



Tow Bitts



PAYING THEIR RESPECTS TO AN AGING WARRIOR

Drew Arenth

Spectators lined the shore of the Brownsville Ship Channel on Jan. 17 as the aircraft carrier *USS Constellation*, under tow by the *Corbin Foss*, neared the end of a 16,000-mile journey from Puget Sound to International Shipbreaking, Ltd, a Texas scrap yard where it will be dismantled. The tow began on August 8 at Puget Sound Naval Shipyard, where the venerable ship had been mothballed since 2003. **Drew Arenth**, project manager, said he was “humbled by the professionalism and dedication of the tug crews that performed impeccably through numerous storms throughout the voyage.” Along the way, the *Corbin* and *Constellation* made several fuel stops and passed through the Strait of Magellan.

FOSS LEASES SPACE AT PORT OF SEATTLE TO STAGE ASSETS FOR ARCTIC DRILLING

Foss has leased approximately 50 acres at a marine terminal in West Seattle for staging, loading and outfitting marine assets for Shell’s exploratory drilling in the Arctic.

About 24 support vessels and a drilling rig will be moored

seasonally in the Puget Sound, many at the now-vacant Terminal 5. The lease is for two years with two one-year options, and the arrangement is considered temporary, as the port’s long-term plan is to modernize the terminal for container

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INSIDE



Supporting Arctic Exploration

Foss and the Port of Seattle have reached an agreement under which the company will lease about 50 acres of terminal space, mainly to moor and support vessels that will be used for oil and gas exploration in the Arctic.

Cover

The Bay Area's Horticulture Hobbyist

Deckhand **Eric Weintraub** is volunteering his time to turn the Foss regional headquarters, in a decidedly industrial area of Richmond, Calif., into something of a waterfront garden.

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A Day in the Life

Tow Bitts was aboard the *Wedell Foss* recently as it and a sister tug, the *Henry Foss*, assisted the TOTE cargo ship *Midnight Sun* into the Port of Tacoma.

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Helping Keep History Alive

The expert shipwrights and other craftsmen at Foss Shipyard performed some much needed maintenance this winter on the historic yacht *Odyssey*, built in 1938 for a member of the Vanderbilt family and now a Sea Scout training vessel.

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Meet the Tarabochias

John and son Jesse Tarabochia work together on the crane crew at the Foss Seattle shipyard. Says the father, "You need young blood to learn the ropes and carry on the safe working habits."

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Sister Company Profile

Northern Air Maintenance, based in Anchorage, was established 10 years ago and now has 100 employees who perform maintenance and ground-handling services on Boeing 737 aircraft that carry oil field workers to the North Slope.

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Our Steady Growth in Oil and Gas Sector

By *Gary Faber*

Senior Vice President, Marine Transportation



Gary Faber

The ability of our company to operate in the world's harshest environments is well known. And as the oil-and-gas industry increases its focus on Arctic and sub-Arctic regions of the world, we are well positioned to step in and use our expertise to provide logistics, staging and other services.

Over the last several years, we have experienced steady growth in this sector, and the growth continues. Foss currently is working on a number of projects — under way, starting soon, or in the advanced planning stages — for major players in the petroleum industry.

We will return to Sakhalin Island off the east coast of Russia next year, performing the first of two annual sealifts to deliver modules from Korea for the second phase of a refining and production complex. Foss staged similar sealifts for the first-phase of the development in 2003, 2005 and 2006.

During the upcoming ice-free season, Foss will conduct its second sealift of modules to an oil exploration and development project at Point Thomson in the Alaskan Arctic, about 60 miles east of Prudhoe Bay. This sealift, from Korea, is a follow-up to a 2013 project, when we delivered cargo to the Point Thomson site from Anacortes, Wash.

And just last month, Port of Seattle commissioners gave the green light to

its staff to negotiate a lease with Foss for the rental of about 50 acres at the now-vacant Terminal 5 on Elliott Bay. Foss will use the space for staging, loading and outfitting marine assets for exploratory drilling in the Arctic.

