



Tow Bitts



Brian DalBalcon

EVERGREEN ARRIVAL

The Evergreen Line containership Ever Uberty approached the Port of Tacoma recently, with the Olympic Mountains providing a backdrop and the Foss tugs Henry Foss, right, and Pacific Star providing assist and escort. The 935-foot ship has a listed capacity of 5,652 20-foot container equivalent units, was built in 1999 and has a service speed of 25 knots. Evergreen, which makes its Pacific Northwest home in Tacoma, is a regular customer of Foss Maritime. Uberty is an English noun meaning “abundance.”

FOSS WINS CONTRACT FOR RESPONSE TUG IN NEAH BAY, WASH.

Foss has been awarded a 10-year contract under which the company will station a tug year-round at Neah Bay to prevent disabled ships and barges from drifting onto rocks and causing oil spills in the Strait of Juan de Fuca and on Washington’s outer coast.

The contract for the Emergency Response Towing Vessel (ERTV), won in a competitive bid against several other companies, returns Foss to Neah Bay duty

Continued on page 4

Foss Wins Response Tug Contract

Foss will head back to Neah Bay, Wash., in July with the *Jeffrey Foss*, which will serve year-round as the state's Emergency Response Towing Vessel, on standby to help tankers and other vessels that lose power or otherwise become disabled. Foss previously held the contract from 2000 to 2006.

Cover

Comic Strip to Focus on Safety

Southern California Tankbarge Manager **Ron Costin** and Assistant Tankerman **Brian Snelson** are collaborating on a new comic strip that aims to use humor to convey safety messages. Called "Ask Shippy," the strip will be a regular feature in *Tow Bitts*.

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Salvaging Oil from a 58-Year-Old Shipwreck

Foss is helping Global Diving and Salvage and other companies in removing bunker fuel from the wreck of the *Princess Kathleen*, a Canadian passenger ship that sank near Juneau, Alaska in 1952. All 300 passengers were rescued.

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A Family Full of Marathoners

Human Resources Supervisor **Angie Upchurch**, her mother and her two sisters all competed in walking or running marathons in April, and the family has plenty of experience in sports that require leg power. All four women also are soccer players.

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Looking Aft: Wake Island

Foss historian **Mike Skalley** reviews Foss' involvement in military operations at Wake Island in the South Pacific during World War II. The *Justine Foss*, one of several tugs assigned to Wake, was caught in the Japanese invasion of the island and its crew was executed. This spring, the *Iver Foss* paid a visit to the island, hauling a load of military cargo.

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To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Earl Clark, coordinator of production, earl@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published quarterly by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3958.



Alternatives to the 'Hawse Pipe' In a Challenging Regulatory Environment

Ensuring that we have an adequate pool of mariners to crew our vessels has always been challenging. But federal regulations and training requirements enacted over the last few years have made it even more challenging, particularly for the licensed deck officers and engineers. Adding to the challenge is the fact that many of our shipmates are within a few years of retirement.



Gary Faber

It used to be that deck officers and engineers in our industry, unless they attended maritime academies, could "come up through the hawse pipe." This tried-and-true process was the mainstay for our corps of licensed personnel.

Ambitious sailors, engineers and cooks would accumulate sea time while taking courses as they could and then sitting for Coast Guard examinations. Today, with all the new training requirements, that path to the wheelhouse and to chief engineer is a difficult road that could take seven years or more to travel.

So in the case of deck officers, Foss has stepped forward to help facilitate an easier path permitted under the Coast Guard regulations. We are sponsoring cadets enrolled in a two-year mate program that combines sea time and classroom training at Pacific Maritime Institute in Seattle. The Maritime Institute of Technology and Graduate Studies in Maryland offers a similar program.

On the engineering side, we are trying to help people through the challenging hawse pipe approach. Several Foss regions have yard engineers working shoreside on vessel maintenance and repairs and learning mechanical systems. Also,

mechanics at Foss Shipyard and in our Red Dog crew are learning the basic skills to become chief engineers, which they can do with additional onboard training.

We also are adding oiler positions on our larger tugs, enabling would-be engineers to accumulate sea time. Similarly, on the deck side, we have several entry-level positions for ordinary seamen to learn the skills necessary to become able-bodied seamen.

In February, two of our cadets graduated from the PMI mate program, having already started their Foss careers by putting in six months of sea time. They are **Max Cota** and **Katie Wixom**, she the daughter of an Idaho sheep farmer and he the son of a San Francisco bar pilot. (See article on page 11.) **Michael Mann** finished the program last year and recently got his first assignment as a deck officer, as training mate on the *Lauren Foss*.

These three young people are helping us create a wheelhouse succession plan. It also is my fervent hope that kick starting their careers will engender in them a sense of loyalty to Foss. And the loyalty of our employees, sometimes from several generations of the same family, is one of our company's greatest strengths.

So here's a welcome to Max, Katie, Michael and all of our new mariners, whether they came through the hawse pipe or from one of the schools. Here's hoping that they have long, satisfying and safe careers with Foss. They are our future.

President and Chief Operating Officer

See Pacific Maritime Institute on page 11.



The Foss barge *Noatak* lightens ore to a ship near the Red Dog Mine port.

Foss and Teck Extend Red Dog Mine Lightering Contract

Foss Maritime and Teck, a diversified mining company based in Vancouver, Canada, have signed a multi-year agreement under which Foss will continue to lighter ore from the Red Dog Mine in the Alaskan arctic to cargo ships anchored offshore.

The agreement sustains an existing 20-year relationship between Foss and the mining company, ensuring continuation of what has been a major annual project for Foss. Foss has sent four ocean-going tugs, two specialized lightering barges, and dozens of crewmembers to Red Dog every summer

since 1990.

“The renewal of this contract is great news for Foss,” said President and COO **Gary Faber**. “It is an endorsement of our past performance, and we are thrilled to move forward into the next 20 years of operations.”

The agreement followed lengthy negotiations between Teck and Foss. **Frank Williamson**, Foss vice president health, safety, quality and general counsel, led the Foss negotiating team.

“It was great to work with Teck in negotiating the renewal,” Williamson said. “We appreciate our long and prosperous relationship with Teck.”

During the 2009 Red Dog season, in spite of adverse weather that slowed operations in August and part of September, Foss delivered near-record production, lightering 1.37 million tons of ore to 25 ships.

The Red Dog operation has helped Foss build a reputation for operating safely and efficiently in the world’s harshest environments. The three-year sealift to Russia’s Sakhalin Island oilfields ending in 2006 is among other examples of the company’s remote-area expertise.

