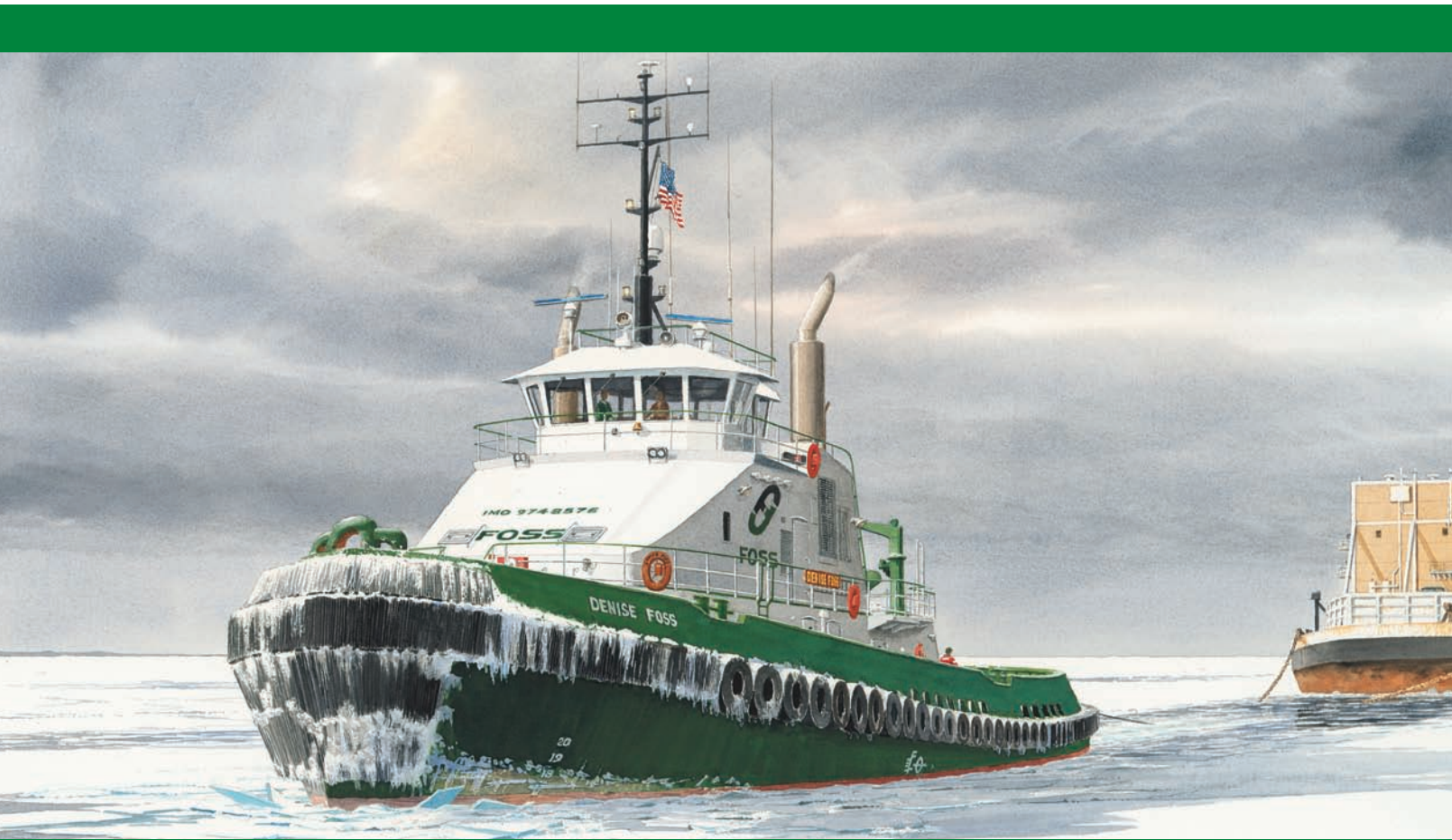




# Tow Bitts



Steve Mayo

**HAPPY HOLIDAYS** *“Denise in the Ice,”* a watercolor by artist and former Foss mariner **Steve Mayo** of Bellingham is reproduced above and on the company holiday card. Mayo’s painting was one of the winners in the annual competition among artists for the holiday card and for slots in the Foss calendar. An article about the contest and reproductions of the monthly paintings appear on pages 10-11.

**A HOLIDAY MESSAGE:**

The ocean is our **Ohana**

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

This is the time of year when our history and our future come together — when we reflect on our past accomplishments and look to the challenges and opportunities the coming year will bring. Our history at Foss is rich with tradition, business

success and our commitment to safety. I am confident that this foundation will propel us into a safe and prosperous future.

This year brought new things to our company including: a leadership change; the successful completion of

*(Continued on page 2)*

## INSIDE



### Season's Greetings

Foss rings in the holidays by announcing the winners of the 41<sup>st</sup> annual competition among artists for slots in the company calendar and holiday card. There were 31 entries from Northwest artists and one from Canada this year.