Since early last year, two Foss crews totaling about 20 people have been manning the barge *Arctic Challenger*, which houses an elaborate oil containment system that would be deployed in the event of a well blowout.

Meanwhile, Foss continues the ocean tug construction program at its shipyard in Rainier, Ore. In fact, the first assignment for the *Michele Foss*, the first of three Arctic Class tugs being built at the yard, will be on the Point Thomson project this summer. The new tug will be joined by a new 360-foot deck barge, the *Foss 3612*, designed specifically for Arctic service and delivered to the company last October.

Fortunately for us, our customers are taking the long look when it comes to their exploration and development projects. One company estimates, for example, that it will be about 12 years before it begins actual deliveries resulting from its upcoming exploratory efforts.

Between now and then, we will be ready with the equipment, personnel and skills to serve our customers working in the harsh conditions in or near the Arctic.



To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Colleen Liman, (206) 281-3988 or colleen@foss.com.



BELLINGHAM RESCUE

The enhanced tractor tug *Garth Foss* helped rescue a containership at the Port of Bellingham in early December, after gusts of up to 67 miles an hour snapped its bowlines and a cleat on the pier. The ship, the *Horizon Fairbanks*, swung perpendicular to the pier, its bow caught in sediment on the edge of the shipping channel, but was not damaged. The 600-foot-long *Horizon Fairbanks* has been laid up at the terminal since 2007.



PUGET SOUND AREA SHIPYARDS SIGN PACT WITH OSHA THAT AIMS TO IMPROVE THE SAFETY OF CRAFTSMEN

A trade association representing Foss Shipyard and other ship repair and construction yards on Puget Sound has renewed an alliance with the federal Occupational Safety and Health Administration (OSHA) that aims to promote worker safety.

Foss Director of Health and Safety **Al Rainsberger**, who is president of the Puget Sound Shipbuilders Association (PSSA), and OSHA Bellevue (Wash.) office Director **David Baker** signed the agreement Dec. 9 at Foss headquarters in Seattle.

Rainsberger said the alliance was originally formed in 2007 as “a collaboration between PSSA and OSHA to promote safe working conditions, best practices, and to help safety managers keep up with safety-oriented technological advances.”

Until recently, Rainsberger said, OSHA was perceived as an

enforcement and compliance agency, but over the last few years has taken a more collaborative approach.

“We have a great amount of knowledge in what we do in our industry and OSHA has knowledge of the regulations,” Rainsberger said. “At the end of the day, when we put our heads together on how these regulations are interpreted, we hope to be compliant and have our people working safely.”

Baker noted that shipyard safety campaigns that originated with the local alliance, covering confined spaces and fall protection, are now being taken to the east coast.

“The alliance has been so successful that both parties have chosen to extend it for another two years,” he said.

Under the two-year alliance agreement, PSSA and OSHA agree to share information on safety and health, develop and implement



Foss Director of Safety and Health **Al Rainsberger**, right, and OSHA Bellevue (Wash.) office Director **David Baker** after they signed a pact between the federal agency and area shipyards.

training and education programs and improve communication.

Rainsberger said OSHA has similar agreements with other industry groups around the country.



Foss is leasing about 50 acres of Terminal 5, which the port eventually hopes to develop into a state-of-the-art container terminal. Downtown Seattle is in the background.

Don Wilson, Port of Seattle

Foss is Leasing Terminal Space to Support Shell

(Continued from the cover)

shipping operations.

In addition to using the terminal in support of Shell, Foss also is hoping to participate in logistics support for construction of various natural gas plant projects. Foss would stage, load and assemble equipment for the plants at the terminal.

“We feel Terminal 5 is a perfect candidate because of our short-term requirements, its deep water, and our ability to work around the port’s modernization project,” Foss President and CEO **Paul Stevens** told port commissioners recently before they cleared the way for the lease.

He said both of the projects, if they go forward, would bring hundreds of jobs and would provide a good source of revenue for the port.

Port Seaport Managing Director

Linda Styrk said the port staff had been “prospecting for a long time” for temporary users of Terminal 5, “and this is the only current, tangible, substantial prospect we have.”

