuk Bought Foss

*By Paul Stevens  
President and CEO*

It has been 10 years since I took the helm of Saltchuk's tug-barge group. Upon arrival, this group was made up of seven separate branded companies, each with its own unique culture. Although parts of this structure had advantages, it was not always the most efficient. As a result we began a process of shedding some businesses and expanding others. Since 2004 we have, with Saltchuk's full support, invested over \$400 million in our businesses, replacing our equipment, updating our systems and adding to our portfolio of services.

Today our market is facing many changes, which requires a renewed focus and cohesive culture. Saltchuk leadership and I believe the benefits of marketing our business under one brand is our best long term strategy. By merging under the Foss Maritime brand we have completed an evolutionary process that began when

Saltchuk first purchased Foss Maritime and then added other companies to the tug and barge portfolio over the past years.

Today, I believe we have the right commitment to safety, the right people and some of the best equipment in the industry. The challenge for each of us is to stay focused as we continue to build this great company. We need to remain committed to the principles established by our owners of safety, integrity and exceptional performance.

In order to justify continued investment we will remain an effective competitor and continue to drive improved shareholder value. These recent changes will help us meet these objectives.

In 2014 Foss Maritime will celebrate its 125th year in the maritime service business. I am confident next year will be the beginning of the next successful 125 years.



Paul Stevens

"Today our market is facing many changes, which requires a renewed focus and cohesive culture. Saltchuk leadership and I believe the benefits of marketing our business under one brand is our best long term strategy." PAUL STEVENS



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# Eighty-One Vessels Recognized for Safe Operations

The Chamber of Shipping of America (CSA) has recognized the Foss family of companies for its commitment to safety by granting Jones F. Devlin Awards to 81 tugs and manned barges.

Eight-one Foss vessels were recognized at the CSA's Annual Safety Awards Luncheon held in New Orleans, Louisiana in late spring. Altogether, the Foss vessels achieved the equivalent of 463 years without a lost-time injury.

Three levels of achievement are recognized by CSA: A basic two-year award; a three-year award; and a four-year award. Of Foss' 81-awarded vessels, 47 received a special award that is given annually to vessels with five or more years of accident-free operation.

"We stress the importance of safety in everything we do," said Foss' President and CEO **Paul Stevens**. "We strive to continually improve the safety of our operations. We're proud of the men and women who work hard to earn Foss this prestigious recognition."

The coveted Jones F. Devlin Safety Awards are given to self-propelled merchant vessels that have operated



**Susan Hayman**, vice president for environmental and regulatory affairs, accepted the Devlin Awards for Foss. With her is **Bruce Fernie** chairman of the Chamber of Shipping of America.

for two full years or more without a crewmember losing a full turn at watch because of an occupational injury.

"This year, we gave awards to 1,438 vessels that operated 8,394 years without a lost-time incident," said **Joseph J. Cox**, CSA President. "This extraordinary record is directly

attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."



## SALTCHUK CO-FOUNDER RECEIVES ENTREPRENEUR OF THE YEAR AWARD

Saltchuk co-founder and retired Chairman **Mike Garvey** recently received the Earnst & Young LLP Entrepreneur of the Year 2013 Lifetime Achievement award for the Pacific Northwest.

Saltchuk is the parent company of Foss Maritime.

In announcing the award, Earnst & Young Seattle Managing Partner **Dan Smith** noted that Garvey had grown the Seattle-based transportation company into a portfolio of 22 businesses from air cargo to trucking,

with about 6,000 employees and more than \$2 billion in revenue.

"He has demonstrated his innovative leadership and ability to be an industry pioneer," Smith said. He is an extraordinary businessman, family man and local philanthropist who is deeply passionate about his community, having served for more than four



**Mike Garvey**

decades on numerous local charities and corporate boards."

The Entrepreneur of the Year program, now in its 27th year, celebrates entrepreneurs who have demonstrated excellence and extraordinary success in areas such as innovation, financial performance and personal commitment to their businesses and communities.

# SoCal Ports Honor Foss for Hybrid Technology

The ports of Los Angeles and Long Beach have given Foss Maritime a high environmental honor for advancing hybrid tug technology that reduces greenhouse gasses, airborne particulates and pollution in all its forms.

“Foss is committed to hybrid technology,” said **Paul Stevens**, the company’s president and CEO. “The partnership we have with the ports of Long Beach and Los Angeles is bringing demonstrably cleaner air to communities throughout San Pedro Bay. Our company’s goal is constant improvement of our hybrid technology; we want to retrofit more tugs going forward.”

Foss was chosen for a San Pedro Bay Ports Clean Air Action Plan Air Quality Award (CAAP) in late July. The honor follows closely on another important hybrid milestone. The U.S. Environmental Protection Agency (EPA) earlier this month verified the environmental benefits of a hybrid retrofit system that underwent rigorous testing in Southern California.

Foss developed the innovative XeroPoint hybrid retrofit system in partnership with Aspin Kemp and Associates of Owen Bay, Ont.

Said Stevens, “The San Pedro ports’ recognition of Foss’ work is really an honor, especially following the EPA’s decision. Federal regulators are saying that the hybrid retrofit system is an effective choice for any U.S. harbor tug wanting to meet America’s highest environmental standards. Our proving ground was here, in Long Beach and Los Angeles, in partnership with the California Air Resources Board (CARB) and the ports that have the country’s most stringent clean air standards.”