STEPHENS BECOMES FOSS CHIEF OF STAFF; MAGILL TAKES OVER TECHNICAL SERVICES

Andy Stephens, formerly Foss vice president for technical services, has been appointed Vice President, Planning and Business Development and also will serve as chief of staff to President and Chief Operating Officer **Gary Faber**. **Mike Magill**, formerly with K-Sea Transportation, succeeds Stevens in the technical services post.

Stephens will be responsible for top-tier, long-term strategic planning and business development for all Foss companies. He has been a Foss

employee since 1993, most recently overseeing the Shipyards, Purchasing and Engineering departments.

As vice president technical services, Magill takes over responsibility for Foss Shipyards and the Purchasing and Engineering departments. A few years ago, K-Sea, his former company, bought Sea Coast Towing, then a Foss sister company. Magill has extensive senior management experience in all facets of the marine transportation industry.



Andy Stephens



Mike Magill

Faber said Stephens “brings with him extensive knowledge of our company and experience in the strategic planning process.” He said Foss is happy to have Magill join the team.

“With his extensive domestic and international maritime experience, he will be a great asset to the company,” Faber said.

NEAH BAY RESPONSE TUG CONTRACT

(Continued from cover)

for the first time since the fall of 2006. In that year, the company opted out of the standby tug contract because it was experiencing a shortage of tugs on Puget Sound.

Foss had held the contract since 2000, when the state established the standby tug service, and tugs assigned to Neah Bay included the *Barbara Foss*, *Lauren Foss* and *Corbin Foss*. Over six years, they went to the aid of dozens of disabled vessels.

Beginning this July, the *Jeffrey Foss* will be assigned to Neah Bay. The *Jeffrey* is a 112-foot, 70-ton bollard pull, high-performance ocean-going tug built in 1970 at McDermott Shipyard



The *Jeffrey Foss* will be on station at Neah Bay beginning in July 2010.

in Louisiana and rebuilt in 1999 at Foss Shipyard.

“We’re very pleased to have this contract,” said Foss President and COO **Gary Faber**. “It will provide full employment for 10 years for a couple of crews, and it’s in line with our corporate goal to protect and enhance the environments in which we operate.”

Under legislation signed last year by Washington Gov. Chris Gregoire, funding for the ERTV tug has been

shifted from the state to the maritime industry beginning with the contract won by Foss.

The Strait of Juan de Fuca is one of the busiest commercial shipping lanes on the West Coast. Every year, oil tankers, fuel barges, large commercial cargo ships, fish-processing and passenger vessels make about 4,500 round trip voyages through the strait.



FOSS ACQUIRES SHALLOW-DRAFT TUG FOR CHALLENGING WORK ENVIRONMENTS

Foss has acquired a new, shallow-draft tug designed to operate in remote, extreme environments like the north slope of Alaska, the Canadian Arctic and the Russian Far East.

The vessel is the *Dana Cruz*, a 92-foot tug with a working draft of as little as three feet, nine inches, built by Fred Wahl Marine Construction Inc. in Reedsport, Ore. Foss is chartering the tug from Cruz Marine, an Alaska company that specializes in construction projects.

Foss hopes to bring its marine operations experience together with Cruz Marine’s construction capabilities to form an effective partnership in Alaska.

Foss President and COO **Gary Faber** said the company reached out to Cruz because, like Foss, Cruz has extensive experience in extreme environments.



“The *Dana Cruz* is our answer to the shallow-draft ports, the hazardous weather and the ice you encounter in spades working above the Arctic Circle,” Faber said.

The tug has a hull strong enough to resist damage from ice. It is powered by three low-emission Caterpillar EPA Tier 2 engines and was designed by AG McIlwain of West Vancouver, B.C.

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FABER 'WEBCASTS' FROM SEATTLE

President and COO **Gary Faber**, at the head of the table in the foreground, communicated to employees through a webcast originating from the Thea Foss Conference Room at company headquarters in Seattle on Wednesday, May 12. The event was broadcast through the company's internal video system to Foss conference rooms in San Francisco, Portland and Long Beach. Also, audio was available over the internet or through a telephone hookup. Faber talked about the state of the company, opportunities in the future, and the ongoing effort to unite all divisions of the company under the Foss brand. He also answered questions from employees about a variety of subjects. Faber said he plans to stage two of the webcasts a year, with others as necessary for special announcements. Director of Information Technology Services **Craig Campbell** said that in addition to employees who viewed the webcast in conference rooms and heard it by phone, 31 from across the country and on several vessels were connected over the internet.

ENVIRONMENTAL CERTIFICATION SHOWS FOSS IS EXCEEDING GOVERNMENT REGULATIONS FOR PREVENTING IMPACTS

Foss Maritime has earned the prestigious ISO 14001 environmental certification to use as a blueprint to achieve its "zero trace" corporate goal.

The new certification encompasses Foss' entire marine division, including both shoreside and vessel operations and is a signal of the company's commitment to sound environmental practices and continual improvement. Outside auditors certified the company's safety, quality and environmental (SQE) processes.

The SQE audit, which incorporates ISO 14001, was conducted by the American Bureau of Shipping, an international classification society with

headquarters in Houston, Texas.

The ISO 14001 Standard is an internationally accepted specification for environmental management systems created by the International Organization for Standardization to help organizations minimize how their operations affect the environment and comply with related laws, regulations and requirements.

The objectives of Foss' environmental management system include: reducing vessel emissions, fuel consumption and energy use; updating procedures for hazardous-waste disposal and reducing use of hazardous substances where

possible; minimizing the risk of spills and reducing frequency and quantity of spills; reducing the volume and improving the quality of graywater released from vessels; and increasing recycling efforts in the regional offices and on the vessels.

"Our employees are committed to achieving the highest safety and quality standards. We are now demonstrating our commitment to the environment as well—it is what our customers have come to expect from us," said **Gary Faber**, President and COO of Foss.

'Ask Shippy' Comic is a New Feature in Tow Bitts; Strip Will Use Humor to Convey Safety Messages

Southern California Tankbarge Manager **Ron Costin** and Assistant Tankerman **Brian Snelson** are tapping creative skills picked up as hobbyists to develop a comic strip that aims to use industrial themes, humor and likeable characters to drive home safety messages.

Costin is a longtime comic book fan who, coincidentally, is spearheading the Foss Shipmate Plus safety program in Southern California. He is developing the characters and story lines for the strip, and Snelson, who illustrated his own sci-fi novel and has produced strips for local papers, is doing the artwork.

The strip is entitled "Ask Shippy," and its main character is a hard-hatted crewman named Shippy, who tries to do everything safely and by the book but ends up in safety pickles because of the behavior and mistakes of other characters.