The arrangement with Foss was considered by the commission at a public meeting, where the Foss proposal drew broad support from business and labor leaders but was opposed by environmental groups against Arctic petroleum development.

John Lockwood, president of the Seattle Marine Business Coalition, called Foss “an industry leader in and around this community.”

“They have proven to be a responsible steward of the environment, and their industrial processes show that they care about our maritime environment and the

precious resource that it is,” Lockwood said in urging the commission to support the proposal.

Peter Phillips, publisher of the *Fishermen’s News* and a longtime activist in the maritime business community, called environmental concerns about the proposal “well intentioned but misguided.”

“Foss is among the most responsible marine carriers in the nation,” he said. “They are a recognized leader in safety innovation and environmental responsibility. In fact the port recognized them for environmental responsibility with an award in 2009. If you don’t lease space to responsible operators, we’re going to be stuck with irresponsible operators.”

SAFETY CORNER | Prevention is Better than Cure

By Al Rainsberger
Director of Health and Safety

The football season has now ended, and hopefully your team was prepared with proper planning and was successful. There are very similar traits between sports and what we all do to prepare ourselves to complete the task at hand successfully and have zero incidents, be it on our tugs and barges, in the shipyard or the office setting.

Pro athletes flex and stretch before every game and practice. We as professional mariners and mechanics

need to prepare the same way.

Football players also use their playbooks to prepare so all are in sync. We have the Safety Management System and Standard Operating Procedures that are our “playbooks.”

All workplaces can have hazards and risks which may result at some stage in serious accidents or which may be a continual but imperceptible health burden for employees.

We must plan by starting each task with a Job Safety Analysis. We accomplish the task utilizing the training we have received and our experience.

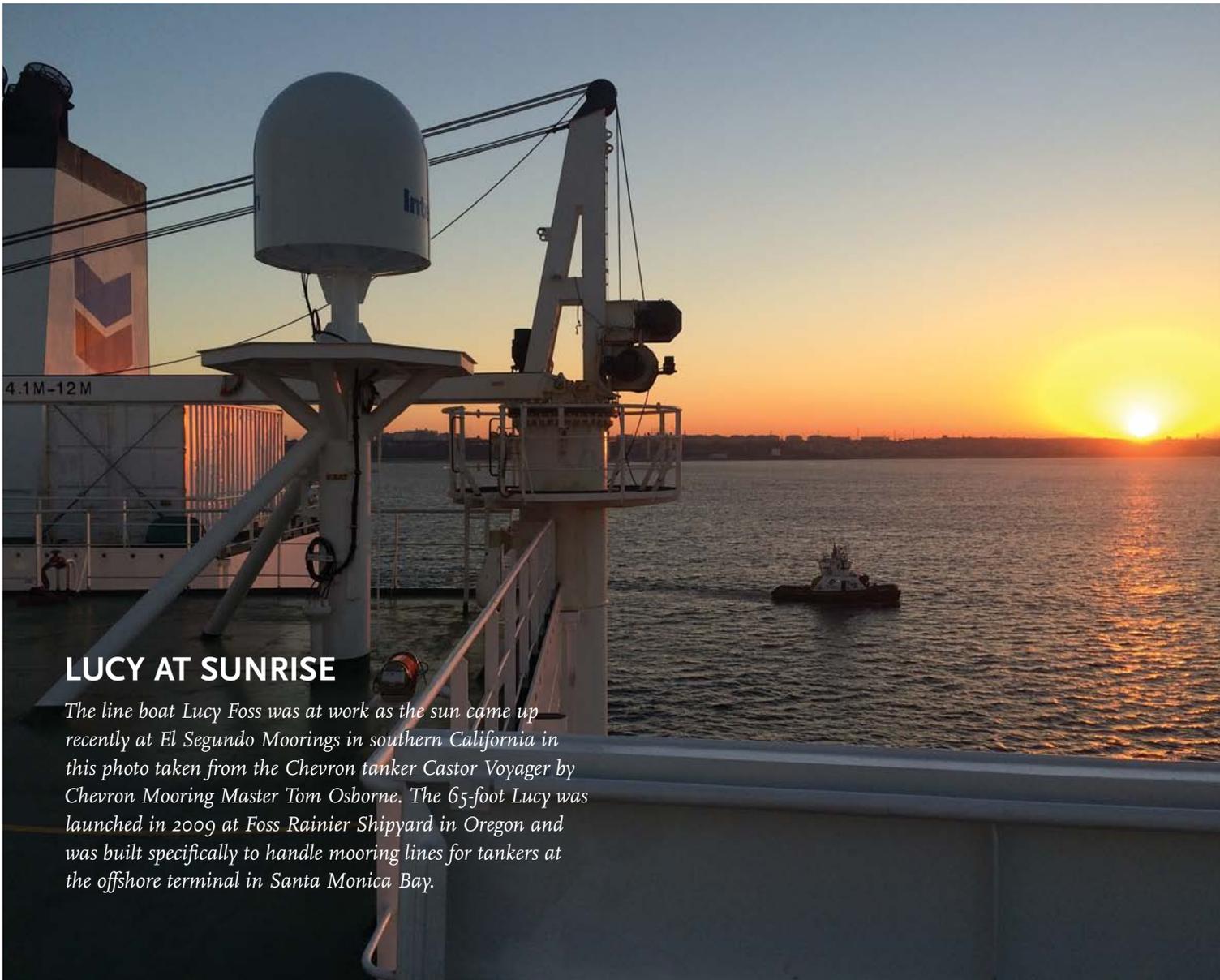
We complete the job and do a Shipmate Plus observation to identify what we successfully accomplished and to point out potential areas of at risk behavior.