“What stands out about Foss’ commitment to clean hybrid technology is that it was never driven by regulatory requirement,” said **Richard Cameron**, acting managing director of environmental affairs and planning, Port of Long Beach. “It developed its hybrid technology as part of a corporate commitment to environmental stewardship. Foss is now the clear leader.”

Foss’ partnership with the Long

Beach and Los Angeles ports began prior to 2009. The company developed, built and operates the world’s first hybrid tug, *Carolyn Dorothy*. It has been home-ported in San Pedro Bay for four years.

Following the success of the first hybrid, Foss retrofitted a second tug, *Campbell Foss*, to hybrid technology. It has been in service in southern California since 2012 and was used in University of California-Riverside testing that is the basis for EPA’s hybrid retrofit system verification.

The UC-Riverside test found significant economic and environmental savings:

- A fuel savings of roughly 30 percent;
- A 25 percent particulate matter reduction;
- A 30 percent reduction in nitrogen oxides produced during combustion;
- A 30 percent reduction in one of the prime greenhouse gases, carbon dioxide;
- A 35 percent reduction in carbon.

## FOSS TEAM SHARES ANCHORING EXPERTISE IN ALBERTA

Foss crews were recently dispatched to provide advisory services for an anchor placement project at the oil sands mining area in Alberta, Canada.

The project involved placement of four anchor systems, each consisting of two 5,000-pound anchors with five 90-foot shots of chain to moor a processing barge in a retaining pond of mine tailings.

The Foss group was led by site supervisor Capt. **Toby Jacobsen**, with team members Capt. **Doug Hajek**, Capt. **Marcel Ion**, Capt. **Mark Grosshans**, retired Capt. **Ed Haglund**, and Quality Manager **Jim Peschel**.

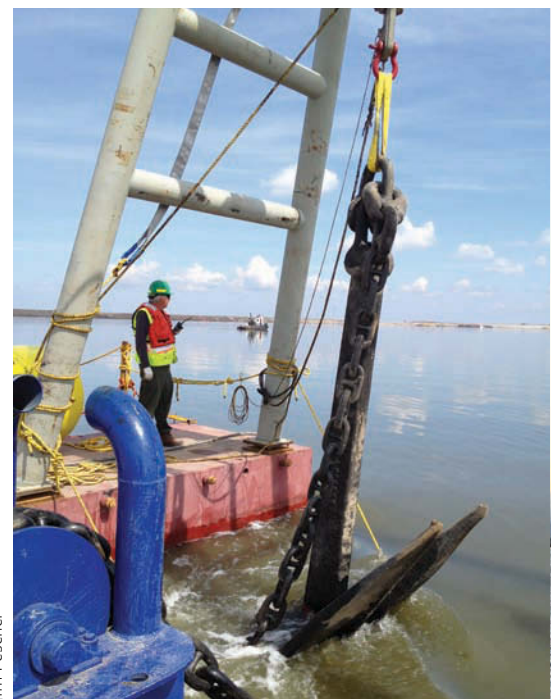
Peschel said the job site’s remote location made it a challenge. Also, the customer’s high degree of safety and compliance meant that the Foss team

needed two to three days of training and orientation to gain access to the job site.

In addition, the anchors were set up to 150 feet in depth. But there was so much silt in the pond that the team needed to wait for 48 hours before pull-testing to make sure the anchors reached the true bottom.

Foss coordinated the rigging, boat operations, construction of a flexi-float barge system, and overall management of subcontracted personnel from Canada’s SeaSpan and Northern Underwater Services.

Foss worked closely with its client WorleyParsons to establish the scope of work, set safety standards and define project objectives. The management team was lead by **Tim Beyer**, **Mike Walker**, and **Drew Arenth**.



Jim Peschel

Capt. **Doug Hajek** spots the location of an anchor system.

## FIVE TUG-BARGE COMPANIES MERGE INTO FOSS MARITIME

(Continued from the cover)

towing, marine engineering and others. **Paul Stevens** is president and CEO of the unified Foss Maritime.

“The Foss name is the oldest and most globally recognized name within our family of companies,” Stevens said. “It celebrates a rich maritime tradition that includes century-long service and a record of safety, innovation and quality for our customers.”

The move to consolidate all subsidiaries under Foss Maritime Company signals a move to a simplified operating structure that reduces layers of management and streamlines decision-making, Stevens said.

The new structure’s aim is to enhance Foss’ competitive position in a quickly changing marketplace, improve overall efficiencies and more closely align the company with customers’ requirements.

Foss Maritime will reorganize into four divisions:

- **Marine Transportation Services** — Headed by **Gary Faber**, this division

encompasses the company’s Global Services lines of business, including International Project Transport, Domestic Project Transport and Oilfield Services.

- **Technical & Engineering Services** — Also headed by Faber, this division will include marine engineering and naval architecture as well as the company’s shipyard operations in Rainier, Ore., and Seattle, Wash.
- **Harbor Services** — Headed by **Scott Merritt**, this division will include all harbor services such as ship assist and tanker escort activities.
- **Liner Barge Services** — Headed by **Glenn Hong**, this division will include the services of Young Brothers, an intra-island freight and transportation company based in Honolulu, Hawaii.

Stevens said the restructuring will take advantage of top-notch executives already in place at the company.