"Shippy is kind of a victim of circumstance," said Snelson. "The other characters represent a liability, maybe because of their risky behavior or because they're so old-school that they don't want to adopt the new safety standards."

Costin got the idea for the strip and joined forces with Snelson upon learning of his artistic talents. They are pro-

ducing the strip on their own time, and while initially sharing it with Foss for use in *Tow Bitts*, Costin said the themes of the strip are adaptable to all kinds of companies.

"These safety themes are universal," Costin said, noting that the strip will cover such things as personal protective equipment, fire safety, tripping hazards and heavy lifting. "These subjects don't only apply to the maritime industry."

Costin is a 20-year veteran of Foss and Snelson has been with the company a year and half and also has sailed deep-sea ships as a merchant seaman. Costin and Snelson have produced eight of the "Shippy" strips so far.

"I've seen a lot of safety slip-ups and near misses," Snelson said. "If this can save a person from injury or tickle a funny bone while conveying a safety message, we've accomplished what we set out to do."

Foss Director of Safety and Health **Al Rainsberger** said he believes the

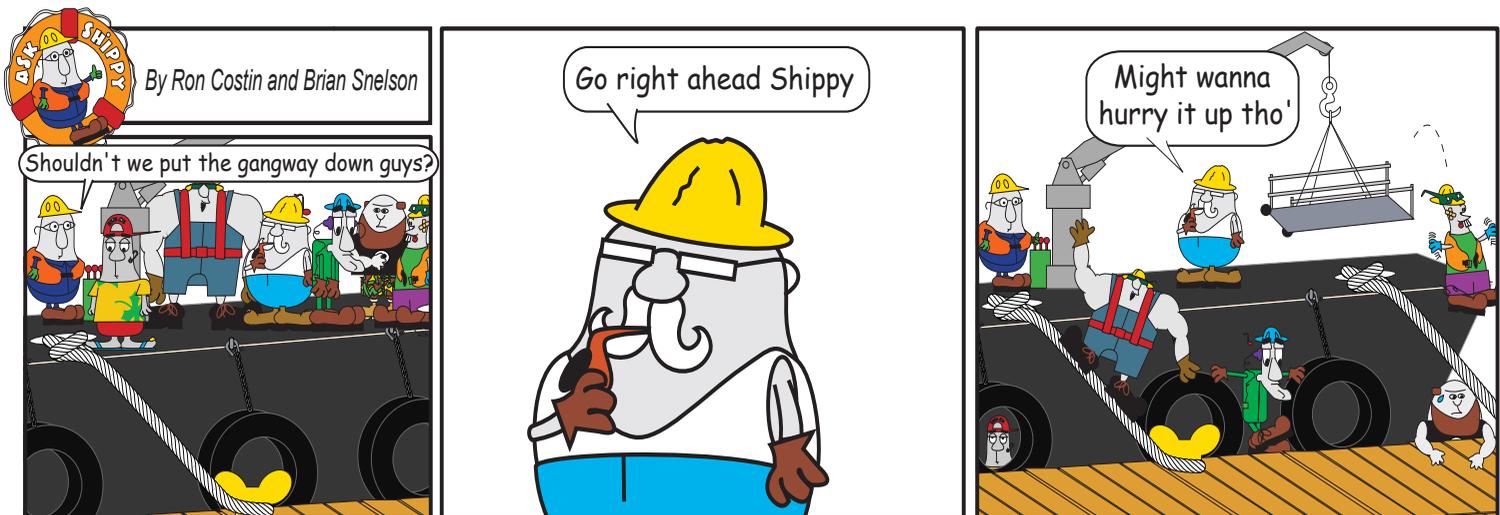


Ron Costin, left, and Brian Snelson review "Ask Shippy" comic strips.

strip will help reinforce the Shipmate Plus program, which has taken hold in both the Southern California and San Francisco Bay divisions.

"As we implement the program in the Northwest Division, then in the Atlantic and Global divisions, the momentum will take over and make this a highly successful safety initiative," Rainsberger said, giving credit to Foss mariners for "watching out for each other."

He added, "We see Shipmate Plus as the last link in achieving our zero incident goal."



Association of Washington Business Lauds Foss For World's First Hybrid-Powered Tugboat

A state business group honored Foss Maritime in May for the world's first hybrid tug, a vessel delivering on its promise to bring cleaner air and greater fuel efficiency to ports and merchant fleets.

The Association of Washington Business presented Foss an Environmental Excellence Award in the Green Enterprising Technologies category for the *Carolyn Dorothy*, which was built cooperatively with the ports of Long Beach and Los Angeles to help those communities cope with local air pollution issues.

Don Brunell, AWB president, congratulated Foss for the innovative hybrid, which was recently featured on a segment of the History Channel's *Modern Marvels: Super Ships*.

"This is environmental innovation that's already paying off," Brunell said. "And it doesn't surprise me it's coming from Foss, a national and international leader in the maritime industry. The *Carolyn Dorothy* may be the first, but I believe Foss and its hybrid technology stand to tap markets far beyond Washington state."

The *Carolyn Dorothy* was introduced

in the ports of Long Beach and Los Angeles in January 2009 as an innovative approach to reducing air pollution. The vessel was designed to retain the power and maneuverability of her conventional Dolphin-class sister tugs, while dramatically reducing emissions, maintenance costs, noise and fuel consumption.

The same hybrid technology used to develop the *Carolyn Dorothy* can be used to convert existing harbor tugs—and other types of vessels—to hybrid vessels.

Gary Faber, President and COO of Foss Maritime, thanked the AWB for recognizing the company's commitment to innovation and the use of cutting edge environmental technology.

Said Faber, "At Foss, we have a 'zero trace' corporate goal. The *Carolyn Dorothy* and our hybrid technology

is an important part of that strategy. Think of all the world's ports—and all the harbor tugs working in them. What an opportunity we have to bring cleaner air *and* greater fuel efficiency."



Foss Vice President Environmental and Corporate Development **Susan Hayman** accepts an environmental excellence award from **David Brukardt**, right, board chair of the Association of Washington Business, during a luncheon May 11 in Spokane. At left is **David Allen**, executive vice president of McKinstry Corp, a building design/construction and management company, who was guest speaker.



CELEBRATING SAFETY

Foss employees at the Seattle Shipyard and at the San Francisco Bay division celebrated their safety performance at barbecue luncheons held March 25 and March 16, respectively. On Feb. 2, the shipyard recorded one full year without a lost-time injury (LTI), and on Jan. 28, the Bay Area group passed two years without an LTI. In the photo at left, Shipyard Production Manager **Hap Richards**, who gave personal congratulations to every worker for the safety accomplishment, gives a hat and a good word to **David Holt** at the Seattle barbecue. In the photo at right, San Francisco employees line up for chow.