By doing this we are actually already planning and will be prepared for the next time that task is going to be done.

Prevention is better than cure.



Al Rainsberger



LUCY AT SUNRISE

The line boat Lucy Foss was at work as the sun came up recently at El Segundo Moorings in southern California in this photo taken from the Chevron tanker Castor Voyager by Chevron Mooring Master Tom Osborne. The 65-foot Lucy was launched in 2009 at Foss Rainier Shipyard in Oregon and was built specifically to handle mooring lines for tankers at the offshore terminal in Santa Monica Bay.



Eric Weintraub waters a couple of the shrubs he has planted at Foss San Francisco Bay headquarters.

Jim Peschel

Deckhand Doubles as Gardener at Richmond HQ; Horticulture Hobbyist Beautifies Drab Landscape

When Deckhand **Eric Weintraub** is off-watch and his tug is tied up at the Foss home dock on San Francisco Bay, he pursues his favorite pastime: gardening.

Weintraub, an 18-year Foss mariner currently assigned to the tug *Point Fermin*, figures he spends a couple of days every two weeks watering, planting and bringing a touch of beauty to the Foss property in a decidedly industrial area of Richmond, Calif.

“The main thing that draws me is the beauty of it, the plants and the flowers,” Weintraub said of his love of gardening and horticulture, his hobby for the last 10 years. “We’d rather look

at palm trees than pot holes.”

While palms are not among the species he has planted, there are many others, almost entirely indigenous to the area. Among them are sage and coffee berry as well as cypress and oak trees. The plantings are spread along waterfront riprap, around the parking lot and along a small creek that runs through the area.

Weintraub, who volunteers his time and pays for almost all of the plantings himself, says he purchased 90 percent of the plants and trees at the nearby Watershed Nursery, which specializes in indigenous plants.

The 61-year-old was drawn to horticulture and gardening when he

was a young man and thought he might end up in forestry or something similar before becoming a mariner.

“We’re all tied together on this planet, from the smallest thing to the largest thing,” he said. “We need each other, the plants, people and animals.”

Bay Area Regional Operations Manager **Bob Gregory** said he appreciated the deckhand’s work, both ashore and afloat.

“It is nice to see Eric bringing a little beauty to this industrial area. It shows nature and industry can co-exist,” Gregory said. “It is also clear when you see him out there that it brings him joy to be doing it.”



WHEEL WIPING Casey Cheslak, a Foss Seattle Shipyard mechanic, cleans up the starboard propeller of the tug Polar Ranger to check for cracks. The 126-foot, 4,900 horsepower tug is owned by Dunlap Towing of LaConner, Wash., and was in drydock for routine maintenance.

