



# Tow Bitts



## ONE THOUSAND MOVES AND COUNTING

*Foss recently completed voyage number 1,000, moving containerized aircraft parts to the Port of Everett for The Boeing Company. The parts are carried on cargo ships from Japan to Seattle and Tacoma, barged by Foss to Pacific Terminal in Everett and placed on rail cars for transport to Boeing's Everett plant. Foss moves several bargeloads of containers into Everett for Boeing each week. In the photo, the Andrew Foss headed out of the Port of Tacoma recently with a load of Boeing containers.*

## BAY REGION IS FOSS' TOP SAFETY PERFORMER; MANAGERS, MARINERS EXPLAIN THEIR SUCCESS

On Jan. 8, 2008, a crewmember slipped and fell on a Foss dredge barge operating on San Francisco Bay, hurting his hip and lower back, an injury that required him to take time off from work. It was the kind of mishap that once might have been considered part of the cost of doing business in the tug-and-barge industry.

Using powerful equipment to pull heavy loads in often challenging weather and sea conditions presents significant daily safety risks. But, remarkably, that incident more than three years ago represents the last time any employee in the Foss Bay Area Division suffered a "lost-time injury."

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INSIDE *Tow Bitts*

**Bay Area Safety Success**

Foss managers and employees in the Bay Area explain how their region has gone more than three years without a lost-time injury, longer than any other division of the company. Everyone there has embraced the company's safety programs, they say, and now they have momentum. **Cover**

**Foss Atlantic Division**

The Foss Atlantic Division is now fully integrated with the company after being acquired as Constellation Maritime in 2007. A package of articles includes a profile of the operation by division Vice President **Marc Villa**, an article about the company's only docking pilot, **Chris Deeley**, and a photo essay on a job in Boston Harbor.

**Pages 4-5 and 10-11**

**Headed for Australia**

In what could be a foot in the door for Foss in the growing Australian natural gas development industry, the Foss shallow-draft tug *Dana Cruz* was loaded on a heavy-lift ship in Everett in mid-June for a trip to western Australia where it will go to work for one of the world's largest LNG projects.

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**Four Named 'Top Mariners' After Barge Mishap**

Two captains aboard a Foss tug and the two crewmembers of the dredge barge it was towing did everything right when the barge started taking on water on San Francisco Bay, Feb. 15. As a result, they recently were presented with prestigious Top Mariner awards.

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**Tug Captain and Good Samaritan**

Capt. **Shawn O'Connor** knew something was amiss when he saw a three-wheeled motorcycle going down the highway in Gorst, Wash., with no rider aboard. He found the seriously injured rider nearby, lying in the middle of the highway and put his Foss first aid training to work.

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**Hybrid Conversion Starts**

The conversion of the Dolphin-Class tug *Campbell Foss* to hybrid power is set to begin in July at Foss Rainier Shipyard on the Columbia River. The *Campbell* will be the world's second hybrid tug, following the *Carolyn Dorothy*, which was brought into service by Foss in 2009.

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# The Inevitability of Change And Reinventing Ourselves to Deal with It

Companies evolve for a variety of reasons. Technology advancements, global economic conditions, environmental concerns and regulatory statutes, among other matters, can be the catalyst for the evolution of a company.

There is an inescapable reality that as companies evolve, tomorrow will be different than six years ago, six months ago and in many circumstances, six weeks ago. Dramatic effects will be felt throughout the organization as structure, duties and responsibilities change to meet the new model.

Over the past seven years, Foss Maritime has been evolving from a West Coast-centric harbor services company to a global logistics provider.

As we have grown and our employees have reinvented themselves to deal with change, we also have maintained respect for our harbor services roots. We are committed to providing long-standing customers with the high level of safe service they are accustomed to.

But the breadth and depth of our operations today also range from support for the Allied Forces in the Middle East to oilfield support for the major oil companies in Russia and Australia.

To add to the challenge, we have been going through this metamorphosis during the most devastating economic crisis since the

Great Depression.

There is not one person in our organization who has not been asked to do more today than yesterday, to take on additional responsibility and to perhaps extend a bit beyond their respective comfort zones.

We are by no means finished with our present quest and indeed may never again settle into a staid suite of services. Our industry has become a dynamic force in the global economy and today will forever be

different from yesterday.



*President and Chief Operating Officer*



Gary Faber

“There is not one person in our organization who has not been asked to do more today than yesterday, to take on additional responsibility and to perhaps extend a bit beyond their respective comfort zones.”



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# Strong Mariner Ordered From Japanese Port To Avoid Tsunami Following March 11 Quake

The Foss International tug-barge combination *Strong Mariner*, which was loading military cargo at the Port of Naha in Okinawa Prefecture on March 11, was ordered to sea by Japanese authorities to avoid a possible tsunami after a devastating earthquake struck the country earlier that day.

As it turned out, the Okinawa port 1,200 miles south of the earthquake's epicenter was not hit by a tsunami, and the *Strong Mariner*, under the command of Capt. **Arvid Anderson**, returned safely to port. Back in Naha, two of the five U.S. Army UH 60 Black Hawk helicopters were offloaded for use in the earthquake relief effort in the Sendai Region.

"The port had been closed, and to get back in, we and the military authorities had to appeal to the Japanese Coast Guard to re-open the port for the helicopter discharge," said **Rob Wagoner**, Foss International director of cargo operations. "They did so on humanitarian grounds."