Cover and pages 10-11

### Hybrid Tug Moves to River

The world's first hybrid-powered tug, a fixture in Southern California since its christening in 2009, has been reassigned to the Columbia River. The *Carolyn Dorothy* will give the region four ship-assist tugs with more than 50-tons of bollard pull.

Page 6

### Record Year at Red Dog

In the 27 years Foss has been lightering ore to deep-draft ships for the Red Dog Mine in the Alaskan Arctic, the weather had never been worse than it was in the 2016 season. Nevertheless, the Foss team moved record tonnage of zinc ore concentrate.

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### FOSS 300 Photo Essay

Lifting a 32-ton anchor, a 75-ton fuel dock and two propeller shafts at 18 and 20 tons were among the jobs performed by the busy Foss 300 derrick barge during the fall. Built in 1943, the steam-powered crane is still going strong.

Pages 14-15



To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, [sherman.b@comcast.net](mailto:sherman.b@comcast.net), or Sonja Baron, coordinator of production, [sbaron@foss.com](mailto:sbaron@foss.com). The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Matt Brown, (206) 381-3799 or [matt@foss.com](mailto:matt@foss.com).

A HOLIDAY MESSAGE: *Continued from the cover*

## The ocean is our Ohana



The *Michele Foss* moving through the ice choked waters of the Arctic.

the second Arctic Class tug, the *Denise Foss*, at our Rainier shipyard; a return to Eastern Russia's Sakhalin Island with a tug-barge convoy supporting oil field development; the *Marshall Foss* and her crew answering the ancient call of Mariners to rescue a vessel in distress off the coast of Vancouver Island; and many other accomplishments too numerous to name.



John Parrott

Over the past year and throughout our rich history, we continue to follow the call of our customers. We bring our people and our boats with a combination of ancient knowledge of tides, wind and currents, plus advances in modern technology such as our capability to track vessels and monitor weather globally from our new facility at the Foss Maritime Center, Portland. We apply these human and equipment resources in a similar and safe way, from moving lumber schooners and chip barges to rocket engines and recently the largest container ships the world has ever seen.

What's the common thread, other than our relentless commitment to safety, in the wide variety of things we do?

On a recent flight back to Seattle from Hawaii, I gazed down at the steady expanse of the subtropical sea. Even from aloft, you could see the lines of swell steadily moving from horizon to horizon.

That brought to mind a recent Foss advertisement with a photo of the *Michele Foss* moving through the ice choked waters of the Arctic and the tagline, "Nowhere we'd rather be."

The ocean is our "Ohana." That's Hawaiian for "family," and the ocean is what binds together the people of Foss and everything we do. It also binds us with our larger family in the maritime industry.

Our customers, of course, are part of that family, and I want to wish them a happy holiday, because without them and without their trust we wouldn't have a business. Serving our customers keeps us focused, and at this moment, looking to 2017 with the knowledge that we will continue to give them high-value and safe service.

Happy holiday, also, to our employees, their families, vendors and friends.

And lastly: Be safe.



**FOSS**



# Seventy-Four Foss Vessels Recognized for Environmental Excellence

With a combined 843 years without an incident, 74 Foss Maritime and subsidiary companies' tugs and tank barges have been recognized by a major maritime organization for their environmental records.

The Chamber of Shipping of America (CSA) announced the 2016 Environmental Achievement Awards honoring the Seattle-based company's work on Nov. 2, 2016, in Washington, D.C. Foss and its sister companies have 37 vessels with 10 or more years without an environmental incident, with 11 of those vessels achieving 20-plus years of environmental excellence.

"We are truly honored by this award, since it underscores our dedication to the highest safety standards and care for the environment," said Foss President

**John Parrott.** "These values are an important part of our corporate culture and also what our customers demand."

The awards are open to all owners and operators of vessels that operate on oceans or inland waterways.

"Foss' commitment to safeguarding the environment is something that we take great pride in," said **Susan Hayman**, Vice President of HSQE and External Affairs at Foss. "We engineer and build our state-of-the-art vessels to exceed environmental and safety requirements. It's this commitment that helps make Foss an industry leader."

"These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards," said



The *Wedell Foss*, shown here on Tacoma's Commencement Bay, is one of 11 Foss vessels with 20 or more years of environmental excellence.

**Kathy J. Metcalf**, president of CSA, praising the award recipients for their commitment to serving as stewards of the environment.

A list of the vessels receiving the 2016 Environmental Achievement Award is posted on CSA's website [www.knowships.org](http://www.knowships.org). Click on "News & Events," then "Press Releases."

## FABER, A FORMER FOSS PRESIDENT, LED COMPANY'S EXPANSION INTO GLOBAL SERVICES

Senior Vice President for Marine Transportation **Gary Faber**, who led the company's rapid expansion into global project services over the last decade, will transition from his position at Foss to a new career as a consultant beginning in January of 2017.