MICHELE FOSS NEARING COMPLETION

Crews installed the main engine silencers on the Michele Foss recently at Foss Rainier Shipyard, where the new Arctic Class tug is nearing completion. The Michele is the first of three tugs in its class being built at the yard and its first assignment will be an oil field sealift this summer from Korea to the Alaskan Arctic.



A Day in the Life: Bringing a TOTE Ship into the Port of Tacoma

The *Midnight Sun* passes Browns Point in Tacoma, about to make a left turn into Commencement Bay and the Port of Tacoma.

The Foss Tractor Plus tugs *Wedell Foss* and *Henry Foss* regularly assist the roll-on, roll-off ships *Midnight Sun* and *North Star* into and out of the Tacoma terminal of their operator, Foss sister company TOTE. The Orca Class ships are 839 feet long and have a carrying capacity of 600 40-foot trailers and 220 autos. *Tow Bitts* boarded the *Wedell Foss* on Feb. 5 to record the *Midnight Sun's* arrival from Anchorage.



The *Arthur Foss*, under the command of Capt. **Kris Sek**, awaits the ship, ready to begin the assist into the TOTE Terminal with the *Wedell Foss*.



Deckhand **Chris Gordon** of the *Wedell Foss* watches as the stern line is hauled aboard the ship.



The short trip into the harbor begins. Note Mount Rainier just above and to the left of the *Henry's* mast.



At left, Capt. **Pete Roney** of the *Wedell Foss* applies power to his tug to push the ship into its berth.



With the *Midnight Sun* safely home, the *Henry*, led by the *Wedell*, heads back to the home dock in Tacoma.

Historic Yacht Undergoes Surgery at Foss Shipyard; ‘Awesome Craftsmen’ to be Rewarded with a Cruise

Foss Shipyard in Seattle aimed to deliver value to the Sea Scouts while performing quality work during a month-long project this winter on an historic 90-foot yawl originally built for a member of the Vanderbilt family.

The yacht *Odyssey*, designed by famed naval architect **Olin Stephens** and built in 1938 at the Henry Nevins Yard in New York, came into Foss Shipyard for routine maintenance, including painting and brightwork.

“But as is often the case with many older boats, especially custom boats like this one, we found some damage that needed to be repaired to make the boat seaworthy,” said **Jon Hie**, shipyard director of operations.

It turned out, he said, that foundation for the boat’s 90-foot tall mainmast needed to be rebuilt, a job complicated by the fact that the mast is steel, and the bracing at its base is wood. Normally, a weaker material (wood) would not be used to brace a stronger material (steel).

“Our shipwrights had a fair amount of work to do down there, but they’re used to that kind of work,” Hie said. “It’s always in the hardest-to-reach places and it requires a high degree of skill.”

He explained that the yard worked closely with owners, the Tacoma-based Pacific Harbors Council of the Sea Scouts, to ensure that they received good value in the work, funded by grants and donations.

“We were very strategic in how we walked them through how they were spending their money to make sure they got a good bang for their buck, which we do with all our customers,” Hie said.

John Demaree, chairman of the Sea Scout committee overseeing the project, called the Foss craftsmen who worked on the boat “awesome” and said the scouts would take them for a thank-you cruise in May.

“Foss has been taking very good care of the Sea Scouts,” he said.

Demaree also noted that putting the yacht in drydock, as opposed to lifting it with slings as other yards might have done, was a “much gentler” way to get the work done.

The yacht was built for **Mrs. Barbara McKee Henry**, granddaughter of **Cornelius Vanderbilt II**. The family enjoyed many cruises on the boat, including trips to Cuba and to the Galapagos Islands.

The Navy acquired the yacht in 1942 and renamed it the USS Saluda, using it for a variety of purposes, including sonar and oceanographic work. The Sea Scout group acquired the *Odyssey* in 1978 and uses it as a training vessel.

“This job tracked well with what Foss does for the maritime industry,” Hie said. “It’s used for training young men and women learning to be a part of the ocean, and we hope we will see some of them become a part of the Foss family in the future.”