The *Strong Mariner* was in the Far East to deliver helicopters, rolling stock and ammunition from the ports of Yokohama, Naha and Tengan, Japan, to Subic Bay, Philippines, for



An Army UH 60 Black Hawk helicopter is loaded onto the *Strong Mariner* in Subic Bay, Philippines.

use in the annual Balikatan (BK11) military exercises.

Balikatan is a joint effort of the U.S. and Filipino military involving about 6,000 U.S. personnel and some 2,000 from the Philippines.

After the five-day trip from Japan to Subic Bay, the *Strong Mariner* made a round trip to Guam, a six day voyage each way to pick up more cargo for Balikatan.

The Foss International tug-barge combination then delivered two Mark V special operations vessels, used by a Navy SEAL unit, from Subic Bay to Singapore for maintenance. The boats

are 82 feet long and are capable of about 50 knots while carrying 12 SEALs and a boat crew.

The *Strong Mariner* then returned to Subic Bay to carry the Balikatan cargo back to Japan, Wagoner said.

In addition to Anderson, crewmembers were Chief Mate **Terry Patterson**, Second Mate **Mike Nowicki**, Chief Engineers **Tom Houghton** and **Patrick Sullivan**, First Assistant Engineer **Donald Havelin**, Assistant Engineer **Johnny Weathersby**, Bosun **Robert Anderson**, Able Seamen **Scott Matis** and **Alan Heaven**, and Ordinary Seaman-Cook **Guenther Pricha**.

## Patty on the P.J.

Washington Sen. **Patty Murray** met with Capt. **Guenther Eckhardt** in the pilothouse during a recent tour of the thg *P.J. Brix* at the Port of Vancouver, Wash. The senator was in Vancouver to help celebrate the completion of a project that installed three new lock gates and made other repairs on eight dams on the Columbia and Snake rivers. Murray is the chairman of the Senate Transportation Appropriations Committee and played a key role in funding the project.



# Atlantic Division Now Fully Integrated into Foss Maritime; Rebranding Will Bolster Growth and Competitive Strength

By Marc Villa

Vice President, Foss Atlantic Division



Marc Villa

Since its acquisition five years ago, Boston-based Constellation Maritime has steadily adopted Foss management systems, safety practices and operations procedures. Today, Constellation is fully integrated into Foss, and along with the former Gulf Caribe Maritime, based in Mobile, has been rebranded as the Foss Atlantic Division.

Our rebranding as Foss will help us grow and compete in the marketplace. Foss has a strong reputation in the maritime industry worldwide, and our customers may now rightly assume that the Atlantic Division will live up to that reputation, both for harbor services and project work.

Mariners know the Foss name as a good place to work, which will make it easier for us to hire good employees and to retain them.

Our equipment includes two tractor tugs, the Dolphin-class *Leo* (5,800 horsepower) and the Voith-powered *Orion* (3,000 horsepower), formerly called the *America* when stationed on the Columbia River. Our ocean tugs are the Super-D Class *Volans* (former *David Foss*) and the *McDermott* twin-screw *Leslie Foss* (former *Caribe Pioneer*.) We also operate the small tug *Lynx* (former *Catherine Foss*) and the *Tucana*, both twin-screw tugs.

Deck barges based in Boston include the *Foss 343* and the *Chem Caribe*.

We have about 40 percent of the ship assist business in Boston Harbor, but our strongest line of business has become project work. Most recently, we completed fourteen tows totaling



The Foss tug *Volans* headed out of Maine's Penobscot Bay recently, towing refinery modules from Cianbro Constructors in Brewer, Maine, to ConocoPhillips in Bayway, N.J. Foss' customer was Barnhart-Hake Rigging. The modules were loaded onto the barge *Chem Caribe* with a Mammoet self-propelled module transporter and offloaded with a Weeks Marine crane barge. Tug crewmembers were Capt. **Tom Toolis**, Mate **Paul Torres**, Engineer **Malcolm Morrill**, and Able Seamen **Domingos Costeira** and **Wes Pires**.

50,000 miles from Maine and South Carolina, carrying oil refinery modules to Port Arthur, Texas.

Currently, the *Volans* and *Chem Caribe* are moving a construction module from Brewer, Maine to a refinery in Linden, New Jersey.

The *Leslie Foss* and the *343* are on a project tow from Milwaukee to Quebec. We have additional projected work for another passage through the Saint Lawrence Seaway to Bay City, Michigan.

A number of projects we will seek are farther out on the horizon, including the erection of 130 wind-mills offshore between Cape Cod and Nantucket Island. There also is good

potential for petroleum industry work in Canada through our Cape Harrison Foss joint venture. In the Boston area, construction work is on the upswing, and a runway extension is planned at Logan Airport.

While Foss assists ships and moves cargo with ocean tugs and barges on both coasts, there are some operational differences.

On the Atlantic Ocean, we tow closer to shore in the lee of the land to avoid our fast-changing weather and the rough seas of the Gulf Stream.

Our harbors, including Boston Harbor, tend to be shallower and not well designed. The facilities are old and the waterways which were once



Capt. **Chris Deeley** points to the location of a hard-to-reach marine terminal on the narrow Chelsea River.

Today, Constellation is fully integrated into Foss, and along with the former Gulf Caribe Maritime, based in Mobile, has been rebranded as the Foss Atlantic Division.

— MARC VILLA

adequate are not adequate for today's larger vessels. The ports have evolved over time. The bridges that cross creeks and rivers are old and the spans are narrow. Ship assists and other harbor work is technical given the physical challenges of the harbors.