Faber, who served as president and chief operating officer of Foss Maritime from 2006 until 2010 when Foss Marine Holdings was consolidated into Foss Maritime, spearheaded projects in Alaska, Sakhalin Island (Russia), South America, Africa and the Middle East.

"It's been incredibly gratifying to have worked on some of the most difficult marine transportation projects on a global scale while at Foss," Faber said. "And I want to thank (Foss parent company) Saltchuk for giving me the helm for so many years.

Foss President **John Parrott** said that under Faber's leadership, Foss has provided marine services "without equal in all corners of the globe."

"Gary has been a driving force, year after year, in solidifying and securing the most complex of marine logistics projects," Parrott said, "and he has overseen the delivery of these services at a level of distinction equal to none."

Faber, 65, is a 1973 graduate of the U.S. Merchant Marine Academy and spent 27 years with Crowley as a vessel engineer, port engineer, cargo operations manager, marine operations manager and vice president of operations. He joined Foss in 2001 as senior vice president of engineering, shipyards and project management. He was subsequently named executive vice president before being named president in 2006.

Faber said he would work closely with the company during its leadership transition in 2017 to help maintain continuity with customers and employees.

"Beyond that, I will hold myself out as a consultant to provide solutions to the challenges of complex marine transportation projects and vessel management services in the emerging marine industry," he said. "The recent economic, political and social changes will have a profound effect on our industry in the coming years, which will require sensible and focused marine management services."

Said Parrott, "We are actively exploring opportunities to tap Gary's tremendous industry knowledge and consulting abilities in the new year."



**Gary Faber**

# SAFETY CORNER | What is my Role Regarding Safety Responsibility?



Al Rainsberger

By *Al Rainsberger*  
Director of Health and Safety

As the director of health and safety, I am responsible for the general welfare of the personnel and equipment entrusted to Foss for the safe performance of our duties.

A sound safety program is the key management tool that allows me to carry out my responsibilities. It is my personal responsibility to create, foster and maintain a culture of safety within the organization that seamlessly translates into an attitude, both on a personal and professional level, which is embraced and adopted by each individual within the organization.

A supervisor led a safety meeting in January 2016 at Foss Rainier Shipyard before a crane lifted the pilot-house onto the Arctic Class tug *Denise Foss*.



Supervisors are responsible for fostering the culture of safety within our organization. All supervisors must not only be leaders, we must also be partners in safety to ensure that the standards and established procedures are periodically reviewed for appropriateness, disseminated, understood and followed by all. It means that where operational decisions must be made, they are made prudently, with safety an integral part of our success.

All employees involved in Foss maritime operations play a critical role in the safe and successful outcome of all program activities. You are on the deck plates, in the wheelhouse and down in the engine room of our

tugboats, barges, marine terminal and shipyard operations and directly contribute to safety on a daily basis by keeping your procedural knowledge and skills honed to a professional edge. The result is a co-worker or crewmember completely familiar with all regulations, policies and guidelines who is always fully prepared to make critical, informed and safe decisions.

Safety cannot be legislated or mandated; safety programs attain success by fostering and inspiring a safety attitude, which is the foremost priority.

With a safety awareness attitude, professional crewmembers and appropriate equipment/training, the overall risk inherent to our operations can be greatly reduced, and mishaps can be eliminated. A persistent and unyielding commitment to safe, professional conduct by all personnel is paramount to achieving mishap prevention and successful risk management. We all have a role and when we follow through success will be obtained.

“A persistent and unyielding commitment to safe, professional conduct by all personnel is paramount to achieving mishap prevention and successful risk management.”

– AL RAINSBERGER



**SYKES LEADS SAFETY CONFERENCE** *Seattle Shipyard Manager of Safety and Health Ron Sykes, at the podium, is chairman of the Washington Governor’s Maritime Safety Committee, a panel under the sponsorship of the state Department of Labor and Industries. At the recent Maritime Safety Conference in Des Moines, Wash., the group heard presentations on such topics as incident and accident investigation, lockout-tag plus, fall arrest and rescue, and trauma first aid.*



# Top Intern did Real Work at Foss, Found Assignments ‘Incredibly Interesting’

Meet **Jackson Foley**, one of the standouts in the internship program last summer at Foss headquarters in Seattle.

Foley, currently a junior at the University of Oregon and a native of Willows, Calif., was in the finance department, often working with then-Corporate Controller **Jeanne Nguyen** on taxes, analyzing data and otherwise crunching numbers.

He also visited and learned about Foss parent company Saltchuk, got a tour of the Foss-operated Terminal 5 in West Seattle, and took a trip to see the tractor tugs at the Foss home dock in Tacoma.

“Everything was incredibly interesting to me,” said Foley, who is majoring in economics with a minor in business. “A lot of the work I was doing was actual work, not just busy stuff. They challenged me and I liked that.”