The 90-foot Yawl *Odyssey*, in drydock at Foss Shipyard.





Above, Foss Shipyard Painter **Jody Zuncs** works with a roller on the transom of the *Odyssey*. Below, The *Odyssey*, operated as a training vessel by the Sea Scouts since 1978, is under sail on Puget Sound.



FIREBOAT PROGRESS

Shipfitter **Juan Meza**, at right, makes sparks as he smooths down a weld on the double-bottom of a second new fireboat under construction at Foss Shipyards for the Port of Long Beach. Below left, Shipwright **Lee Derifield**, foreground, guides a 2,800-pound muffler, while rigger **Nate Williams** positions a second sawhorse under the piece, hanging from a crane at Foss Shipyards. Operating the yard crane for the lift was rigger **Matt Dawley**. In the photo at the bottom of the page, Pipefitter **Myron Wilson** works on one of the stacks that will be installed on the vessel. In mid-January, the first of the 108-foot, state-of-the-art boats was nearing completion, dockside at the yard.





VOITH DRIVE REBUILD

The enhanced tractor tug Garth Foss spent six weeks in drydock at the Foss Seattle Shipyard recently while its starboard Voith propulsion unit underwent a periodic rebuild. In the photo below, the unit's vertical blades were ready for maintenance work at the yard's outside machine shop. The 137-foot Garth packs 8,000 horsepower and is used primarily for tanker escort and assist work on northern Puget Sound.





John Tarabochia, left, and son Jesse, with the Foss 300 floating crane behind them.

Tonya Todd

Tarabochias Team up on Foss Shipyard Crane Crew

By Hilary Reeves



Young Jesse Tarabochia was no stranger to the Foss 300 derrick. Here, at age 5, he peers out the window of the operator station.

John Tarabochia came to Seattle in 1962. “I was born in Croatia in 1960. My parents, older brother and I left for New York, then went to Seattle following my aunt and uncle.”

He joined Foss in the mid-1980s, but said the Tarabochia family has a long history of working on the water.

“My parents worked our island farm and my dad was in the Navy. I went straight into the work,” he said. “The family has been involved in the marine fishing industry for 100 years. We’ve fished the Columbia River, in Astoria, on Bainbridge Island, San Juan Island, and in Alaska.

“My dad has been in the shipyards since the 1960s when he worked for Puget Sound Bridge and Dredge and then Lockheed. I went straight into the rigging field and worked at Lockheed with him and then came

here. So did my dad for a little while before he retired. He worked in the Carpenter Shop.”

Tarabochia lives in West Seattle. His son, Jesse, lives in nearby Arbor Heights and recently joined his father at Foss.

“I had part-time jobs after high school,” Jesse said. “I worked at a catering company — that was my first job. In high school, I was trying to think of what I wanted to do. I went to South Seattle Community College for a bit for firefighting. But I couldn’t juggle a job and school. So I stopped school and got a different job. I tried to get on here right after high school.”

The Crane Crew, the elder Tarabochia said, is a challenging assignment. “Our crew is a small crew of three, with two retirees. The reason for bringing him on is that the crew is starting to get up there in age and we deal with very, very, heavy, dangerous



Jesse Tarabochia, now an adult and a member of the Foss crane crew, visited the Foss 300 derrick with his dad when he was a little boy.

“Not everyone gets a chance to work with their father.”

– JESSE TARABOCHIA

equipment. You need young blood to learn the ropes and carry on the safe working habits. We're all licensed, schooled and trained.”

Jesse Tarabochia, currently an apprentice, has gone through many programs, written testing and practical testing on his way to becoming a journeyman.” “I started studying with my dad,” he said.

A crane operator is required to have about 10 licenses: CDL, hazmat, OSHA 10, rigging and signaling, various crane certifications, large and small hydro and boom truck. All the training is done professionally through the union training center with trainers who are retired operators.

When the father and son aren't on the job, they enjoy watching ice hockey, football, and especially soccer with Jesse's mother and two older sisters. “Soccer is part of the Croatian way of life,” John said.