“For the vast majority of Foss employees, the reorganization is

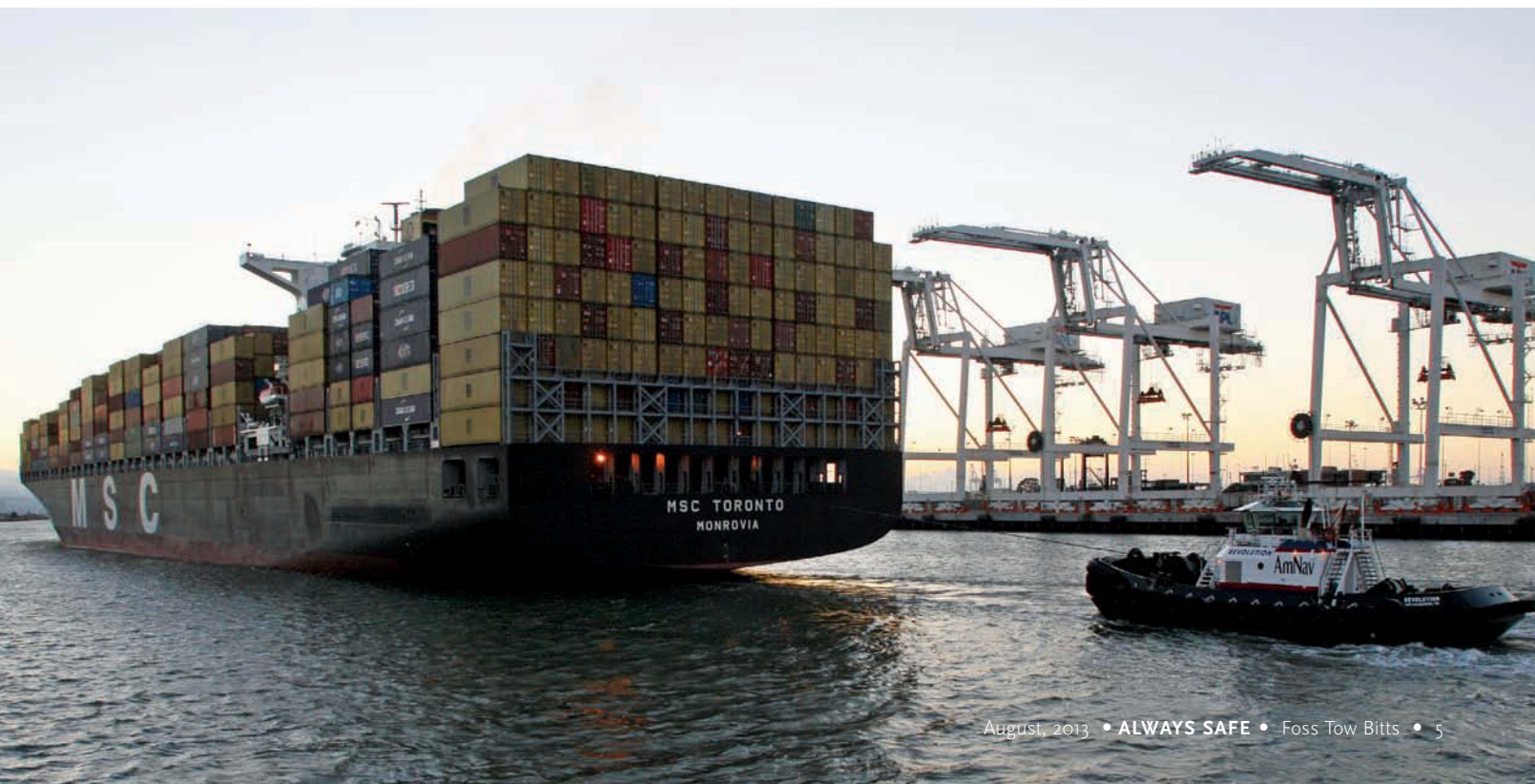
simply business as usual,” Stevens said. “But by unifying our company we are able to take greater advantage of industry leaders such as Gary Faber, whose tenure as Foss’ chief operating officer was marked by our strong emphasis on safety, a focus on customer needs, and the development of hybrid tug technology.”

Stevens characterized the decision to unify Foss’ operations under a single name as an opportunity to consolidate assets and better focus resources.

“The unification is the next step to enable Foss to focus on new and growing markets, including potential business opportunities in Alaska, where oil and gas activity is gaining strength,” he said.

Foss has announced it will build three new deep-sea Arctic Class tugs to compete for additional Alaska business. Work on the first tug is now underway at the company’s Rainier shipyard. (See *division profiles on the next four pages.*)

The AMNAV tug *Revolution* assists a Mediterranean Shipping Company containership at the Port of Oakland. AMNAV becomes part of Foss Maritime under the new organizational structure but will retain its brand identity.





## Harbor Services Division Performs Port and Regional Work on Coast and in Alaska and Hawaii

The *Carolyn Dorothy*, left, and *Campbell Foss* are hybrid powered tugs stationed in Long Beach.

The Foss Maritime Harbor Services and Regional Towing Division provides ship assists, tanker escorts, waterfront construction support, regional towing and other locally-oriented work in and around Cook Inlet, Puget Sound, the Columbia River/Snake River system, San Francisco Bay, Southern California and Hawaii.

In Southern California and San Francisco Bay the division also offers ship bunkering and petroleum transportation services, with seven double-hulled barges all built and delivered in the last 10 years.