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*A display of photos of Foss working in Boston harbor appears on pages 10 and 11.*

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Our work is further complicated by the traditional use of docking pilots provided to the ship by the respective tug company. We are the only Foss entity that puts a person on the bridge to direct our tugs during docking.

We at the Atlantic Division look forward to continuing to grow and increase our position as an important part of the Foss family.

## **BOSTON PORT CAPTAIN IS ALSO COMPANY'S ONLY DOCKING PILOT**

**Chris Deeley** got his first job on the water when he was just 14 years old, working on a tug that hauled barge loads of fish guts out of the port of Gloucester, Mass., to be dumped at sea.

"I thought it was great, and ever since then I wanted to pursue a tug-boat career," said Deeley, who today is the port captain and docking pilot for Foss in Boston. "I got \$50 to be on a boat while everybody else had paper routes or was cutting lawns."

Deeley is a 1987 graduate of the U.S. Merchant Marine Academy and worked on coastal tankers before taking a job in 1994 with Bay State Towing, the predecessor company of Constellation Maritime. Constellation was purchased by Foss in 2006 and is now part of the company's Atlantic Division.

Unlike industry practice on the West Coast, where pilots bring ships from sea all the way into their berths, East Coast ports have specialized docking pilots who work for tug companies, board ships from assist tugs, and take over from the harbor pilot.

Deeley began training as a docking pilot during a three-year stint with Foss competitor Boston Towing in the late 1990s. He brought those skills to

Constellation when he rejoined the company in 2000.

Sometimes, he says, being a docking pilot in Boston is like playing a chess game.

"You're trying to think ahead because you have a bridge you're trying to line up or a current you're going to encounter," he said. "You might be controlling four tugboats in addition to the ship you're on, giving all the rudder, engine and thruster commands. There are a lot of things to think about all at once."

The tractor tugs introduced in Boston by Foss have made the docking pilot's job easier and safer, according to Deeley, who trained on tractors with Foss captains in Long Beach and rode ships with Long Beach pilots to learn about how they used the advanced tugs.

"I love it," he said of his job. "When I'm on the bridge of a ship with a captain who has never been here before, his jaw might drop when I tell him we're going to go stern first for a mile and a half and backward through that drawbridge. Then we make it look so easy with two tractor tugs.

"I love the feeling of accomplishment when you get through there safely, and the captain shakes your hand and he's happy."

## BAY REGION IS FOSS' TOP SAFETY PERFORMER

(Continued from the cover)

What's the secret of their safety success in the Bay Area?

"Safety is part of our daily routine, and the programs that Foss has implemented are definitely working," said Chief Engineer **Lawrence Thomas** of the tug *Marshall Foss* recently, before firing up the engines to assist a tanker from its berth at Richmond Long Wharf. "We're definitely doing things differently."

In the pilothouse, Capt. **Kevin Freese** says the biggest change he's noticed is a commitment from management to support mariners when they believe a job isn't safe.

"They'll get you another boat, they will get you more equipment, they will get you more people," Freese said. "When I came here it wasn't always that way."

Over the last six years, Foss has initiated a wide range of safety programs aimed at developing a zero-incident safety culture and ensuring that every employee goes home in the same condition they were in when they arrived at work. The fundamental core of the program is now a focus on hazard recognition and self-guided safe behaviors for every Foss employee.

Every new job is preceded by a "job safety analysis," in which crewmembers go over the task ahead, trying to foresee what could go wrong and prevent it. During the task, any crewmember, from the deckhand to the captain, has the authority to stop a job if they see something unsafe.

If something does go wrong, however minor, reports are filed and the Foss safety team compiles "lessons learned" from the incident, which are distributed throughout the fleet and discussed in pre-job safety meetings.

To answer their safety questions, mariners have access to a growing database Foss calls its "Job Safety Analysis Library," which eventually aims to list every task a tug crew faces and describe how to perform



The tug *America* assists a tanker that has just departed Richmond Long Wharf. Its crew, and others on the Bay, have not experienced a lost-time injury in three years.

the task safely.

And every Foss region has a Regional Safety Committee that meets quarterly to go over safety issues and make recommendations.

"All of these tools just help our workforce keep the safety culture in mind, and kind of program them to be safe," said **Mike Harbarth**, port captain in the Bay Area. "Without all this stuff, it might be like a bunch of cowboys out there doing things the way they see fit."

Bay Area managers, while careful to express respect for improving safety records in all Foss regions, are obviously proud of their superior performance.

"I think the employees here are definitely early adopters of the processes," said **Bob Gregory**, Bay Area regional operations manager. "They bought into the goals and I think we have momentum behind us which is helping on a daily basis. It's in the forefront of everyone's minds."

The fact that his division has the shortest history of any Foss region on the West Coast, starting with just one tug and a regional manager in 1993, might also be giving the Bay Area a leg up on safety performance, according to Gregory.



Regional Operations Manager **Bob Gregory**, left, and Tankbarge Manager **Walt Partika** both say that Bay Area employees have fully integrated the Foss safety program into their daily work.

"The captains were more crucial in the decision making, and they had more authority," Gregory said. "And while that might be less true as we grow, the captains and crews still see themselves as more a part of the business, and that has an effect on how they view and adopt these safety programs."

On the bunkering side of the business, Bay Area Tankbarge Manager **Walt Partika** said his tanker men have "totally bought into the safety program."

"It's how they do their work," Partika said. "They do their jobs safely,

## BAY AREA WAS 'TEST BED' FOR 'SHIPMATE PLUS'

and they know that they can stop a job if it isn't safe...our operations are historically safe, and they know we continue to support them."