“I played Division 1 back in the early 80s. My teammates are now ex-Sounders.”

Young Tarabochia is glad to be carrying on the tradition of working on the water and said his father is an excellent teacher. “Not everyone gets a chance to work with their father,” Jesse said. “Sure, there's some times when I'm moving too slow and I get an earful, but I know he's just training me to do everything right, everything the safe way, the best way.”

(Editor's Note – This article and others about families at Foss Shipyard are posted on the online magazine, People of Saltchuk, www.saltchuk.com/magazine.)





William Smith, left, and Gary Hawn go over aircraft maintenance plans.

Northern Air Maintenance Services: One Customer, One Partnership and a Success Story

By Blake Arrington

Manager, Marketing and
Communications, Northern Air Cargo

Northern Air Maintenance Services (NAMS) is celebrating 10 years in business. NAMS is a subsidiary of Saltchuk-owned Northern Air Cargo (NAC) and is a Federal Aviation Administration (FAA) certified repair station located at Ted Stevens Anchorage International Airport.

NAMS employs 100 people, and performs maintenance and ground handling services for Shared Services Aviation — a joint operation of ConocoPhillips and BP providing transportation to the North Slope for oilfield workers. Shared Services

Aviation operates three Boeing 737-700 aircraft, each with 136-passenger capacity. The airline provides 24 scheduled flights weekly, transporting more than 20,000 employees and contract workers every month between Anchorage, Fairbanks and the North Slope.

Recently, ConocoPhillips approached NAMS to take over passenger screening and operations at the Deadhorse station in Prudhoe Bay, Alaska. At the time, four separate vendors handled different aspects of operations in the same building, with the Transportation Safety Administration conducting passenger screening. NAMS proposed a more efficient model at the Deadhorse

station and on Oct. 1, 2014 was selected to assume operations of the ticket counter, ramp and passenger screening.

At the Deadhorse station, 22 employees take care of more than 170,000 passengers on 16 weekly flights each year. The North Slope is home to some of the harshest weather in the world; winter temperatures regularly dip to 40 below zero and wind chill factors can reach 80 below zero. On Nov. 23 the sun dropped below the horizon and won't be seen again for the next 60 days. Despite the challenging weather conditions, NAMS manages daily operations confidently.

The entire NAMS team works hard



Ted Ross uses a flashlight to inspect mechanical systems.

“Our partnership with ConocoPhillips has been very successful for both companies. We look forward to continuing to provide them the best possible service for many future years,”

– DAVID KARP

every day with safety as its number one priority. Employees provide a high level of expertise, first-rate service and continuously look for opportunities to assist Shared Services Aviation in its mission of providing the safest, most cost-effective and efficient mode of transportation.

“Our partnership with ConocoPhillips has been very successful for both companies. We look forward to continuing to provide them the best possible service for many future years,” said **David Karp**, NAC’s president and CEO.

In 2014, NAMS was awarded the FAA’s Aviation Maintenance Technician (AMT) Diamond Award of Excellence for its AMT training



David Price Jr., Robert Adams and Xeng Yang clean an aircraft interior.

program. It was the seventh year running that NAMS received the award. The Diamond level award is the highest level of achievement in the AMT program. The award recognizes the airline and its eligible maintenance technicians for a 100 percent participation rate in the program.



PACIFIC MARINE EXPO

Alex Otero, an estimator at Foss Shipyard in Seattle, met with Gretchen Funk and Paul Shafer of Vigor Industrial in late November at the shipyard's exhibit at Pacific Marine Expo at the CenturyLink Field Event Center in Seattle. Foss was one of hundreds of exhibitors at the three-day trade show, which features all manner of marine equipment and services.

ADOPTING FAMILIES

Foss Seattle employees from Finance, HR, Purchasing, Claims, Sales and Operations contributed more than 20 bags of gifts to the Salvation Army's "Adopt a Family" program, run at Christmastime every year. A company van made two trips to the Salvation Army office in downtown Seattle to deliver the presents.