Other services include operating line tugs and launches in support of Chevron's El Segundo Marine Terminal on Santa Monica Bay and offshore support vessels in support of their operations at the Pacific Area Lightering zone, approximately 50

miles off the coast. On San Francisco Bay the division operates sand dredges that produce marine sand for the commercial construction industry.

The harbor services fleet includes pilot launches, crew boats, line tugs, an offshore supply vessel, conventional tugs, ocean towing tugs, barges and a variety of modern tractor tugs to service all our customers' needs.

Included in our tractor fleet are nine Dolphin-Class tractor tugs built beginning in 2004 at Foss Rainier Shipyard on the Columbia River. These 5,000 horsepower, Azimuthing Stern Drive (ASD) tugs provide over 60 tons of bollard pull in a tight, 78-foot Z-drive configuration.

Two of these vessels, the *Carolyn Dorothy* and *Campbell Foss*, have hybrid propulsion systems employing a highly efficient combination of

electrical and diesel power.

Also in the fleet are a number of high horsepower enhanced—ASD and Voith-Schneider Propulsion (VSP) powered tractor tugs designed specifically for tanker escort and response. Foss also developed and operates three Tractor Plus tugs, which incorporate a single ASD unit with a traditional VSP-configured tug, allowing for higher static bollard pull and unmatched maneuverability.

The Harbor Service Division will include AmNav Maritime Services and Cook Inlet Tug & Barge. Both companies operate independently and have rich histories of providing excellent service to their customers. In the new structure they will continue to maintain their independence and individual brands.

## MERRITT LEADS HARBOR SERVICES

**Scott Merritt** will lead the Harbor Services and Regional Towing Division under the new organizational structure.

Merritt joined Foss Maritime Company in 1983 and has served in a variety of positions throughout his career, including: San Francisco Bay Regional Director, vice president of engineering and shipyards, senior vice president of harbor services and

regional towing, senior vice president of domestic services, and senior vice president of operations.

In his new role as senior vice president harbor services and regional towing, he is responsible for the oversight of all Foss Maritime harbor service activities.

He has served as a member of a number of industry and community based organizations including: Workforce

Development Council of King County Maritime Panel, Marine Exchange Board of Directors, and the API Marine Committee. Scott is a graduate of the California Maritime Academy and holds an MBA from the University of Washington.



Scott Merritt

# Marine Transportation Division has been Focusing On Project Work in the Arctic, Particularly in Alaska

The Marine Transportation Services Division encompasses the company's Global Services lines of business, including International Project Transport, Domestic Project Transport and Oilfield Services.

In recent years, Foss has increased its focus on project work in the Arctic oilfield services arena, particularly in Alaska. This summer, the company has dedicated four tugs and two barges to the delivery of oilfield modules to a development project in the Arctic near Point Thomson, Alaska. (See article on page 12.)

The Marine Transportation Division has also been assisting a second company, Shell Oil, in an exploratory drilling project in the Arctic. In addition, Foss vessels have been working with Spartan Offshore, which has been using a jack-up rig to search for oil in Cook Inlet.

In recent years Foss also has assigned tugs to oil development projects off the east coast of Mexico and has delivered oilfield cargo to West Africa. Company tugs also made 14 trips from the U.S. East Coast to Texas, carrying modules for an expansion of the Motiva Port Arthur Refinery, the largest refinery in the United States

Aside from project work in the energy sector, Foss International deliveries range from food aid cargoes



The tugs *Drew Foss*, right, and *Wedell Foss* guided the the oil rig *Noble Discoverer* out of Seattle's Elliott Bay in June of 2012. The rig was destined for a Shell Oil exploratory project in the Alaskan Arctic.

to Africa and Central America to military equipment carried between ports in Asia.

Last year, Foss barged two container cranes from Massan, South Korea, to the U.S. East Coast. Also last year, a Foss tug and barge made a rare visit by a U.S. vessel to North Korea, delivering supplies that would be used to recover the remains of U.S. soldiers killed in the Korean War.

In the domestic sector, Foss operates a rail-car barge service, called Aquatrain, between Prince Rupert, British Columbia, and Whittier, Alaska, the southernmost stop on the Alaska Railroad.

Foss tugs and barges have carried all manner of cargoes up and down all three coasts and through the nation's river systems.

One of the company's annual projects involves lightering ore from the Red Dog Mine in the Alaskan

Arctic to bulk carriers anchored in deep water. Foss dedicates four tugs and two specialized ore barges to Red Dog each season.

Key equipment in the Foss ocean fleet includes the twin 8,200 horsepower tugs *Corbin Foss* and *Lauren Foss*. These 150-foot tugs generate in excess of 110 metric tons of bollard pull, have accommodations for 12 and an endurance of 40 days. Among other vessels, Foss operates one articulated tug-barge (ATB) and one integrated tug-barge (ITB) that carry cargo worldwide.

The division also operates the *Delta Mariner*, a 312-foot vessel known as the "Rocket Ship" that delivers common booster cores to launch sites for the United Launch Alliance.

To support its growing business in the Arctic, Foss is currently building three ocean-going tugs at its Rainier Shipyard on the Columbia River.

## FABER TAKES OVER MARINE TRANSPORTATION AND TECH. SERVICES

**Gary Faber**, formerly president and chief operating officer of Foss Maritime, will lead the Marine Transportation Services and Technical and Engineering Services divisions.