Foley found Foss through his uncle **Vince O’Halloran**, branch agent for the Sailors Union of the Pacific in Seattle, and stayed with his uncle during the internship.

“He told me about Foss and what a great company it is,” Foley said. “I didn’t know much about it, but I love the maritime industry. I made contact with (Foss Talent Acquisition Manager) **Terry Rubin**, and I got excited about coming up there.”

O’Halloran said that his nephew came home from Foss excited every night.

“He always seemed to do very well



**Jackson Foley** at Foss headquarters.

at whatever he was tasked with, and the tasks seemed to me like high-level, mid-management jobs,” O’Halloran said. “And there is probably no better company you could put an intern with to show them what a high-functioning corporate environment is like.”

Foley, who likes to play basketball and snowboard in his spare time, hopes someday to be a financial analyst and says Foss would be his number-one choice as an employer.

“It would be my dream job,” he said.



“There is probably no better company you could put an intern with to show them what a high-functioning corporate environment is like.”

– **VINCE O’HALLORAN**

# World's First Hybrid Tug Beefs up Foss' Portland-Based Columbia River Fleet

The hybrid tug *Carolyn Dorothy*, stationed in southern California since its christening in early 2009, has been transferred to the Columbia River to beef up the region's ship assist capacity.

The boat, which was the world's only true diesel-electric hybrid when it began service, gives the river four tugs with at least 50 tons of bollard pull.

The *Carolyn Dorothy* is an additional asset for our region," said Regional Operations Manager **Paul Hendriks**. "It complements our existing strong fleet of Columbia River ship-assist tugs."

The hybrid tug is one of two in the Foss fleet. The *Campbell Foss*, in service in southern California, was retrofitted from diesel to hybrid power in 2011.

Both are among 10 Dolphin Class tugs built at Foss Rainier Shipyard on the Oregon side of the Columbia River across from Longview, Wash. The *Carolyn Dorothy* is rated at 5,080 horsepower and packs an estimated bollard pull of 62 tons ahead. All the Dolphins are 78 feet long, 34 feet in beam, and draw 15 feet, 6 inches.

**John Marcantonio**, Foss general



The *Carolyn Dorothy*, the world's first hybrid tugboat, is now stationed on the Columbia River.

manager of West Coast harbor services, said transferring the *Carolyn Dorothy* is a demonstration of the company's strong commitment to its mariners and customers on the Columbia River.

"We recognize the need to improve our fleet there," he said. "The *Carolyn*

*Dorothy* is truly unique. Not only is she an A-plus rated boat, but she also has exceptional fuel economy, which is imperative given the long run times between jobs on the Columbia River. From Astoria to Portland, the *Carolyn Dorothy* is going to be a work horse on the river."



Omega Morgan

## UPRIVER CARGO

The Foss tug *PJ Brix* made a three-day upriver trip from Longview, Wash., to Lewiston, Idaho, in late September, hauling paper manufacturing modules and other materials destined for Clearwater Paper in Lewiston. The cargo was loaded at the Port of Longview from a ship to the self-ballasting barge Foss 286 and offloaded at the Port of Lewiston container terminal (in the photo) by Foss' customer on the job, Omega Morgan. The cargo included 53 pieces, with several modules limiting visibility from the tug's pilothouse because they were in excess of 35 feet tall. Lookouts were stationed on the bow of the barge to compensate.





**BARBARA IN HAWAII** *The ocean-going tug Barbara Foss, which normally operates out of the Pacific Northwest, is on an 18-month charter to Hawaii-based Young Brothers, and is shown departing Honolulu for Hilo recently with the barge Kalaenalu under tow. The Barbara is 119 feet long and rated at 4,300 horsepower.*



Photos this page: Rick Wilson

**CUTTER ASSIST IN HONOLULU** *The tractor tug Freedom, left, a recent Honolulu arrival, and Mikioi recently provided an assist for the high-endurance Coast Guard Cutter Sherman at the Port of Honolulu. At 378-feet in length, the Hawaii-based cutter is one of 12 in a class built for the Coast Guard in the 1960s. The Freedom, originally the Tiger 8, and a sister tug were both built in Hawaii and were chartered by Foss three years ago. Most recently, the Freedom worked for Amnav in Long Beach. The ocean-going tug Barbara Foss, also currently assigned to Hawaii, towed the 86-foot, 4,400-horsepower tractor tug Freedom to Honolulu from Long Beach recently. The Mikioi, which has spent its entire career in the Hawaiian Islands, was the first of 10 Dolphin-Class tractor tugs built at Foss Rainier Shipyard. It is 78 feet long, rated at 4,730 horsepower and entered service in 2004.*