Dredge Superintendent **Mike Erwin**, who started on the Regional Safety Committee as a deckhand when it was established six years ago and is now a management member, said the quarterly meetings are especially important because they give "average Joes" a voice.

"When I started as a deckhand, everybody around the table, including union guys, could bring things up with the managers," he said. "These are the guys doing the work—the ones stepping over a tripping hazard or having to throw garbage from cans into dumpsters six feet tall—they deal with safety issues every day."

**Jeff Horst**, Foss commercial director, notes that while improving safety performance is obviously a good thing for employees, it's also good for business.

"The people that operate ships are impressed—they take it into account and they ask about it," Horst said. "And with the large oil companies, there's a super big focus on it."

Bay Area Customer Service Representative **Jennifer Campbell** said, *(Continued on Page 8.)*

Because of its superior safety record, the San Francisco region was selected last year to be the test bed for "Shipmate Plus," which is a behavior-based safety program tailored to marine operations.

Like a similar program already in effect in Foss Shipyards, Shipmate Plus is based on the notion that potential at-risk behaviors, rather than equipment problems or failure, are the most frequent cause of accidents. To identify potential at-risk behaviors, employees observe one another doing their work.

As can be the case with any new program, Shipmate Plus "had a few growing pains" when it was first introduced, according to Director of Health and Safety **Al Rainsberger**. Initially, he explained, the observations were one-on-one, and the employees being observed were afraid they might be reprimanded for unsafe behaviors.

"We've switched to a group approach, where entire crews discuss the task after the observation, and it's much less intimidating," Rainsberger said.

**Laura Rosenberg**, Bay Area marine personnel supervisor, says the new, group format was introduced at deck

officer meetings in March and is working much more smoothly than the one-on-one approach.

"It closes the loop," she said of the post-observation group discussions. "We are starting before the job with a job safety analysis, and now we're closing the loop with after-the-job safety discussions."

Tankerman **Tom Tynan**, a member of the Shipmate Plus implementation team, thinks it will be the best of the Foss safety programs.

"Originally there were some issues, that had a few folks gun-shy," he said. "But I think this is going to bear fruit."

One of the best things about Shipmate Plus is the simplicity of the form observers fill out to assess work tasks. "Once you understand it, it's easy," Tynan said.

Tug and tankbarge crews are performing at least three observations each month.

Port Captain **Mike Harbarth** said the crews are getting on board.

"As they get used to it, it will become more a part of our safety culture," he said.

The group approach to Shipmate Plus also has been introduced in other Foss regions.



Capt. **Kevin Freese**, at the controls of the *Marshall Foss*, says management support has been a key to the Bay Area's safety success.

“Safety is one of the number-one reasons customers look to us.”

She continued, “It’s one of the draws Foss has. We provide excellent service with safety.”

With continued implementation of the behavior based Shipmate Plus enhancement to the Foss safety program, no one in the company is resting on their laurels with regard to safe operations.

“There is no room for complacency when it comes to safety,” notes Director of Safety **Al Rainsberger**, “we will continue our daily focus on safe behaviors for as long as it takes to ensure that every Foss operation is without incident. We owe that to all our employees.”

*(See Page 7 for more on the San Francisco region ‘Shipmate Plus’ safety program.)*



Port Captain **Mike Harbarth** is part of the Shipmate Plus implementation team in the Bay Area.

Customer Service Representative **Jennifer Campbell** believes Foss’ safety performance is a major draw for customers.



**ALWAYS SAFE**



## BOUND FOR BROWNSVILLE

The Corbin Foss arrives in Brownsville, Texas, on May 17 after towing the semi-submersible oil-drilling rig Hercules 78 from Pascagoula, Miss., across the Gulf of Mexico for scrapping. The seven-day tow of the 5,400-ton rig for ship-breaking company Esco Marine of Brownsville could be a precursor for other business on the Gulf, according to **Leiv Lea**, Foss director of global towing and transportation. “There are many obsolete rigs in the Gulf of Mexico and the scrapping companies feel these will become a larger part of their business, which could translate to more of these rig tows for Foss,” he said. The Corbin’s crew consisted of Capt. **Dwaine Whitney**, Chief Mate **Eric Skewis**, Second Mate **Max Cota**, Chief Engineer **Chris Mack**, Oiler **Tyee Robinson**, Deckhand **Peter Roney** and Cook **Gary Trupiano**.



# Dana Cruz Heading to Australia to Work on LNG Project, Giving Foss a Stake in Country's Growing Offshore Industry

The Foss tug *Dana Cruz* will be shipped to Australia in mid-June to spend at least a year working on one of the world's largest natural gas development projects. The job will be the first for Foss with a new Australian partner, Mermaid Marine, and gives Foss a stake in the ground in the \$50 billion Gorgon Project being built by Chevron.

"Gorgon has a multitude of other marine requirements," said Foss Business Development Manager **Mike Lauer** of the chance that the job will lead to more work. "And Chevron has another extremely large one behind the Gorgon project."

The Gorgon Project is being developed about 60 miles off the northwest coast of Australia. It includes construction of a 15-million-ton-per-year liquefied natural gas plant on Barrow Island. The *Dana Cruz* will be assisting cargo barges supplying construction materials for the plant, and is uniquely qualified for the job because of its shallow-draft

operating capabilities.