Faber has more than 40 years of experience in the maritime industry. He became president and COO in October of 2006.

He joined Foss in 2002 as senior vice president of engineering, shipyards and

project management. In 2005, he was named executive vice president for marine transportation and global services where he oversaw the company's successful sealifts to Russia's Sakhalin Island for Exxon Neftegas.

He has extensive experience in marine engineering, vessel operations, salvage and project management, particularly in extreme environments.

Before joining Foss, he was president of Seacoast Towing, now part of Kirby Corporation, and vice president for operations at Crowley Maritime.



**Gary Faber**

# Technical Services Division Builds and Maintains Vessels; Performs Engineering and Naval Architecture Services



A pipefitter executes a weld at Foss Seattle Shipyard.

The Technical and Engineering Services Division, operates shipyards in Seattle and Rainier, Ore., while performing marine engineering and naval architecture services for both in-house Foss projects and for outside customers.

The Oregon shipyard on the Columbia River has been focusing on new construction since delivering the first of 10 Dolphin Class tugs to then Foss sister company Hawaiian Tug & Barge (now part of Foss) in 2004.

Nine of the ten are still in the Foss fleet.

Probably the most famous Dolphin is the *Carolyn Dorothy*, the world's first hybrid-powered tug, operated by Foss in Southern California. A second Dolphin, the *Campbell Foss*, was retrofitted with hybrid power

at the yard.

In addition to the Dolphins, the yard has completed a number of new-build projects for non-Foss companies. Those include a San Francisco pilot launch, a shallow-draft tug for Saltchuk's Delta Western (an Alaskan fuel supplier) and a 20-car ferry for the Washington State Department of Transportation.

The Seattle yard in recent years has focused on repair and maintenance of vessels operated by both Foss and commercial customers, including owners of fishing vessels, large yachts, ferries and other craft.

It operates three drydocks, the largest able to handle vessels up to 220-feet long. And it offers customers expert work by all crafts, including welders, carpenters, pipefitters,

painters, electricians and laborers.

But the Seattle yard, too, is moving into new construction, beginning with two fireboats for the Port of Long Beach, a project it just started.

The Engineering Department has a full staff of naval architects and engineers who, like the yards, work on both in-house and non-Foss projects. Recent outside projects included design work on an Alaska state ferry refit, and support for a fish-collection station at a dam in central Oregon.

In addition to producing designs for new construction, modification and repair, the department's services include stability analyses, structural analyses, weight and moment calculations, docking calculations and surveys.

## ROSAS IS NEW VICE PRESIDENT FOR HUMAN RESOURCES

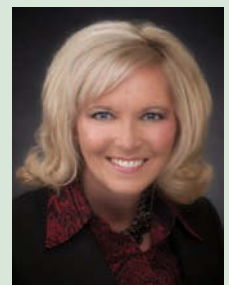
**Colleen Rosas**, former director of human resources at Seattle's Swedish Medical Group, has joined Foss Maritime as vice president human resources. She will be responsible for development and oversight of human resources policy throughout the company and will report directly to **Paul Stevens**, President and CEO.

At Swedish, Rosas was the top human

resources executive, providing strategic leadership for the medical group, which consists of more than 2,000 physicians and staff, more than 100 primary and specialty care clinics and business support services.

She earned a bachelor of arts degree in business administration from Western Washington University and is certified as a Senior Professional in Human Resources.

In addition to Swedish, she has served in HR leadership roles in manufacturing, service and retail companies.



Colleen Rosas





## Barge Services Division is a Licensed Common Carrier Regulated by the State of Hawaii

A top-pick machine prepares to load a cargo container onto a Young Brothers barge in Honolulu.

The Liner Barge Services Division encompasses Young Brothers, Ltd., a licensed common carrier regulated by the state of Hawaii. The division carries all manner of cargo between Honolulu and the neighbor islands.

The division operates six tugs and seven barges, four built since 2007. As a common carrier, the division must maintain a schedule and charge its customers according to its tariffs approved by the state.

“We devote lots of resources to the regulatory process,” said **Glenn Hong**, who heads Liner Barge Services. “And there’s a huge industry built up around the regulatory process—lawyers, economists and others. In the meantime we have a business to run.

The four new barges from U.S. Barge in Portland have improved the division’s efficiency and sailing capacity. Carrying a maximum of about 600 20-foot equivalent

container units, the barges are about twice the capacity of the ones they replaced.

In addition to carrying freight from Honolulu to the neighbor islands of Hawaii, Maui, Molokai, Lanai and Kauai, the division has a nominal back-haul business, comprising agricultural products, rental car operators and smaller businesses on the neighbor islands.

## HONG TO HEAD LINER BARGE SERVICE IN HAWAIIAN ISLANDS

**Glenn K.Y. Hong**, formerly president of Hawaiian Tug & Barge/Young Brothers Ltd., will head the Liner Barge Services Division under the new organizational structure.

Hong joined HTB/YB in 1991 as vice president, finance and government affairs before being named president in 1992.

A native of Honolulu, his working career

started in 1970, when he was a certified public accountant and then joined his family’s businesses and did independent consulting. He later worked in auditing and accounting positions for Hawaiian Telephone and its parent, GTE-Telephone Operations, in Stamford, Connecticut.

He returned to Honolulu in 1989 as

controller for Hawaiian Electric Industries. Since joining HTB/YB he has served on numerous industry and non-profit boards of directors.