Uninspected Vessel Exams: ‘Professional and Friendly’

By **Carl Turner**

Deckhand, *Marshall Foss*

On March 15, 2010, crews of the *Marshall Foss* and the *Lynn Marie* had Foss San Francisco’s first “Industry-Initiated Coast Guard Vessel Examinations.”

“We’re calling it an examination rather than an inspection” explained Chief Warrant Officer **Chris Bosley**, a USCG Marine Inspector with the San Francisco Sector, “because we’re asking the various companies to call for them when they are ready for us to come out. This is an introductory phase of the Subchapter M rollout. It gives the crews and the inspectors a chance to educate themselves about what to expect.”

Under Subchapter M, all tugs will be designated “inspected vessels,” and Coast Guard inspections will become mandatory.

Bosley and Chief Petty Officer **Eric Pugh** (also a USCG Marine Inspector) with District 11 Towing Vessel Specialist **Bob Blomerth** and Pacific Area Towing Vessel Coordinator **Dan Massey** (formally District Manager of Foss S.F.) were aboard the vessels at the Foss home dock in Richmond. Both vessels did quite well with no discrepancies. A fire hose and emergency shut-down were activated, and a security drill and security sweep were conducted.

Massey shared some thoughts on the way things are shaping up, as well as the formal process, with the crew aboard the *Marshall* (Capts. **Rick Daniels** and **Monty McCleary**, Engineer **J.D. Rymel** and Deckhand **Carl Turner**).

“Inspections are typically once a year, but we’re hoping to piggyback on the normal “in-house” security inspections carried out by (Foss Quality Assurance Manager) **Jim**



Carl Turner

Gathering after the inspection were, from left, **Christian Bosley**, **Robert Blomerth**, **Monty McCleary**, **Dan Massey**, **Eric Pugh** and **J.D. Rymel**.

Peschel every other year by showing up when he does, for the least interference with vessel activities. Then on the years in between, you have the ABS inspections, which are carried out by a third-party official entity already, so we’re hoping not to have to inconvenience you guys to inspect again on those years.

“But the rules are being written” Dan continued, “then submitted to industry for comments, then re-written and submitted again to industry before being finalized.”

“So your comments are very important” Blomerth added.

The crew was instructed to display the safety-exam sticker in any starboard wheelhouse window. That’s where the Coast Guard boat crews are trained to look for them.

Capt. **Jess Atkins**, Engineer **L.T. Thomas**, and Deckhand **Bernie Taylor** crewed the *Lynn Marie*.

“We did really well,” Atkins said.



“We had a couple minor recommendations that we’ll take care of, but over all it was a good experience. The inspectors were quite professional and were very friendly.”

ALWAYS SAFE



BIFOCAL SAFETY GLASSES

Foss is now offering employees safety glasses that feature a bifocal with reading-glass magnification embedded into the polycarbonate lens, which provides impact resistance as well. The glasses block 99.9 percent of UV rays. Other features include cushioned, non-slip rubber temple pads, a lightweight nylon frame, a high-tech vented rubber nose-piece, and a protective sleeve that will prevent the lenses from scratching. In the photo, Marine Transportation Operations Manager **Jim Van Wormer** displays his new pair.



COOPERATING WITH FIRE DEPARTMENTS

Representatives of the Seattle Fire Department marine response team met at Foss headquarters in Seattle on March 3 with members of the Pacific Northwest/Marine Transportation Regional Safety Committee. Similar meetings with firefighters were held March 23 in San Francisco and March 29 in Portland. The meetings were held to share ideas on how Foss and the fire departments can cooperate and deploy equipment to fight fires on ships and docks or respond to other on-the-water emergencies. In the photo above, Seattle Fire Department Lt. **Bob Kerns**, left, chatted with Garth Foss Capt. **Dave Shaffer**, Pacific Northwest regional safety committee chairman, aboard the 50-foot Fire 1, which was on display at Foss.



SALTCHUK RECOGNIZES FOSS SAFETY EFFORTS

Saltchuk Resources President **Tim Engle**, left, presented Foss Director of Safety and Health **Al Rainsberger** with one of five safety awards received by Foss companies recently at a Saltchuk risk-managers conference. Saltchuk owns Foss parent company MRG. Constellation Maritime and Foss Line Service received the top honors for incurring no lost-time injuries (LTIs) in 2009. Foss Maritime (marine and shipyards combined), America Cargo Transport Corp. and Constellation Maritime received second-level awards as "Most Improved" for reducing LTI rates by more than 50 percent in 2009. "It was clearly, and expressly stated, that all the Saltchuk companies should be looking to Foss as a model in the safety arena," said Foss Vice President Safety, Quality and General Counsel **Frank Williamson**.

Foss Helps Remove Oil From Wreck of Passenger Ship; Princess Kathleen Sank Near Juneau, Alaska, in 1952

A Foss tug and tankbarge this spring assisted Global Diving and Salvage Co. in removing tens of thousands of gallons of heavy bunker fuel from a Canadian passenger liner that sank after grounding on Point Lena near Juneau, Alaska, in 1952.

Foss, Global and several other companies worked with the U.S. Coast Guard and the Alaska Department of Environmental Conservation to extract the oil from the Canadian Pacific ship *Princess Kathleen*. The ship was carrying about 300 passengers when the accident occurred in bad weather and low visibility. All were rescued.

Assisting in the operation were the Portland-based Foss ocean-going *Halle Foss* and the tankbarge *248 P-2*, which was prepped for the job at Foss Shipyard in Seattle.

The wreck of the *Princess Kathleen*, popular with recreational divers, had been leaking small amounts of oil, and officials decided to remove the bunker fuel because they feared a larger escape that could cause significant environmental damage.

Divers removed the oil from the tanks using a technique called “hot tapping,” in which hot-water heat exchangers are inserted into the fuel tanks to warm the oil, making it less viscous and easier to pump. Oil collection equipment separated water from the bunker oil before it was transferred to the Foss barge and transported to a waste oil recycling and disposal center.

“It was a pleasure working with Foss.” Said **Todd Schauer** of Resolve Marine Group. “They brought a top level of professionalism to the job and were part of the solution for every unexpected problem or issue that arose. Foss’ safety protocols were spot on and an example for the rest of us to follow.”

Schauer, brought in by Global to serve as salvage master, added, “I have



The *Halle Foss* and the tankbarge *248 P-2* on the job over the wreck of the *Princess Kathleen*.

Catherine Gitkov

never witnessed another tug and tankbarge company with such problem solving capability and willingness to flex, adapt and jump in the middle of whatever needed doing—really impressive!”