Mermaid Marine, which will operate the tug, is the largest offshore operator in Australia's oil and gas sector. The company operates tugs, barges and offshore supply ships and has six vessels currently working on the Gorgon Project.

Foss and Mermaid had been seeking work together on LNG projects in eastern Australia, when the need for the tug for the shallow-draft environment of Barrow Island came up.

The *Dana Cruz* has a working draft of between three feet, nine inches and five feet, nine inches. It is 92 feet long and 36 feet in beam and was acquired by Foss in May 2010.

The tug was modified at Foss Rainier Shipyard this spring to meet Australia Department of Transportation regulations, including increased fireproofing. Also, because Barrow Island is a nature preserve, the tugs lighting was changed to be sea turtle compliant. The preserve is a

no-discharge zone, so Foss increased the tug's gray and black-water holding capacities.

Lauer said the *Dana Cruz* was to be loaded on a heavy-lift ship at the Port of Seattle in mid-June and, after acceptance by Australian authorities, would be at work on the Gorgon project by late July to Early August.

**Tim Stewart** of Fleet Engineering provided project management on the vessel to determine and execute modifications required by the Western Australia Department of Transportation.

"The CSR region along with the Rainier and Seattle Shipyards provided excellent support in preparing the tug for the project despite their very busy schedules," Lauer said. "CSR Mariners led by Capt. **Dan Riser** utilized their intimate knowledge of the vessel and her systems gained by operating her in Western Alaska last summer to point out areas of improvement considering her new mission in Australia."

The tug *Dana Cruz*, at 220 metric tons, was loaded onto the deck of the heavy lift ship *BBC Virginia* on June 14 at the Port of Everett. The trip to western Australia was expected to take about three weeks.



# A Day in the Life of Foss Boston Tugboatmen; Taking Off For Maine with the Barge Chem Caribe

*Tow Bitts* tagged along on April 29 as Capt. **Tom Toolis** and the crew of the Foss tug *Volans* picked up the barge *Chem Caribe* from its berth on the Chelsea River and headed through Boston Harbor and to open sea for a trip to Portland, Maine. The tractor tug *Orion*, under the command of Capt. **Jeff McKay**, assisted with the

move of the barge through the narrow opening of the Andrew McArdle Bridge.

On this trip, the Foss tug and barge were delivering a small deck barge to a customer in Portland. The *Volans* and *Chem Caribe* in early June delivered construction modules from Brewer, Maine, to a refinery in Bayway,

New Jersey. Project work has become the strongest line of business for the Atlantic Division. In another recent job, the division completed 14 tows totaling 50,000 miles from Maine and South Carolina, carrying oil refinery modules to Port Arthur, Texas.



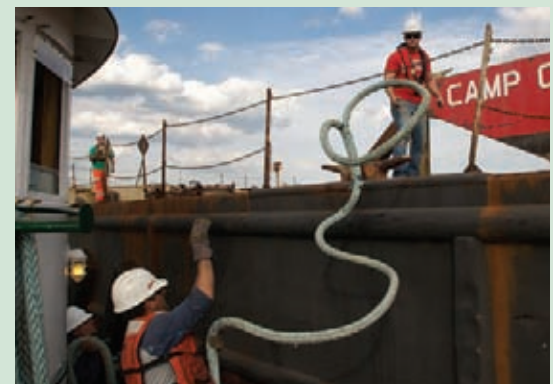
Mate **Dom Rizzo**, left, and Capt. **Tom Toolis** in the pilothouse of the Foss tug *Volans* as it comes alongside the barge *Chem Caribe*.



**Arthur Ladd** dogs down a hatch on the *Chem Caribe* in preparation for the sea voyage.



Capt. **Jeff McKay**, outside the pilothouse of the *Orion*, just before pulling the barge into the river channel.



**Dom Costiera** tosses a line to **Chris Demodena** on the barge. At left on the barge is **Arthur Ladd**. At left on the tug, partially hidden, is Mate **Dom Rizzo**.



With the *Orion* in the lead, the barge *Chem Caribe* heads for the narrow opening of the Andrew McArdle Bridge at the opening of the Chelsea River.



Capt. **Tom Toolis** gives commands to the winch operator after crewmembers rigged the towing gear. In the foreground is **Ross Robinson**.

The *Volans*, with the *Chem Caribe* in tow, passes the downtown Boston skyline, heading for the open sea and Portland, Maine.



# Four Win Top Mariner Awards For ‘Professionalism’ In Dredge Barge Incident on San Francisco Bay

The two captains of the Foss tug *San Joaquin River*, and two crewmembers of the dredge barge it was towing on San Francisco Bay, have been presented with Top Mariner awards for a “high degree of professionalism” when the barge started taking on water on Feb. 15 and was in danger of sinking.

Capt. **John Jensen** and **Jennifer Woodruff**, upon hearing the alarm sounded by the barge crew, “remained composed and had the presence of mind to find a shallow, sandy spit to ground the barge on,” said the citation presented with the awards.

Meanwhile on the barge, after sounding the alarm upon discovering the flooding in the engine room, crewmen **Jason Knowlton** and **Tracy Simerley** stopped the dredging operation and assessed the situation.

“They implemented their training on damage control and remained calm and professional throughout the ordeal,” their citation read, noting that they realized the bilge pumps couldn’t



From left are Top Mariner Award winners Capt. **John Jensen**, Levermen **Jason Knowlton** and **Tracy Simerley** and Capt. **Jennifer Woodruff**. At right is Dredge Superintendent **Michael Erwin**, who presented the awards.

keep up with the flooding.