Mike Irwin

**LAST VISIT TO NAMESAKE CITY** *The Foss tug America assisted the attack submarine USS San Francisco into Pier 80 at the sub's namesake port during the city's fleet week in mid-October. The tug Pacific Star joined in the assist. It was the sub's last visit to San Francisco before its decommissioning. Built at Newport News Shipbuilding and Dry Dock Co. in Virginia and launched in 1979, the San Francisco is a Los Angeles-Class sub. It is nuclear powered, 361 feet long, and carries a crew of 12 officers and 115 sailors.*



## FIREFIGHTER TRAINING ON THE BAY

*Eighty Foss Bay Area mariners went through two days of firefighting training this fall, first with classroom sessions at Foss regional headquarters and then spending a half day at the Cal Maritime Safety and Security Training Center. In the photo above, one of the training groups dons protective gear and air bottles at the training center, and in the photo at right, two Foss mariners use a water hose to fight a simulated vessel fire. The center was created through a public-private partnership between Cal Maritime and the Chevron Richmond Refinery. Chevron provided five acres to build the center and funding to leverage a federal port security grant.*







## Record-Setting Season for Foss at the Red Dog Mine in Alaska

For the first time in many years, two barges were alongside a bulk carrier, discharging ore at the same time.

The Foss Red Dog team handled record tonnage of zinc ore and the second best combined tonnage of zinc and lead during the 2016 season, in spite of enduring its worst weather ever at the mine in the Alaskan Arctic.

It was Foss' 27<sup>th</sup> year lightering ore from the mine to deep-draft bulk carriers anchored offshore. The totals were 1.18 million wet metric tons of zinc concentrate and .251 million wet metric tons of lead concentrate, for a

total of 1.43 million wet metric tons.

The season commenced on July 3, and the four Foss tugs and two specialized lightering barges loaded 26 ships before finishing up on Nov. 3, for a total of 124 days. There were weather delays on 56 days, the worst on record.

"This was a very challenging season with the high amount of weather days," said Red Dog Manager **Jay Schram**. "We knew meeting our

goals would be a challenge, but we were successful, and it was done safely and efficiently through the efforts of all.

"This season was a true testament to the support work performed throughout the year by all of the Foss groups involved, including purchasing and receiving through the shipyard, vessel crews and management."



### FINISHING THE HOUSE

*Workers at Foss Rainier Shipyard are putting the finishing touches on the pilothouse of the Nicole Foss, the third of three Arctic-Class tugs being built at the yard. The first two, the Michele Foss and the Denise Foss, are already in service for the company, and the Nicole is scheduled to be christened next spring. The Arctic Class tugs have ice-strengthened hulls, are 132-feet long and are rated at 7,268 horsepower.*



# Paintings Submitted by 26 Artists In Annual Foss Calendar Art Competition

A chilly watercolor of the *Denise Foss* on her maiden voyage into the Arctic ice by artist **Steve Mayo** of Bellingham is featured on the Foss 2016 holiday card and on the cover of this issue of *Tow Bitts*.

The painting was one of 31

submitted by 26 Pacific Northwest and Canadian artists in the 41<sup>st</sup> annual competition for the slots on the monthly pages in the Foss calendar and for the holiday card.

Mayo has had a lifelong interest in maritime art and history. As a youth,

he learned to sail on the Columbia River and became fascinated with fishing boats, tugs and ocean-going shipping.

His professional career began in 1970 with featured shows while he was working on tugs for Bellingham



**January**, Byron Birdsall, *Upwards and Onwards* (from a photo by Foss Deckhand Nick Bristol)



**February**, Robert Tandecki, *Betsy L.*



**March**, Ron Snowden, *The World's First Hybrid Tug, Carolyn Dorothy, in Long Beach*



**April**, James R. Williamson, *Pacific Escort Assisting Carnival Inspiration*



**May**, Marshall Lysander Johnson, *Marjorie C.*



**June**, Austin Dwyer, *Always Ready to Assist Foss*



Tug and Barge, a subsidiary of Foss Maritime. He started his full-time art career in 1975.

The *Denise Foss*, christened last spring after it was built at Foss Rainier Shipyard, traveled to the Arctic last summer, delivering a mobile drilling rig to the North Slope.

“I was at the christening,” Mayo said. “It’s an ice class tug, and I

thought I’m going to do a painting for the calendar, and it needs to be in the ice.”

Winning artists retain the right to sell their paintings and receive \$500 from Foss for reproduction rights.

*The 2017 Foss calendar is available for sale for \$13.50 at the Foss internet store, [foss.com/foss-store](http://foss.com/foss-store).*



Steve Mayo with his winning painting “Denise in the ice.”



July, James R. Williamson, *Denise Foss*



August, Austin Dwyer, *One of the Many Perks*



September, John H. Christensen, *Aquatrain Power*



October, Marshall Lysander Johnson, *Cherry Point*



November, Michael Grygiel, *Dawn Sunbreak*



December, John H. Christensen, *Longest Haul*



# Decent Year Reported for Foss Seattle Shipyard; Increasing Volume, Employment Predicted for 2017

Good contracts that delivered strong returns made up for slightly lower volumes of work at the Foss Seattle Shipyard in 2016, and yard managers are predicting a solid year in 2017 based on current volume projections.