Overseeing the Foss operations on the scene was Portland Port Capt. **Toby Jacobsen**. San Francisco Bay Area Tankbarge Manager **Walt Partika** and Special Project Manager **Dick Bibeau** also provided shoreside support.

Joel Altus and **Dave Dumont** of the Foss Engineering Department designed a mooring system for the barge, including anchors that were deployed around the wreck, which sits on a slope at depths of between 52 and 134 feet.

Manager of Contingency Planning **Ross McDonald** worked with the Coast Guard and the State of Alaska on permitting, and Oil Field Services



The *Princess Kathleen* on the rocks, before sliding into the depths off Point Lena. Photo credit: P342-113 Alaska State Library John Romeo Photography Collection.

Director **Paul Gallagher** also coordinated with the Coast Guard and dealt with contracting. Northwest General Manager **Bruce Reed** handled overall management of the project for Foss.

Crewmembers on the *Halle Foss* were: Capt. **Ray Freel**, Mate **Scotty Parker**, Engineer **Don Diangle**, Deckhands **Dustin Everson** and **Robbie Ackerman** and Cook **Chris Jackovac**.

Tankermen on the *248 P-2* were **John Munson** and **Tom Rekart**.



Gathered at the PMI graduation ceremonies were, from left, Marine Personnel Supervisor **Monte Crowley**, **Katie Wixom**, Senior Vice President Operations **Scott Merritt** (behind), **Max Cota**, Northwest Division General Manager **Bruce Reed**, **Justin Borland** of the Human Resources Department and Assistant Marine Personnel Supervisor **Kevin McElroy**.

Future Mates Looking Forward to Careers at Foss Maritime

Max Cota and **Katie Wixom** don't exactly have the same roots.

Cota, 29, is the son of a San Francisco Bar pilot, grew up in the northern part of the San Francisco Bay area and has been on the sidelines of the Maritime industry all his life. Thirty-year-old Wixom on the other hand, was raised on a sheep farm in southeastern Idaho.

Both, however, are now on the same career path. Sponsored by Foss, Wixom and Cota graduated in February from the work boat mate program at the Pacific Maritime Institute (PMI) in Seattle, and each has since passed Coast Guard license examinations qualifying them to be deck officers on tugs.

"This is kind of something I always wanted to do," said Wixom, who got a degree from the University of Utah before heading to Seattle with an inclination to try life as a seafarer. She ended up working on deck for Linblad Expeditions, which operates high-end eco-cruises all over the world.

"Once I got into the boating world, I knew that's where I was going for a career," she said.

Cota, a University of Oregon

graduate, was working on deck for Bay and Delta Towing in the Bay Area and asked some of the old timers to recommend a fast route to the wheelhouse. "A lot of them recommended PMI, because the school provides a pathway through the STCW requirements and they pair you with companies."

STCW stands for Standards of Training Certification and Watch-keeping, which are Coast Guard requirements for mariners that have added substantially to the amount of training required to become a deck officer and have made it much more difficult to follow the traditional path to the wheelhouse. Working as a deckhand while taking courses as time allows and sitting for exams can now take seven years or more.

PMI offers a two-year program, in which cadets get the required sea time with their sponsoring company (which in the case of Foss also pays their tuition), and also receive classroom training in such topics as seamanship, firefighting, celestial navigation and other subjects.

PMI pairs enrollees with employers, who then interview the cadets and have the option of hiring them for the

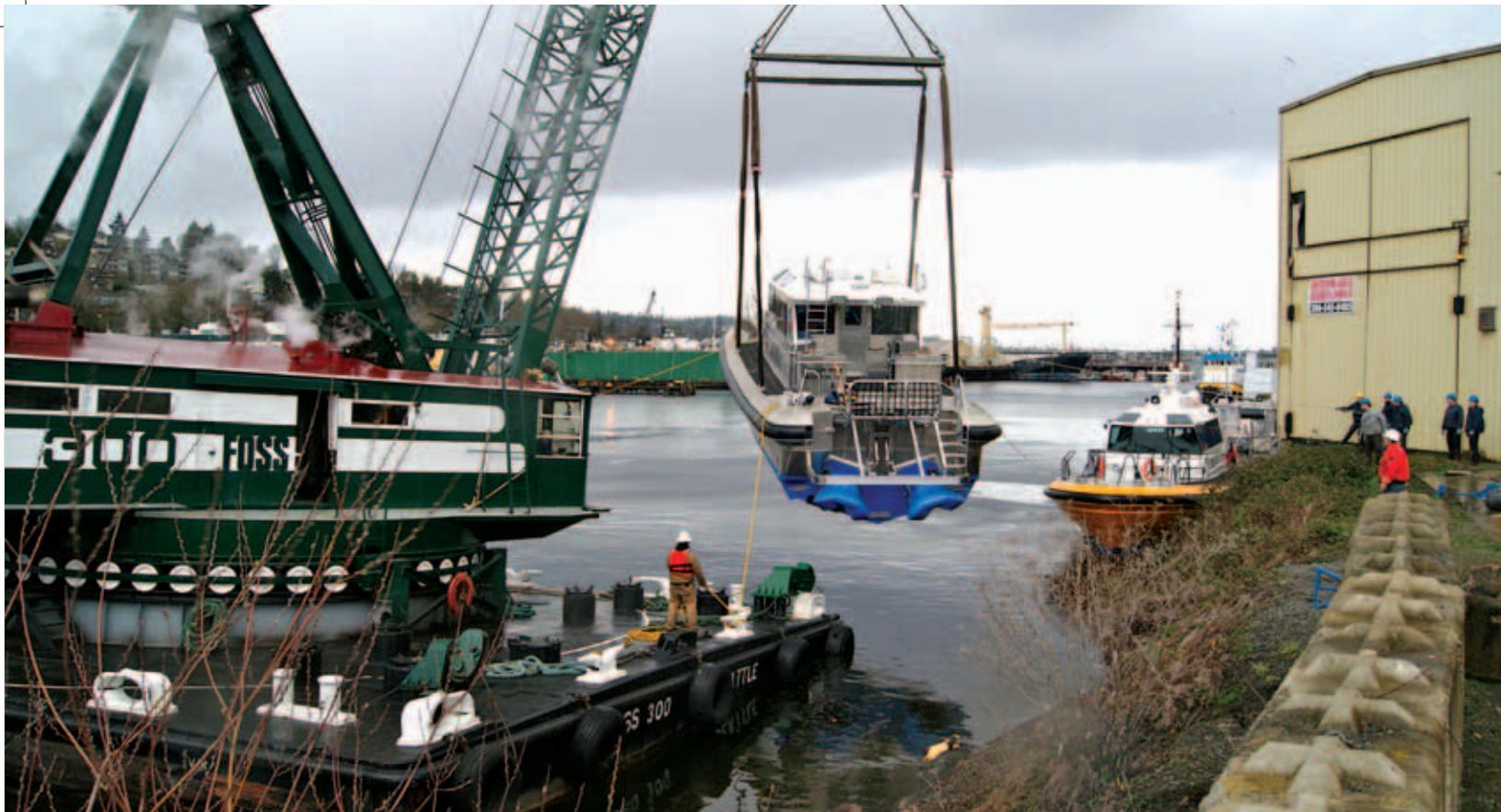
duration of the program, as Foss did with Wixom and Cota. They are the second and third cadets sponsored by Foss. The first, Michael Mann, graduated from PMI last year and recently got his first deck officer assignment, as training mate on the *Lauren Foss*.