Glenn K.Y. Hong

# A Day in the Life of the Carolyn Dorothy

The hybrid-powered tug *Carolyn Dorothy* assisted the containership *Octavia* into its berth at Terminal A at the Port of Long Beach recently. The tug was under the command of Capt. **Bob Engel**, with Chief Engineer **Merle Norquist** and Deckhand **Steve Phifer**.

The *Octavia*, built in 2005, has a capacity of 5,117 twenty-foot container units and is 965 feet in length. It is operated by Mediterranean Shipping Company.

Completed in 2009 at Foss Rainier

Shipyards, the *Carolyn Dorothy* is the world's first hybrid, diesel-electric powered tug. It is one of nine Dolphin-Class tugs operated by Foss. A second Dolphin, the *Campbell Foss*, was converted to hybrid power in 2011.



1. Capt. **Bob Engel** is at the controls as the *Carolyn Dorothy* approaches the containership.



2. Deckhand **Steve Phifer** hails *Octavia* crewmembers as the tug nears the ship.





4. Engel uses the tug's power to turn the ship, preparing to back it into its berth at Terminal A.



5. The *Octavia* approaches its berth, behind another containership.



7. The *Carolyn Dorothy* heads for home.



6. With the ship safe at the terminal, **Phifer**, right, and Chief Engineer **Merle Norquist** retrieve the towline.



# First of Two Arctic Sealifts Underway; Foss Involvement in Oilfield Services Continues to Grow

Foss embarked in mid-June on the first of two sealifts to a major oil exploration development project in the Alaskan Arctic, furthering the company's expansion into support services for the fast-growing energy sector.

The ocean-going tugs *Barbara Foss* and *Lauren Foss* departed from Anacortes, each towing a barge carrying tank modules that will supply fuel during development and operation of the project near Point Thomson, 60 miles east of Prudhoe Bay. The modules are key components, with enough fuel capacity to keep all equipment running through the winter season when ice prevents resupply operations.

Accompanying the two tugs and two barges was the shallow-draft tug *Emmett Foss*, making its first voyage after its construction at Foss Rainier Shipyard and the *Millie Cruz* on timecharter from Cruz Marine. The *Emmett Foss* and *Millie Cruz* will maneuver the barges the last few miles into a shallow water discharge facility.

Foss' customer on the job is Australian company WorleyParsons, which specializes in engineering, procurement and construction management services in energy development.

A second, larger, sealift with modular components of the Point Thomson plant itself will sail from South Korea in summer 2015.

North Slope activity has intensified in the past few months. A federal government decision to issue a permit for drilling in the Point Thomson field drew predictions from Alaska state officials that the development would bring hundreds of new jobs to the North Slope's eastern half.

The Point Thomson field is estimated to contain 8 trillion cubic feet of natural gas, about 300 million barrels of gas condensate liquids and traditional crude oil.

To meet its growing Alaska business, Foss announced early this year that it would build three new ocean-going tugs at the Foss Rainier Shipyard. Work on the first of those tugs is underway.

The first two of four large oil tank modules were ready to be loaded onto a barge in Anacortes, Wash.



# New SoCal Port Engineer Speaks Fluent Mandarin, Puts Linguistic Skills to Work in Singapore Project

When **James Ding** was a kid growing up in Philadelphia, his parents, who emigrated from Taiwan in the 1970s, insisted that Mandarin Chinese be spoken at home, all the time.

And today, as an assistant port engineer for Foss, Ding is putting his Mandarin fluency to good use, helping to supervise an overhaul of the articulated tug-barge (ATB) *Strong Mariner* at a shipyard in Singapore.

“There are a lot of people at Foss who have a lot more project management experience than I do,” Ding said recently before coming back to the states after a two-month stint in Singapore. “But the communication over here is difficult, and it’s easier to communicate with them in their home language.”

Ding, whose father was a senior unlicensed engineerroom crewmember on cargo ships, is a 2008 graduate of California Maritime Academy and went to sea with the Military Sealift Command for four years as a third and second engineer.

But as is the case with many mariners, moving ahead in life means coming ashore, so he took a job as a power plant engineer in Southern California. But he chaffed in the job and yearned to get back into the maritime industry. He saw an ad for the job as assistant port engineer for Foss in Long Beach, applied and got it.

“After the second day at Foss, I knew I was in the right place,” he said. “Here, when something goes wrong, you just find a way to fix it. The mentality at the power plant was, you can just order another piece of equipment and take care of it later.”

He added, “There’s a sense of familiarity here. Everybody has the same mindset.”

**Jerry Allen**, California fleet engineering manager, said Ding’s degree from CMA and his licensed sailing experience fit what Foss was looking for. Also, his power plant experience is likely to help him in working with the two hybrid tugs Foss operates in Long Beach.

“One thing I did not realize when



**James Ding**

hiring him was that he was fluent in Mandarin Chinese.” Allen said. “Since he was available and could speak the language, we sent him to Singapore to help with the *Strong Mariner*, and he’s been doing a great job.”

## MOVING DOWNRIVER

*The pusher tug P.J. Brix moved a barge load of 39 dormitory modules from Lewiston, Idaho, in early July, 360 miles down the Columbia-Snake River system to Astoria, Ore., where the AMNAV tug Liberty took over and towed the barge load of modules to Seward, Alaska. Foss’ customer on the job was sister company TOTE Logistics, and the modules were destined for AVTEC, Alaska’s Institute of Technology.*



# Shipyards Welder is Always Thinking: 'Which Way is Better...Faster'

Meet **Maeng Kang**, the most productive welder at the Foss Seattle Shipyard.