Knowlton and Simerley then tried to lighten their load by discharging sand, but when the process failed, they evacuated the barge and mustered on the tug. “After the grounding they

continued to work diligently to minimize the environmental and operational impacts of the incident,” said the citation.

Top Mariner awards are accompanied by a \$500 check for recipients.

## FIFTY-THREE FOSS VESSELS WIN SAFETY AWARDS

Foss Capt. **Doug Engdahl**, center, received 2010 Jones F. Devlin safety awards for 53 Foss vessels on behalf of the company at the Chamber of Shipping of America’s annual safety luncheon in New Orleans in early June. The awards are presented to self-propelled merchant vessels that have operated for two full years or more without a crewmember losing a full turn at watch because of an occupational injury. Eleven more Foss vessels won 2010 awards compared to 2009. At left in the photo is **Michael Bohlman**, Chamber of Shipping chairman, and at right is Rear Adm. **Roy Nash**, commander, 8th Coast Guard District.



# Foss Captain Puts His Training to Use, Helps Man Seriously Injured in Accident

Capt. **Shawn O'Connor** put his Foss first aid training to work on April 20, helping out a motorcyclist who was seriously injured in an accident in Gorst, Wash.

O'Connor, currently a captain-in-training on the *Wedell Foss*, was at an auto dealership having his car serviced when he stepped outside to make a phone call and saw a three-wheeled motorcycle go by without a rider aboard.

Realizing what had probably happened, he told the office personnel to call 911 and ran about 100 yards up the highway to find the motorcyclist lying in the middle of the road with multiple injuries, including compound fractures of the leg and arm.

"The first aid training was fresh in my mind," said O'Connor, noting that he'd had the semi-annual refresher

course less than a week before coming upon the accident. "Everything just kicked in and the things I had to do to take care of this man came naturally to me."

The Foss captain held the man's head in line with his body, as he had been trained to do, in case of possible spinal issues. He also comforted the victim, in his mid-60s, until aid personnel arrived, and then helped medics roll him onto a backboard. The motorcyclist was airlifted to Harborview Medical Center in Seattle, and O'Connor later learned that he had lost the injured leg.

"I've been in this industry for 32 years, and I wondered when I would ever get a chance to use these first aid skills," he said. "But it's obvious that I retained a lot of what I'd learned."



Capt. **Shawn O'Connor**

## MARINE OPERATIONS SAFETY MILESTONE: FULL YEAR WITHOUT A LOST-TIME INJURY

Foss marine operations passed a significant safety milestone in March, going an entire year without a lost-time injury. President and COO **Gary Faber** called the achievement "proof that the safety culture has truly taken hold at Foss Maritime."

**Frank Williamson**, vice president for safety, quality and general counsel, said marine operations reported its clean safety record in spite of working more than 1.7 million man hours in often challenging environments in the Lower 48, Alaska and around the world.

"This is a remarkable achievement in an industry where accidents once were considered part of the cost of doing business," Faber said. "The safety programs we have implemented over the last few years, and the constant effort by all employees to

raise safety awareness have now brought us closer than ever to our zero-injury goal."

The safety success in Foss domestic and international marine operations was revealed at the same time the company reported that there were no lost-time injuries in any of the company's operations, including shipyards, during the first quarter of 2011.

Williamson gave special recognition to the San Francisco Bay region, which passed three years without a lost time injury during the first quarter.

He said the lost-time-injury-free year by all marine operations was particularly satisfying, but urged employees not to be complacent.

"We can be proud of what we have achieved so far, but every one of us must continue to make their own safety and that of their co-workers



The Foss Southern California Division held a barbecue to celebrate going a full year without a lost-time injury (LTI). As of March, all divisions of Foss had gone at least a year without an LTI.

their top priority," Williamson said. Director of Health and Safety **Al Rainsberger** said the achievement by marine operations is "proof that Foss can achieve zero incidents and that the safety culture has positively changed."

**ALWAYS SAFE**



## ANOTHER BIG ZIM SHIP IN SEATTLE

*The Andrew Foss, in the photo above, assisted the cargo ship Zim Chicago from its berth at Terminal 18 in Seattle on April 2. The ship is 1,095 feet long and capable of carrying the equivalent of 8,400 20-foot containers. Construction was completed last year at Hyundai Sambo Heavy Industries in South Korea, and the recent visit was one of the ship's first to Seattle. The Zim Chicago is one of seven ships in Grand Alliance's Pacific Northwest Express service, which calls Singapore, Laem Chabang, Shekou, Hong Kong, Kaohsiung, Vancouver, Seattle and Pusan. In the photo below, the ship passes the north end of Seattle's Harbor Island on its way toward the open sea. The Zim Chicago is the sister vessel to the Zim Los Angeles, Zim Ningbo, and Zim San Diego which have also called Seattle.*



Moving southward past Kingston at sunset, the radar vessel *SBX-1* was escorted by the *Lindsey Foss*, immediately in front of the domed structure, and the *Pacific Star*, following on the far right.

Philip Sherman

## Planning, Perfect Weather, Give Way to Flawless Move of Huge Radar Vessel into Puget Sound

Foss successfully completed a complex escort and docking of a huge missile-defense radar vessel into Puget Sound on May 10, working with numerous federal agencies and other stakeholders to come up with a transit plan and then executing it flawlessly.

The escort and docking of the U.S. Missile Defense Agency's Sea-Based X-Band Radar (*SBX-1*) vessel also was performed under security restrictions as stringent as those for Air Force One, the President's Boeing 747.