Cadets are put through a three-month probationary period, including a sea voyage. Cota's trip was to Hawaii (which he concedes was soft duty), while Wixom made the Samson run to the Aleutian Islands in January. "We had some pretty gnarly seas," she declared.

But each is now looking forward to their careers.

"I love the freedom—how you can work hard and be rewarded for that, and then go home and not have to think about it until you come back," Cota said. "You can be 100 percent focused, and then have another part of your life that you can enjoy."

Said Wixom, "I like the daily challenges at sea. Just everything from tying knots to boat handling—the whole thing is kind of an art. You learn different things from different people and you make your own way of doing things."



Kvichak Marine

THE YELLOW ROSE OF TEXAS

The Foss 300 derrick in March launched a new pilot launch built by Kvichak Marine on the Lake Washington Ship Canal in Seattle. The launch will be operated by the Houston Pilots on the Houston Ship Channel. Named the Yellow Rose, it is 75 feet long and has a beam of 21 feet.

SUCCESSFUL SPILL DRILL HELD IN LONG BEACH

Foss Long Beach personnel coordinated with state and federal agencies and spill response contractors on April 28 to successfully battle a simulated spill of about 12,000 barrels of oil from a bunkering barge.

The annual table-top drill tested the company's ability to set up a command post, manage an incident, operate in the incident command structure, and handle media relations.

In the drill scenario, the spill occurred when the barge *FDH 35-3* was struck by a container ship near the east basin in the Port of Long Beach. Foss Long Beach Area Operations Manager **Ed McCain** was the incident commander.

Also participating from Foss were **John Marcantonio, Scott Merritt, Igor Loch, Jim Russell, Ron Costin, James Cauvier, Daniel Bufferey,**



Ross McDonald

Mark Grosshans of Foss, facing the camera in the yellow vest, goes over resources available for on-water skimming. He is using form ICS 215 to determine the additional resources needed to implement the response plan for the next day. Facing the camera at right is **Joe Chirco** of O'Brien's Response Management.

John Pittman, Jim Slivkoff, Mark Grosshans, Lorna Roberts, Anthony Palasski, Jim Peschel, Randy Miller, Jason Pieniazek and Ross McDonald.

Government agencies participat-

ing were the U.S. Coast Guard, the California Office of Spill Prevention and Response and the Port of Long Beach.



TUG RIDERS FROM SISTER COMPANIES

Employees of Foss sister companies Totem Ocean Trailer Express, Inc. (TOTE), Sea Star Line and Alta Air Logistics enjoyed great weather as they rode the tugs Wedell Foss and Henry Foss on May 7 during an assist of the TOTE ship *Midnight Sun* into the Port of Tacoma. Kneeling in the foreground is **Tina Elmore** of Sea Star. Standing from left are Capt. **Bill Archer** of the *Wedell Foss*, **Cliff Hill** of TOTE, **Yessica Cancel** and **Sharon Johnson** of Sea Star, **Karen Grace** of Alta Air, **Kelly Monteith** of Sea Star, Foss PNW Port Capt. **Steve Kimmel**, **Terry Velasco** of TOTE, and **Shawna Hunt** and **Radka Wertz** of Sea Star. TOTE's **Jim Wagstaff** made the trip but missed the photo. In the photo at right, Monteith takes a photo as the *Midnight Sun* approaches. Federal Way-based TOTE operates cargo ships between Tacoma and Anchorage, Jacksonville, Fla.-based Sea Star operates cargo ships between the mainland and the Caribbean, and Anchorage-based Alta Air Logistics is a logistics company specializing in domestic and international shipments. Those three companies and Foss are part of the Saltchuk Resources group of companies.



DECK OFFICERS MEET WITH MANAGEMENT

President and Chief Operating Officer **Gary Faber** makes a point while addressing Pacific Northwest and Marine Transportation deck officers at a meeting in late April in Seattle. The meeting is one of a series being held on the West Coast to exchange information and ideas on issues of importance to captains and mates. The Seattle meeting included presentations by Faber, Northwest Division General Manager **Bruce Reed**, Fleet Assurance Manager **Kent Salo**, Human Resources Supervisor **Angie Upchurch**, Manager of Contingency Planning **Ross McDonald**. Pacific Northwest Port Captain **Steve Kimmel** and Marine Transportation Operations Manager **Jim Van Wormer** also met with their respective groups. San Francisco Bay Area Port Captain **John Butcher** gave a presentation on bridge resource management, rules of the road and the crew endurance management system.

El Segundo Crew Boat Set for Summer Delivery

A new boat designed to ferry Chevron Shipping personnel, tanker crewmembers and others between shore and El Segundo Moorings in Southern California is nearing completion at Foss Rainier Shipyard in Rainier, Ore.

The boat is the *Ava Foss*, named for **Ava Campbell**, who is a great, great, great granddaughter of company founders **Thea** and **Andrew Foss**.

The boat, designed by Tim Nolan Marine Design in Port Townsend, Wash., is 60 feet long and has a beam of 17 feet. It will be certified by the Coast Guard to carry up to 45 passengers and normally will carry a crew of two.

Completion is scheduled for this summer. **Warren Snider** of the Foss Engineering Department is the project manager.



Cranes flipped the hull of the *Ava Foss* to an upright position on April 6 at Foss Rainier Shipyard.

Jereme Ruhl

In the foreground, giving signals to crane operators, is shipyard Foreman **Troy Schreiner**. Handling the tag line, at right, are shipwrights **Keith Gorans**, in the blue jacket, and **Kyle McMillan**.