Shipyard Operations Director **Jon Hie** said key contracts in 2016 included extensive mid-life maintenance work on two high-speed Alaska state ferries, the *Fairweather* and the *Chenega*. Those projects started in October of 2015 and ran through September of this year.

Engine replacement and other work on another Alaska vessel, the *Susitna*, also gave the yard a boost in 2016. Originally built for the U.S. Navy, the experimental vessel had been owned by the Matanuska-Susitna Borough, which intended to use it as a ferry. The borough sold it to the Philippine Red Cross, which will use it as a mobile hospital.

Rounding out the year in Seattle were projects for regular customers, including a significant refit and repower of the tug *Gyrfacon* for Harley Marine's Olympic Tug and Barge. Other customers included workboat owners and fishing companies, including O'Hara Corp. and Glacier Fish.

The Foss Terminal operation, which includes the *Foss 300* derrick barge, also had a good year, keeping busy with both government and commercial work.

A key to the shipyard's performance in 2016, according to Hie, was the assumption of project management duties, traditionally performed by superintendents, by the Harbor Marine Group, Foss' engineering and naval architecture group. Harbor Marine Senior Project Manager **Joe Dayton** led that shift.

"He and a small team have been embedded in the shipyard since last April," Hie said. "Their involvement has made a significant difference in



The Alaska ferry *Fairweather* and a sister ship provided important work for the shipyard.



The yard replaced engines and performed maintenance work on the *Susitna*.

our overall returns. The team has done a great job at planning work, making sure we're as efficient as possible and making sure we're not over spending or under delivering."

Employment levels were somewhat

lower in 2016 due to reduced volumes, but were coming back strongly in the fourth quarter, with continued improvement expected in 2017.

"We're looking for a good rebound," Hie said.

"John Dayton and a small team have been embedded in the shipyard since last April. Their involvement has made a significant difference in our overall returns." – **JOE HIE**



# Hayman Named to USMMA Board of Visitors

**Susan Hayman**, Foss vice president for health, safety, quality, environment and external affairs, has been appointed by President **Barack Obama** to the United States Merchant Marine Academy's (USMMA) Board of Visitors.

The Board of Visitors provides oversight, advice and recommendations for the USMMA. The Board is made up of congressional representatives and presidential appointees, including two alumni. Terms are two years, commencing at the beginning of each Congress.

Hayman is a 1980 graduate of USMMA and a 1986 graduate of

Harvard Business School. After several years of sea-going experience, Hayman held various management positions in the maritime industry. She was called to active duty in the U.S. Navy in 2002 and began her career with Foss in 2006 as vice president of health, safety, quality and environment.

In his official appointments to this and other key posts President Obama said, "I am proud that such



**Susan Hayman**

experienced and committed individuals have agreed to serve the American people in these important roles. I look forward to working with them."

The United States Merchant Marine Academy at Kings Point, N.Y., is operated by the Maritime Administration (MARAD), an agency of the U.S. Department of Transportation. The Academy graduates licensed Merchant Marine officers.



"I am proud that such experienced and committed individuals have agreed to serve the American people in these important roles. I look forward to working with them." – **PRESIDENT BARACK OBAMA**

## FOSS AT THE EXPO

*Foss Shipyard Project Manager Alex Otero, left, and Foss Terminal Manager Steve Britton, center, met with Randall Widtfeldt of safety product supplier RPB at the Foss booth at Pacific Marine Expo in Seattle in early mid-November. The shipyard has a display every year at the exposition, billed as the largest commercial marine trade show on the West Coast, with more than 450 exhibitors including shipyards, equipment companies, propulsion system manufacturers and others.*





# A Busy Fall for the Foss 300

The venerable derrick barge *Foss 300* had a busy fall, with three particularly interesting jobs documented in this photo essay. The floating crane was built for the U.S. Army in Stockton California in 1943 and is one of the last steam-powered derricks on the West Coast. Foss purchased the derrick following World War II and has used it ever since on Puget Sound and In Alaska.



In the photo above, **Carl Horton**, left, and **Nick Gaitan** held the tag lines as the derrick lifted a 32-ton anchor from Foss Terminal in Seattle onto a barge in late October. **Jesse Tarabochia** was the crane operator. At right, Gaitan and Horton rigged up one of 12, 90-foot sections of chain, with links weighting up to 500 pounds each, that the crane also moved to the barge. The anchor, chain and miscellaneous items were towed to the Puget Sound Naval Shipyard in Bremerton to be used during the tow of the aircraft carrier *USS Independence* to a scrap yard in Brownsville, Texas. The anchor and most of the chain would be used in an emergency. Three chain sections were to serve as the tow bridle.