CAPT. ROBERT PARRY LOVED PEACE AND QUIET ON OCEAN

Capt. **Robert Parry**, a 30-year mariner who towed barges on the ocean and did harbor work for Foss in Southern California until his retirement in 2001, died in April in Henderson, Nev., where he made his retirement home. He was 71 and suffered from pancreatic cancer.

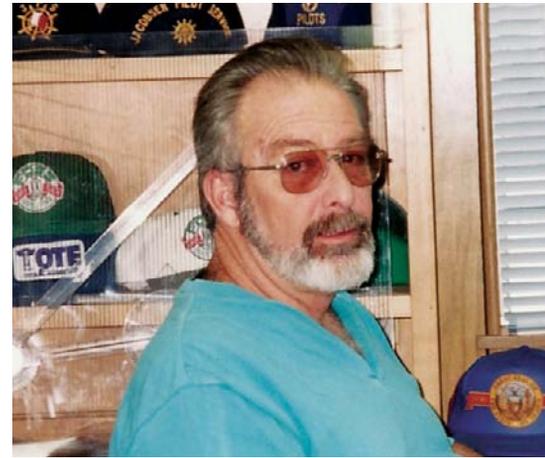
Parry was born in Youngstown, Ohio, but his family migrated to southern California where he was raised. He got his start in the industry as a deckhand with Jones Tug & Barge in Long Beach and worked for Foss for the last 10 years of his career.

Foss Capt. **John Carlin**, who was trained by Parry, described him as a straightforward taskmaster with a crusty sense of humor.

“It was his way or the highway on training,” said Carlin, who also played golf frequently with Parry.

Parry’s widow, **Meg**, said, “He loved operating the boats and just being on them and towing — the peace and quiet of being out on the ocean.”

In addition to his widow, Parry leaves a daughter, son and a stepdaughter.



Capt. **Robert Parry**

PEOPLE NEWS

NEW EMPLOYEES

Travis Barrett

Superintendent, Seattle Shipyard

Kelley Beld

Office Coordinator, Seattle Shipyard

Brian Bergquist

Manager, IT Help Desk,
Seattle and Honolulu

Stephen Britton

Manager, Seattle Terminal

Cassandra Cooper

Safety and Health Coordinator, Seattle Shipyard

Joseph Dayton

Project Manager, Seattle Headquarters

Michael Dong

Supply Chain Director, Seattle Purchasing

Bronson Lyons

Marine Services Coordinator, Seattle Operations

Devon Magill

Safety and Health Coordinator, Seattle Shipyard

Terry Rubin

Talent Acquisition Manager, Seattle Headquarters

Ben Stevens

General Manager, Cook Inlet Tug & Barge

Ann Wilkinson

Financial Analyst III, Seattle Headquarters

RETURNING EMPLOYEE

Justin Borland

Sr. Learning and Talent Development Specialist, Seattle Headquarters

PROMOTIONS

Shelby Bayha

Purchase Order Desk to Personnel Coordinator, Seattle Shipyard

Brendon Goodwin

Intern to Staff Marine Engineer I, Seattle Shipyard

Paul Hendriks

Sr. Port Captain, Long Beach, to Regional Operations Manager, Portland

Jamie Littlejohn

Human Resources Assistant to Billing Coordinator, Seattle Headquarters

Mindy Osbjornsen

Office Coordinator, Seattle Shipyard, to SAP Coordinator, Seattle Shipyard

RETIREMENTS

Ron Bates

Sales Manager, SoCal

Salvador Hernandez

Leverman, San Francisco Bay

Herbert Metz

Captain, PNW

Spencer O’Grady

Manager, Seattle Terminal

Timothy Sullivan

Captain, San Francisco Bay



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A PATH THROUGH THE ICE *The Stellar Wind, operated by Cook Inlet Tug & Barge (CITB), follows a path through the ice carved by a lead tug after they assisted the TOTE ship Midnight Sun at the Port of Anchorage. The ice-class Stellar Wind is 85 feet long and is rated at 3,500 horsepower. CITB is a wholly-owned subsidiary of Foss Maritime. Photos of Foss tugs assisting the Midnight Sun on the other end of its run, at the Port of Tacoma, appears on pages 8 and 9.*