"The thing I'm proud of is that when we presented the transit plan to the Coast Guard, Missile Defense Agency, the pilots and all the stakeholders, everybody was on board from the beginning," said Foss Pacific Northwest Operations Manager

**Jim Van Wormer.** "We all worked closely on this as a group to make it happen.

Planning for the job included a trip in April by Van Wormer and Foss Capt. **Dave Corrie** to Hawaii, where they rode with a marine pilot taking the *SBX-1* to sea from Pearl Harbor. Van Wormer said they observed the vessel's handling characteristics, which helped them plan the move through Puget Sound.

The *SBX-1* is 389 feet long, has a maximum beam of 276 feet, and its height, depending upon ballast, is about 250 feet. It displaces 50,000 tons and draws 32 feet when it is light.

Boeing is performing maintenance and upgrades to the *SBX-1* at Vigor Shipyard under a \$27.1 million contract

with the Missile Defense Agency. The work is expected to take about three months.

The tug *Lindsey Foss* met the *SBX-1* about 50 miles outside the Strait of Juan de Fuca and escorted it to Port Angeles, where the *Pacific Star* joined in the escort. The tugs *Henry Foss* and *Wedell Foss* helped with the final leg through Elliott Bay to the shipyard.

The entire transit took 27 hours at 6 knots, according to Van Wormer.

"Everything was perfect for the trip," Van Wormer said. "There was a lot of concern by the Coast Guard about the weather because of the vessel's large sail area. They didn't want to transit it into Puget Sound in anything above small-craft winds, but the weather was perfect."

## NEW HOME FOR EL SEGUNDO FLEET

Foss has a new home for its El Segundo Moorings fleet and staff at the Redondo Beach Marina on Santa Monica Bay in southern California. Berths for the boats, which service Foss Maritime's El Segundo operations, previously were scattered at the marina and separated from the headquarters building. Now the line boats *Lucy Foss* and *Caribe Alliance* and crew boat *Ava Foss* are together, right next to the blue building that will house **Debbie Cunneen**, El Segundo operations manager, and **Michael Comfort**, port engineer. The *Lucy Foss*, in the foreground, had Capt. **Tom Frankforter** and deckhands **Vito Rinaudo** and **Rick Cubillo** on board when this photo was taken. On board the *Ava Foss* were Capt. **Chuck Ports** and deckhand **Ken Hess**.



Dan Kovacich

# Foss Delivers Windmills to Bay Area From Port of Vancouver, Washington

Foss tugs towed 40 windmills from Vancouver, Wash., to West Sacramento in four voyages during the spring, encountering heavy wind and rain that delayed the first trip in both ports, but otherwise enjoying smooth sailing during the three-day transits.

Project Manager **Drew Arenth** said the mills were to be erected at a power-generating windfarm at Rio Vista, Calif., just downstream from Sacramento. The customer was Advanced Tower Systems (ATS), a Dutch windmill manufacturer.

“They found us by solid recommendation,” Arenth said. “ATS does a lot of work on the East Coast, and we hope to continue our relationship with them.”

Each tower consisted of three pieces, ranging in size from 70 to 90 feet long and between 89,000 pounds and 145,000 pounds. Foss moved 30 pieces per voyage on the barge *Weeks 2702*, 340 feet long and 78 feet wide. The *Sidney Foss* made the first trip, and the *Justine Foss* handled the other three.

Loading and discharging the cargo took two days in each port.



A yard crane loaded windmill tower sections onto the Barge *Weeks 2702* at the Port of Vancouver, Wash.

## OUT OF THE OLD, INTO THE NEW

*The new Foss corporate headquarters on Fairview Avenue at the south end of Seattle's Lake Union officially opened for business on Monday, April 18. Executive Assistant **Colleen Liman** puts things away in her office at the new location.*





# Conversion of Campbell Foss to Hybrid Power To Begin in July at Foss Rainier Shipyard

Final design, procurement and equipment testing are in full swing in preparation for the *Campbell Foss* hybrid retrofit this summer at the Rainier shipyard.

The boat is scheduled to arrive at Rainier in early July for a three-month retrofit to become Foss' and the world's second hybrid tug, following the *Carolyn Dorothy*, which entered service in 2009. The project will include modifying and testing the boat's propulsion system along with other maintenance in advance of its return to service in Long Beach in September.

The retrofit includes replacing one of the boat's 125-kilowatt generators with a new 350 kw Detroit Diesel Series 60 generator to support diesel-electric transiting between jobs.

The main engines will not be changed, but will be used only during actual assist work. Ten lithium-polymer batteries provided by Corvus Energy will supply power for the boat's lights and other systems not related to propulsion and for minor maneuvering during periods of idling.

Aspin Kemp and Associates (AKA) will again provide the hybrid



The *Campbell Foss* will be the world's second hybrid tugboat.

electronics and control system that tie the hybrid components together.

The boat will operate similarly to the first Foss hybrid tug, the *Carolyn Dorothy*, during periods of idling and while transiting the port between jobs. However the main engines will provide full bollard pull by themselves during assists.

In a related matter, Aspin Kemp has announced that the hybrid technology it developed in conjunction with Foss

will be used to retrofit a boat owned by Dutch operator KOTUG International. The vessel will be the world's third and Europe's first hybrid-powered tug.

KOTUG has a fleet consisting of 30 tugs and offers services including harbor, coastal and deep-sea towing.