In early November, at right, the *Foss 300* lifted the Port of Poulsbo fuel float back into the water after it spent about a month in Foss Shipyard for general maintenance. The float, which has been returned to the Poulsbo Marina, includes tanks, pumps and a control shack. It measures 40 by 15 feet and weighs 75 tons, which is the maximum that the *Foss 300* can lift safely. The words on the sign atop the shack mean “No Smoking” in Norwegian.



Steve Britton



The three photos on this page depict the delivery of a couple of propeller shafts for the U.S. Coast Guard Cutter *Munro* from Foss Terminal to Lake Union Drydock Co. in mid-November. In the top photo, the derrick headed under Seattle's Fremont Bridge with a 30-foot, 36,000-pound shaft hanging on its hook. In the photo below, Gaitan handles the tagline on the shaft with Seattle's space needle as a backdrop. In the bottom photo, the second shaft, at 40 feet and 40,000 pounds, was lowered to the floor of the drydock, where the *Munro* was undergoing maintenance.





# Swinging for Kings Point: Maritime Industry Steps Up for Academy Athletics

Foss and other maritime companies are swinging away when it comes to supporting the United States Maritime Academy's athletic programs through golf tournaments held annually in 12 cities across the country.

With a number of graduates from the academy at Kings Point, N.Y., in current or former executive positions at Foss, the company is the second largest sponsor of the tournaments, contributing about \$30,000 a year.

The Foss graduates include company President **John Parrott**, Senior Vice President **Gary Faber**, former president **Steve Scalzo** and Vice President **Susan Hayman**.

At the most recent tournament in Long Beach, Foss fielded four foursomes led by Faber, Vice President for Technical Services **Mike Magill**, Columbia-Snake River Commercial Manager **Bo McCall** and Southern California Sales Manager **Karianne Meadow**.

Commercial Director **Jeff Horst** said that the academy's athletic programs have been historically underfunded, and the industry's love of golf has proved to be a good vehicle to bring the community together to fund them.

In the last 11 years, the golf outings have raised over \$3,300,000 in proceeds for Kings Point athletics. In the last three seasons alone, the events have raised approximately \$1,000,000 in net proceeds.

"These things are growing like crazy," said Horst. "They sell out two courses in New York, two in Houston and 27 holes in Las Vegas. The whole industry just comes."

Tournaments are also held in Long Beach, Tampa, New Orleans, Charleston, Fort Lauderdale, Washington, D.C, Baltimore, San Francisco and Norfolk.

**Gregg Matalas**, who coordinates the golf tournaments for the academy's



Among golfers at the tournament in Long Beach were, from left, **Clue Westmoreland**, executive vice president of Cedar Grove Recycling, Foss Vice President for Technical Services **Mike Magill**, Foss Senior Vice President **Gary Faber** and **Bill Kelley**, principal, Gig Harbor Technical Services & Maritime Management.

Alumni Association and Foundation (AAF), said the contributions of Foss and other corporate donors are a key to the tour's success.

He said the tournaments generate about \$300,000 in net proceeds a year, which combined with other annual AAF contributions amounts to about half of the athletic department's budget. "In turn, our midshipmen have quality staff, equipment, facilities, and resources," Matalas said.

"Having an organization like Foss contribute \$30,000 in sponsorship for multiple years shows that they believe in the program," Matalas added. "It shows that they also believe in the school and the philanthropic aspect of contributing to these events."



**Mike Magill** rears back for a tee shot at the Long Beach tournament.

"Having an organization like Foss contribute \$30,000 in sponsorship for multiple years shows that they believe in the program."

— **GREG MATALAS**



# Lifelong Interest in Computers Led IT Specialist to his Job at Foss Maritime

By Hilary Reeves

Sean Ducharme has his grandmother to thank for his first gig at Foss Maritime.

“She lived across the street from and was great friends with the Accounts Payable Manager **Kayte Teeple**. When I was a senior in high school, (Teeple) needed someone to come in for six hours a week in the afternoons to stamp, file, and stuff envelopes. I was the only 17-year-old I knew with his own office phone extension,” he laughed. “It turned into a more full-time summer job that year involving stamping, filing, and stuffing for many other departments.”

Ducharme, now a System Administrator at Foss, is a fourth-generation Seattleite — the fourth generation born and raised in what was once the maritime enclave of Ballard.

“Growing up, I wanted to be a bridge tender, preferably on the Ballard Bridge,” he said. “I feel very rooted in Seattle, specifically the Ballard area. My greatest influences growing up were my parents and grandparents, who all helped me learn what to take seriously, and what to laugh about.”

Ducharme graduated from Roosevelt High School in 1999, and then attended Washington State University across the mountains in Pullman. After four years away studying computer science, he returned to the city.

“(Teeple) asked me to return (to Foss) to help prepare audit materials for the original Sakhalin project, and I was hired as a permanent employee in Finance shortly thereafter. In 2005, only a couple of months after officially joining the company, a rare opening came up in IT.”