HONDA ARRIVES AT THE PORT OF RICHMOND

Earlier this year, Foss was awarded the contract for assisting Mitsui OSK Lines' car ships into the Port of Richmond, which is slated to become Honda's main port of entry for the United States. Honda has shifted from San Diego in an effort to more efficiently distribute cars to Northern California while also reducing emissions, and eliminating the need for auto carrier trucks to transport the cars from San Diego to Northern California. The current plan is for two to three ships calling on the port per month, and working upward to about four to five ships per month. On April 20, the *Marshall Foss* (not visible in photo) and the *Keegan Foss* assisted the first ship, the *Frontier Ace*, into the newly renovated terminal. Approximately 145,000 cars per year will be offloaded in Richmond, placed on trains at BNSF Railway's Richmond Rail Yard and shipped all across the country. The crewmembers on the *Marshall Foss* were Capts. **Michael Harbarth** and **Monty McCleary**, Chief Engineer **Gilbert Sontag** and Deckhand **Lennox Merritt**. The *Keegan's* crew was Capt. **Mark Manes**, Chief Engineer **Don Nichols** and deckhand **Maurice Lessard**.



Don Wilson Port of Seattle photos

SEATTLE MARITIME FESTIVAL

The retired, 80-year-old tug *Henrietta Foss*, owned by Saltchuk Resources principal **Mike Garvey** and skippered by **Capt. Loren Stout**, joined the workboat parade along the Seattle waterfront on May 15. The parade is part of the Seattle Maritime Festival, sponsored by the local Propeller Club. In the photo at right, members of the *Foss* team in the Survival Suit Race, also part of the festival, display their first-place trophy. The elapsed time was 60 seconds for the entire team to don suits and swim to a raft. *Foss* has won the event for eight out of the last 10 years, demonstrating that proficiency drills pay off. In the photo, from left, are **Joshua Shalan**, **Shane Kennedy**, **Neftali Alas** and **Vincent Roney**, with **Jim Peschel** in front. **Carl Horten** was the team alternate.



FOSS IN COOPERATIVE AGREEMENT WITH WORLDWIDE SALVAGE FIRM

Foss has formed a cooperative-services arrangement with worldwide salvage and marine firefighting company T&T Bisso, under which *Foss* will supplement Bisso's response capabilities and maintain Bisso equipment at *Foss* locations throughout the United States.

Vince Godfrey, *Foss* vice president for global towing and transportation, said the timing of the agreement lines up with new federal requirements

going into effect June 1 that require tanker operators to have response plans and contracts with salvage and marine firefighting service providers.

"We're a good fit with Bisso for this kind of service," Godfrey said. "Their salvage experience and expertise complement our ability to supplement their equipment while offering staging sites on all three U.S. coasts."

Bisso plans to use *Foss* facilities to position lightering and marine

firefighting packages as part of the company's strategy to comply with the new Coast Guard regulations.

"*Foss*' extensive network of sister companies and partners positioned in North America and around the world will complement T&T Bisso's global strategies in providing professional, safe and results-oriented services conducted on or around the water," said **Tim Dickensheets**, Bisso director of vessel response services.



ON THE WAY HOME

Ron Janard, USCG Lightship Sailors Association Historian

The tug Lynx, operated by Foss subsidiary Constellation Maritime in Boston, towed the 150-foot lightship Nantucket past Bourne, Mass., on the Cape Cod Canal, in early May. The lightship, which served as a beacon for mariners off Nantucket Island from 1936 to 1975, is owned by a nonprofit group called the United States Lightship Museum, which is turning it into a floating learning center in Boston, its original home port. Constellation picked up the tow in Oyster Bay, Long Island, N.Y., where the lightship has been moored for several years, for the tow to Boston. Crewmembers on the Lynx were Capt. Steve Borland, Mate Scott Bartholomew, Engineer Chris Rooney, Able-Bodied Seaman Hale Miller, and Maine Maritime Academy Cadet Ben Moll.



MANLY SCHOLARSHIP WINNERS

The Seattle-based Youth Maritime Training Association has announced the winners of the 2010 Norm Manly Scholarships, named for a retired Foss marine personnel supervisor who was a YMTA founder. The scholarship winners are, from left, Clint Fretz, South Kitsap High School; Darrick Dickerson, Ocean Research College Academy at Everett Community College; Eric Johnson, Mercer Island High School and a Sea Scout; Jaysen Nieidermeyer, Ballard Maritime Academy; Levi White, Anacortes Home Education Partnership and Bellevue College Running Start and a Sea Scout; and Joanna Corey, Ballard Maritime Academy. Sponsors of the scholarships were Foss Maritime, the Council of American Master Mariners, Viking Bank, John and Anita Crawford, Compass Courses Maritime Training and Pacific Maritime Magazine.

Walking and Running are the Upchurch Way of Life; Foss HR Supervisor Made First “Volksmarch” at Age 4

Not too many people can say they’ve completed a marathon, unless they happen to be women who are members of the Upchurch family from Des Moines, Wash.

Foss Human Resources Supervisor **Angie Upchurch**, 30, her mother **Michele**, 60, and her older sister **Leslie Morrow**, 32, finished a 26.2-mile walking marathon on April 24 at the International Discovery Walk Festival in Vancouver, Wash. They did it in eight and a half hours.

Just four days earlier, Angie’s twin sister **Vickie** successfully ran the 26.2-mile Boston Marathon, having qualified for the event by running the Portland (Ore.) Marathon last fall.

The Upchurch family has plenty of experience in sports that require leg power. All four of the women have participated in soccer at one time or another, and Angie, Vickie and Michele are still on teams.

“My mom took Vickie and me on our first volksmarch at Northwest Trek (a wildlife park near Tacoma) when we

were four years old,” Angie said, “And it became a family tradition to go on six-mile walks every Saturday when we could.”

A volksmarch (from the German volks-marsch, meaning “people’s march”) is a form of group fitness walking developed in Europe that has spread to the United States. The walks are typically about six miles.

Angie’s mother and father started walking the Vancouver marathon about seven years ago. Her father passed away in 2008, and Angie walked the marathon with her mother the following year.

“It was so she wouldn’t have to do it alone,” Angie said. “This year we roped my older sister into it.”

The running marathoner, Vickie, got interested in the distance event

after the twin sisters ran the Rock ‘n’ Roll Seattle half marathon last year. Vickie does it for the challenge, according to Angie.

What’s the motivation to participate in the walking event?

“I would say it’s definitely bonding—we had eight and a half hours to talk—and there’s definitely a sense of accomplishment,” Angie said.



Wearing their medals after the Vancouver marathon are, from left, **Leslie Morrow**, and **Michele and Angie Upchurch**.