Kang, 64, started welding in shipyards in his native South Korea when he was just 18 years old and worked there before following his mother to Seattle in 1988 and getting a job at Foss Shipyard.

He's now a 23-year veteran of Foss and plans to retire in two years.

"We're going to miss him," said Steel Shop Foreman **Monte Roy**, Kang's boss.

Kang's welding is much stronger than his English, and he spoke to *Tow Bitts* with the help of an interpreter, **Jong Nan**, a Foss Shipyard painter.

"Foss is a great place to work, and everything is better here than it was in Korea," he said. "It's a better workplace, the money is better and the safety is better."

Asked how he achieves such high productivity, Kang said "I've been a welder for a long time, and I'm always thinking which way is better and which way is faster, and I'm never tired."



**Maeng Kang**

Roy said Kang handles a big workload and is in great shape for his age. He gets to work about an hour and 15 minutes early each day, "and when he's on a job and says 'no good,' you better listen to him."

Kang who lives in Lynnwood, north of Seattle, is married and has a daughter who is a nurse at the University of Washington Hospital. When he retires, he said, he plans to travel and do a lot of fishing.



## OCEAN BOATS, PIECE BY PIECE

*Steel work has begun for the first of three ocean-going tugs under construction at Foss Rainier Shipyard. In the photo at right, Adam Phelps, left, and Matt Fulton prepare keel bottom plates for welding, and in the photo at left, Jaff Barth and Kelly Quick work on hull frame pieces. The "Arctic-Class" tugs will be 132 feet long and will have ice-strengthened hulls. The first is to be delivered in December 2014 and the others are to be finished 12 and 24 months later, respectively.*

Jereme Ruhl



## LONG BEACH FIREBOAT TAKES SHAPE

The first of two fireboats being built for the Port of Long Beach is taking shape at Foss Seattle Shipyard. In the photo above, **Juan Meza-Lizarraga** examines welds on the stern section of the vessel. At right, welder **Dave Lindschmidt** works on a compartment that will house the starboard voith drive, while Superintendent **Bill Fiamengo**, in the white coveralls, and mechanic **James Waring** look on. The first boat is scheduled for delivery in May 2014 and the second is to be completed the following December.





## GOOD WEATHER AT RED DOG

*The Stacey Foss towed the ore barge Kivalina toward the anchored bulk carrier MV Sea Eagle on July 10, with the tugs Sidney Foss on the stern, and Iver Foss alongside. Foss began its ore lightering operations at the Red Dog Mine in the Alaskan Arctic on July 2, 10 days earlier than last year. Good weather enabled the team to lighter 170,000 wet metric tons of ore by July 10.*

## NEW FERRY 'SANPOIL'

*The new ferry built at Foss Rainier Shipyard and trucked in parts to the Columbia River was launched on July 11 after it was assembled at a provisional shipyard just above the Grand Coulee Dam. The 20-car ferry is scheduled to be christened on Aug. 14 and will go into service on State Route 21, ferrying vehicles across Lake Roosevelt. Its name is Sanpoil, a native word that is the name of one of 12 aboriginal Confederated Tribes of the Colville Indian Reservation.*





# Four Win Scholarships for Employees' Children

Four young men who are the sons of three current and one deceased Foss mariner are winners of 2013 scholarships for children of employees.

**Riley Corrie** of Snohomish, Wash., is the son of Capt. **Dave** and **Marianne Corrie**. Riley will enter Western Washington University in Bellingham in September and hopes to pursue a pre-med program.



Riley Corrie

**Kevin Dreitlein** of Longview, Wash., is the son of Chief Engineer **Kevin Dreitlein** and **Wendi Lifto**. He will be a sophomore this year at Lower Columbia College in Longview and is majoring in accounting.

**Lucas Kovatch** of Gig Harbor, Wash., is the son of Deckhand Engineer **Kenneth** and **Joni Kovatch**. He will enter Washington State



Kevin Dreitlein



Lucas Kovatch

University in Pullman in September and plans to major in engineering.

**Shane O'Connor** of Gig Harbor, Wash., is the son of the late Capt. **Shawn** and **Michelle O'Connor**. He plans to enter the mate training program at Pacific Maritime Institute, Seattle, in February of 2014.