Ducharme had spent much of his life focusing on computers, but an IT

position at Foss was a long way from the cheesy, text-based games in QBasic that he wrote and played as a kid.

“I’ve always been interested in computers, ever since my dad got our first, an Atari 520 ST, when I was about six,” he said. “Getting exposure at such a young age helped me understand computers in the same way that a young child learning a second language can come to know it like a native speaker.”

Ducharme said he’s discovered how few people outside the industry really understand how crucial tugboats are to the constant cycle of goods being moved from place to place.

“Generally people don’t hear much about such things unless something goes wrong,” he said. “I think it’s important to occasionally step back and recognize how important Foss and every other piece of the transportation machine is to the economy and infrastructure of our society.”

By the same token, he said IT is a crucial part of that machine as well, and also rarely thought of unless something goes wrong. He said daily life in IT can generally be boiled down to fixing things, building things, monitoring things, or planning to build things.

“Our help desks fix things reported by users, and monitor programs and devices. Our infrastructure teams do that, and also build things. Our project managers plan to build things — virtual things, of course. We’re all busy keeping our own parts of the machine running, but I’d like to think that every now and then our fellow co-workers — while turning on their computer, checking their e-mail, opening a spreadsheet, crunching financial numbers, picking up their desk phone, checking their electronic charts, or connecting to their boat’s wifi — might pause and think about how amazing the technology behind it



Sean Ducharme

all must be — unless something goes wrong, in which case you should call the help desk,” he joked.

Meanwhile, Foss’s cyber-attack prevention measures are in full force. Ducharme said he and others in the department do what they can to keep Foss systems inaccessible from public internet, leaving open only what they must to allow employees in from the outside, and locking down those points of entry.

“At the same time, we protect our employees’ computers from internal attacks using anti-virus and anti-malware programs, as well as limiting employee access to company resources to the minimum required without restricting their ability to do their jobs,” he explained, “as most of the viruses and other nasty things that could be introduced from the inside of our network would be run using the access afforded to the employee who inadvertently downloaded and ran the malicious program. It’s a constant balancing act between protection and accessibility.”

In 2012, Ducharme married a woman he met while working at Foss. He’s the proud father of a 12-year-old stepson and a daughter who recently celebrated her fourth birthday.





**HEAVY LIFTER AT T-5** *The enhanced tractor tug Lindsey Foss assisted the cargo ship BBC Colorado into the Foss-operated Terminal 5 at the Port of Seattle recently, where the ship underwent engine repairs. The 452-foot vessel is operated by Germany-based BBC Chartering, which is one of the world's leading carriers of heavy-lift and project cargo and operates a fleet of 170 heavy-lift and general cargo vessels. Each of the cranes on the BBC Colorado has a capacity of 150 tons.*



## TWINS OR JUST DOPPLEGANGERS?

*"Are these guys twins?," asks **Chris Mack Jr.**, center, Marine Transportation general manager. The answer, surprisingly is no, in spite of their dress-alike, look-alike appearances. The two men, who aren't even related, are Marine Transportation Port Capt. **Henry Palmer**, left, and Project Manager **Art Dahlin**.*





**MAKING STRIDES FOR BREAST CANCER RESEARCH** *Foss, Delta Western/North Star Petroleum and the Saltchuk corporate home office in Seattle teamed together to take part in the American Cancer Society's Making Strides Walk on October 29. The walkers were joined by our Ernst & Young audit team on a rainy Saturday — raising more than \$5,100 to support breast cancer research. In the front row, left to right, are **Tim Engle** (Saltchuk), **Regina Ahern** (North Star), **Emily Reiter** and son **Tucker** (Saltchuk), **Eileen Deaton** (Delta Western), **Julie Alday** (DW), **Mary Keating** (DW), **Sonja Baron** (Foss) and **Lindsay Chandler** (Ernst & Young). In the back row from left are **Kerri Bates** (Saltchuk), **Nicole Engle** (Saltchuk), **Blake Klingeman** and wife **Lindsay Klingeman** (Saltchuk), **Mike Stoddard** (EY), **Mitzi Moore**(EY), **Matt Harvey** (EY) and **Will Chandler** (EY spouse).*

## PEOPLE NEWS

### NEW EMPLOYEES

**Heidi Beckett**  
Watch Stander Portland

**Denise Davis**  
Payroll Accountant  
Seattle Corporate Office

**Shawn Elkin**  
Senior HR Generalist Seattle Shipyard

**Eric Newman**  
Group Controller  
Seattle Corporate office



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Paula Porosky

**AT ANCHOR ON LUMMI BAY** *The enhanced tractor tug Garth Foss was at anchor on North Puget Sound's Lummi Bay under an unsettled sky in this photo by Bellingham photographer **Paula Porosky**. The Garth and its sister tug, the Lindsey Foss, are assigned primarily to tanker escorts and assists on the North Sound. The tugs are 137 feet long and are rated at 8,000 horsepower.*