## NEW TUG FOR DELTA WESTERN

Foss Rainier Shipyard delivered the shallow draft tug *Capt. Frank Moody* to sister company Delta Western June 3 following a christening ceremony at the yard on the Columbia River in Oregon. The tug, named for a former Delta Western captain, is 76 feet long, 32 feet in beam and draws just 3.6 feet. Built in just seven months, it will be used for fuel delivery services in western Alaska. Delta Western and Foss are both owned by Seattle-based Saltchuk Resources.



# New Purchasing Director is an Industry Veteran, Leads a Staff of Eight in her Job at Foss Maritime

Meet **Keri Mjeltevik**, the new director of purchasing at Foss.

Mjeltevik (pronounced Mee-YELL-te-vik) has 25 years of experience in the maritime industry, all but a few years of that in purchasing, and believes her experience and contacts will serve her and her new employer well.

“I have strong ties in the industry, and I’ve learned much about the industry. I have become pretty well rounded.” Said Mjeltevik. “I believe I have a lot to offer.”

A life-long resident of the Seattle area, Mjeltevik got her first purchasing job after she graduated from Edmonds Community College, working for a company called Marine Management that operated seven factory trawlers and several crab boats in Alaska.

“For three months, I wanted to quit my job because I was overwhelmed and unsure,” she said. But she stuck it out and ended up working for several other fishing companies before landing at former Foss sister company Sea Coast Towing seven years ago. A year



**Keri Mjeltevik** was photographed in her office at Foss headquarters. Behind her is a poster featuring her daughter, Kylee, the world's seventh-ranked woman roller skater.

later, K-Sea Transportation bought Sea Coast, and Mjeltevik moved from purchasing manager to vessel and crew logistics manager to crewing manager before joining Foss in April.

She leads a staff of eight that oversees purchasing and associated contracts for materials for Foss shipyards, stores and other supplies for the company's fleet of tugs and barges. The department also hopes to help

with facilitating the use of the SAP purchasing software. Keri is already working on ways to negotiate cost savings across all of the MRG family of companies.

Mjeltevik lives in Edmonds and has two daughters, one who is married and owns a roller skating rink in West Seattle, and another who is a junior at the University of Washington and is the seventh-ranked roller skater in the world.



Drew Arentich

## RAINBOW'S END

*At the end of the rainbow in this photo taken recently from Foss Columbia-Snake River headquarters on the Willamette River in Portland are the Foss tug Jim Moore and barge Seattle.*

### SATISFACTION GUARANTEED

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By Byrd Baggett*



## STUDENT PERSPECTIVE

Two groups of undergraduates from the Foster School of Business at the University of Washington focused on Foss for case-study projects this spring and presented their findings on May 25 at Foss headquarters in Seattle. One presentation, shown in the photo above, covered marketing hybrid tug technology by emphasizing its fuel-saving and environmental benefits. The other presentation outlined ways that Foss could use social networking as part of its marketing strategy. In the photo, around the table clockwise from the bottom, are Contract Administration Manager **Earl Clark** (back to camera), Marketing Consultant **Megan Aukema**, Vice President Environmental and Global Development **Susan Hayman**, Vice President Planning and Business Development **Andy Stephens**, and students **Alexander Wortman**, **Yee Ling Chua**, **Thomas Howard** and **Blake Strickland**. The students who made the presentation on social networking, who are not in the photo, were **Justin Hanson**, **Daniel Alexander**, **Alek Kanetomi** and **Garett Myers**. The project advisor, **Raj Rakhra**, also attended, as did Foss Project Manager **Rick McKenna**.

## PEOPLE NEWS

### PASSINGS

#### Capt. Sam Marsh

Capt. **Samuel Edward Keoki Marsh**, who first joined Foss in 1960 and retired after two decades as captain of the Puget Sound-based *Wedell Foss* in 2004, died at the age of 70 May 29 after a long illness. Marsh started his career at Foss after he finished high school in 1960, making a trip on the *Andrew Foss*. He joined the U.S. Marine Corps in 1964 and served in Vietnam until his discharge in 1968, when he rejoined Foss. He was promoted to mate in 1969 and captain in 1974.



#### David L. Rosenboom

**David L. Rosenboom**, who started with Foss as a deckhand in 1965 and later managed the company's Port Angeles office for 23 years until his retirement in 1994, died May 9 at the age of 80. Rosenboom's first assignment was on the *Iver Foss*, and he was working on the tug as an oiler when it towed the famous killer whale *Namu* to Seattle in a floating pen. He later worked in dispatch in Tacoma and personnel management until taking over the Port Angeles office in 1971.



### RETIREMENT

#### Capt. Eugene France

Long Beach Capt. **Eugene France** has retired after a 32-year career at Foss. France is a respected and accomplished tractor tug operator and was captain of the *Pacific Escort* for 25 years. He spent the last 5 years working for Foss El Segundo. As senior captain, France helped to set up procedures for the El Segundo operation.





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Jan Anderson Photo

## WORLD'S LARGEST RO-RO SHIP

*The Wallenius Wilhelmsen cargo ship Tonsberg made its maiden voyage into the Port of Tacoma on April 8, with assistance from the tug Andrew Foss. Built in Japan and delivered on March 19, the Tonsberg is currently the world's largest roll-on, roll-off cargo vessel, at 41,544 deadweight tons and measuring 869 feet in overall length. The ship has 574,000 square feet of cargo space on nine decks. The Tonsberg is the first of four "Mark V" ships being built for Wallenius Wilhelmsen. The second will be delivered in August and the other two will be completed next year.*