Shane O'Connor

## PEOPLE NEWS

### PROMOTIONS

**Stephen Creech**  
AB to Chief Mate, MT

**Igor Loch**  
Vice President Marine Operations and Assurance

**Michael Mann**  
AB to Chief Mate, MT

**Patrick Miller**  
AB to Chief Mate, MT

**Tucker Tillman**  
Customer Service Rep, CSR to Project Controls Manager, Alaska region

**Joseph Tweedie**  
AB to Chief Mate, MT

**Andrew VanCuren**  
Supervisor of Customer Service

**Eric Watson**  
Chief Mate to Captain, MT

**Chris Wolf**  
Director of Customer Service

### NEW EMPLOYEES

**Colleen Rosas**  
Vice President Human Resources

**Midea Schasteen**  
SR HRIS Business Analyst

**Jim Van Wormer**  
Director of Operations, Alaska region

### PASSINGS

**David Fries**  
Cook/Deckhand MT

**Elizabeth Gedney**  
Retired Mate, MT

### RETIREMENTS

**Robert Farrell**  
Captain, MT

**Leonard Haglund**  
Deckhand, CSR

**Charles Hammer**  
Chief Mate, MT

**Jon Miller**  
Deckhand/Engineer, PNW

**Doug Pearson**  
Senior Marine Advisor

**Malcom Porter**  
Deckhand/Engineer, PNW

**Richard A. Smiley**  
Tankerman, San Francisco

**Ross Springer**  
Captain, PNW

**Mike Walker**  
Regional Operations Manager, CSR





Descendants of Foss company founders **Thea** and **Andrew Foss**, spouses, and distant cousins from Norway at the recent reunion were, front row from left, are **Ken Johnson** (husband of Leslie Johnson), **Pete Campbell** (descendant), Norwegian spouses **Sol** and **Hans Dellivig** (cousin), **Brynn Rydell** (descendant), **Carol Johnson** (descendant), **Philip Wood** (descendant), **Sandra Wright** (descendant), Norwegian **Marius Hellerud** (cousin), **Leslie Johnson** (descendant), Norwegian **Morten Bøe** (Hellerud's partner), **Jim Johnson** (husband of Carol Johnson), and **Harry Rydell** (husband of Brynn Rydell). In the back are **Garth Rydell** (descendant) and his wife **Taylor**.

## Now a Museum Vessel, the Arthur Foss had A Full Life of 79 Years in Commercial Towing

By **Mike Skalley**

An appropriate location for the reunion of a number of Foss family members in June of this year was the former Foss tug, *Arthur Foss*. The *Arthur* was built in 1889 as the steam powered tug *Wallowa* owned by the Oregon Railway and Navigation Company. Ironically, this was the same year as the Foss family, **Andrew** and **Thea**, along with their young children arrived in Tacoma and started the Foss Boathouse Company, the predecessor to Foss Launch & Tug Co. and now Foss Maritime Company.

When the Foss family purchased the *Wallowa* in 1929 from the Merrill and Ring Timber Company, the 111-foot tug was already 40 years old. In early

1934 it entered the Foss Shipyard in Tacoma for a complete rebuild.

In late 1934, the *Wallowa* was renamed *Arthur Foss*, to honor the Foss company president. The rebuilt tug emerged with a new 700 horsepower Washington diesel and new auxiliary machinery as well as a new deckhouse, pilot house and a modernized galley.

The *Arthur*, now designated as the “most powerful” tug on the West Coast was making 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 she arrived towing the famous

four-masted schooner *Commodore*, loaded with 1.5 million board feet of lumber from Puget Sound sawmills.

In early 1941, the *Arthur*, with long time Foss skipper, **Vince Miller** in command, departed Oakland for Honolulu towing a closing gate for a Navy graving dock in Pearl Harbor. On arrival in Honolulu the *Arthur* went on long-term charter to the Pacific Naval Airbase Contractors to assist in the construction of military airbases on Oahu, Wake Island and French Frigate Shoals. The *Arthur* continued in service for both the Airbase Contractors and the U.S. Navy, working in the Pacific theatre of action until the end of World War II.



The *Arthur Foss* spent much of its career towing logs on Puget Sound.

After a lengthy lay-up in Honolulu the *Arthur* returned to Tacoma in late 1947 for a 10-month overhaul at the Foss Shipyard, prior to re-entering service in August 1948. For the next twenty years the *Arthur* was assigned to the Foss Port Angeles division towing log cribs from Neah Bay, Sekiu and the Pysht River to Port Angeles and other log handling ports on Puget Sound.

Passing the 75-year mark in 1964, the *Arthur* was working over 300 days per year but her days were numbered. Many new Foss tugs were being turned out at several West Coast and Gulf Coast shipyards to replace the aging fleet of wooden and under-powered tugs. In 1966 the new *Myrtle Foss* entered log towing service in the Straits, followed in 1968 by the *Martha Foss*. With the presence of these two new steel-constructed, automated tugs, the 79 year old *Arthur* was forced out of the running. The final job recorded in the *Arthur's* logbook was towing a

log crib from the Rayonier log dump in Sekiu to Port Angeles. At the completion of the tow on July 26, 1968, the captain, **Arnold Tweter**, rang "Finished with Engines" on the engine room telegraph for the final time.

Several weeks later, the *Arthur* was towed to the Foss facility in Tacoma where she was de-commissioned after a full life of 79 years of commercial towing. The *Arthur* remained in Tacoma until June 24, 1970 when it was donated to the non-profit historical society, "Save Our Ships," the predecessor to today's Northwest Seaport. Forty-three years later, in 2013, the *Arthur* remains a viable unit in the "Seaport" fleet, berthed by the Museum of History and Industry on Seattle's Lake Union.

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

The *Arthur* remains a viable unit in the "Seaport" fleet, berthed by the Museum of History and Industry on Seattle's Lake Union.





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## TACOMA'S BIGGEST CONTAINERSHIP

*The Zim Djibouti, the largest containership ever to call the Port of Tacoma, was assisted up the port's Blair Waterway to Washington United Terminals on July 10, by the tug Henry Foss. The ship has a capacity of 10,000 20-foot equivalent container units and is 1,145 feet long and 150 feet in beam. Zim Integrated Shipping began calling the port in July 2012 after the Grand Alliance shipping consortium relocated to Tacoma.*