MALIBU GOES INTO DRYDOCK

*The historic yacht Malibu, a repeat customer of Foss Shipyard in Seattle, went into drydock at the yard on May 10 for routine maintenance. The work included cleaning and painting the bottom, replacing some pipe in the engine room, electrical troubleshooting and maintenance of the marine sanitation system. The 100-foot, wood-hulled Malibu was designed by famed naval architect **Ted Geary** and built at Blanchard Shipyard in Seattle in 1926. Now owned by a privately-held Seattle company, the Malibu formerly was the corporate yacht of Saltchuk Resources, which owns Foss parent company Marine Resources Group. **Ken LeRoy**, shipyard project manager, said, “Having this boat in the yard is special—it’s a real old-school boat. People admire the construction and how long it’s lasted. And it’s nice to see someone taking great care of something that’s this old.”*



Ken LeRoy

The Arthur Foss Escaped to Hawaii, But the Justine Foss Was Caught in the Japanese Invasion of Wake Island

By Mike Skalley

Wake Island is a coral atoll made up of three small islands surrounding a central lagoon having a coastline of 12 miles in the Western Pacific Ocean located about two-thirds of the way from Honolulu to Guam and West of the International Date Line. It is currently an unincorporated territory of the United States administered by the Department of the Interior. All current activities, including the management of the 9,800 foot airstrip are managed by the United States Air Force.

Foss' first involvement with Wake Island began on December 3, 1939 when the 500 horsepower tug *Mathilda Foss*, under command of Capt. **Roy Hall**, departed Tacoma for Wake Island via San Francisco and Honolulu to undertake a dredging project.

One month prior to the *Mathilda's* departure from Tacoma, Foss signed a charter agreement with the Pacific Naval Airbase Contractors to help dredge and construct harbors and air bases at Wake Island and several other islands.

Foss later chartered the tugs *Agnes Foss* (February 1942), *Arthur Foss* (February 1941) and *Justine Foss* (March 1941) to work in the Western Pacific for the Airbase Contractors.

The 700 horsepower, *Arthur Foss* with Capt. **Oscar Rolstad**, the second Foss tug on charter, was assigned to tow barge loads of construction equipment and supplies from Honolulu to Wake Island. The shallow draft, 200 horsepower, *Justine Foss* arrived in Wake Island shortly after the *Arthur Foss* and was assigned to shuttle the barges from a deep water anchorage area to the shallow water lagoon for offloading. The *Arthur* and *Justine* continued in their respective assignments throughout 1941.



The *Justine Foss* moored at Wake Island in 1941.

On the morning of December 7, 1941, the *Arthur Foss*, towing two 1000-ton barges, was twelve hours out of Wake Island heading for Pearl Harbor. The weather was clear and calm and the crew had settled into a sea-going routine for the 2,000 mile tow to Pearl Harbor. Later that morning the Navy broadcast news of the attack on Pearl Harbor, advising all vessels to maintain radio silence and be prepared for air attacks at any time.

Within 24 hours air raids began on Wake Island, but the Marine Defense Battalion of the U.S. Navy was able to repel the attacks, and the *Justine* and her crew carried on their lightering duties in the face of enemy action. In the meantime the crew of the *Arthur* was hoping against hope they would

not be spotted as they were plugging along at 5 knots. The chances of not being spotted seemed remote as the tug's deckhouses were painted all white, and from the air the tug and the two barges stood out like a chain of coral islands on the empty sea.

The chief mate suggested, "We might head for Alaska." Capt. Rolstad, ever the optimist replied, "No mister, we will continue on course for Pearl Harbor and maintain radio silence." His luck held, and 21 days later scout planes from Pearl Harbor spotted the tug and tow and escorted them the final distance into Pearl Harbor. When Adm. Claude Bloch cited the crew of the *Arthur Foss* for "action beyond the call of duty," and decorated their skipper, Rolstad replied simply: "There was

nothing else to do but come home, and that is what we did.”

The *Justine Foss* and her crew were not so lucky. They survived numerous air attacks between Dec. 8 and Dec. 23 while continuing to work within the Wake Island lagoon. However on the morning of Dec. 23, the Japanese made an all out assault on the island and took possession of all the shoreside facilities and marine equipment within the lagoon.

About 100 civilian employees were detained on the Island to work for the Japanese. Included in this group were

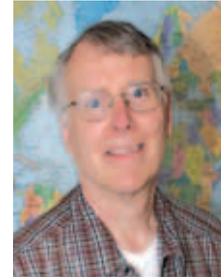
the Tacoma-based, two-man crew of the *Justine Foss*, Capt. **Tom McInnis** and Mate **Ralph Van Valkenberg**. They remained aboard the tug and were required to lighter cargo from Japanese ships offshore into the lagoon. Several months later after all necessary supplies had been delivered ashore the *Justine* was intentionally sunk in the lagoon and the crewmen executed along with many of the other civilian contractors.

This unfortunate sinking and destruction of human life ended Foss’ involvement at Wake Island for

some 62 years until the arrival of the *Iver Foss* on April 6, 2003, and most recently on March 15, 2010.

Editor’s Note:

The author, **Mike Skalley**, is the Foss company historian and the author of “Foss, Ninety Years of Towboating.” He is the company billing manager and



recently passed the 40th anniversary of his employment at Foss.



Iver Foss crewmembers participated in a beach cleanup in March while waiting for a backload from Wake Island. The *Iver* and crew arrived at the South Pacific atoll after towing the barge *Seattle* light from Seattle to Pearl Harbor, where they loaded military cargo. They returned to Seattle via Honolulu. In the photo, from left, are Cook **Roger Felton**, Able-Bodied Seaman **Steve Creech** and Mate **Eric Skewis**. Other members of the *Iver’s* crew on the trip were Capt. **Steve Robertson**, Engineer **Jack Hagey** and Able-Bodied Seaman **Tyee Robinson**.

PEOPLE NEWS

NEW EMPLOYEES

David Smith
MRG Accounts Receivable Manager

Chris Huizi
Buyer II

Keith Spearman
Red Dog Project Manager

Mike Magill
Vice President, Technical Services

PROMOTIONS

Christopher Mack Jr.
Chief Mate to Temporary Port Captain,
Marine Transportation

Andy Stephens
Vice President Technical Services to
Vice President Planning and Business
Development

RETIREMENTS

John Acker
PNW Deckhand/Engineer

Ron Everman
Portland Captain

PASSINGS

Bill Shaffer
Retired PNW Captain

Tom Torgeson
Retired PNW Customer Service Rep

Sam Backman
Former Intern





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Catherine Gitkov

OVER THE WRECK OF THE PRINCESS KATHLEEN

The tug Halle Foss and barge 248 P-2 helped salvage tens of thousands of gallons of bunker fuel this spring from the wreck of the Canadian passenger ship Princess Kathleen, which struck Point Lena near Juneau, Alaska, in 1952. A story and more photos appear on page 10.