



# Tow Bitts



**EARLY MORNING ASSIST** The *Lindsey Foss* stands by, ready to join the *Marshall Foss* in assisting the *CMA CGM Cassiopeia* from its berth recently at the Port of Seattle's Terminal 18. More photos appear on pages 12 and 13.

## A BUSY SUMMER FOR FOSS MARITIME IN ALASKAN ARCTIC AND COOK INLET

Foss tugs, barges and mariners were completing a busy, successful and safe season supporting the oil-and-gas industry in Alaska in September, with 16 boats and dozens of mariners involved in two projects in the Arctic and one in Cook Inlet.

In addition, four Foss tugs and two

barges were finishing up the company's 26<sup>th</sup> season lightering lead and zinc ore to bulk carriers at the Red Dog Mine in the Alaskan Arctic.

All in all, the 2015 Alaska presence was the largest for Foss in recent history, going a long way toward

*(Continued on page 4)*

**ALWAYS READY**

INSIDE



**Alaska Summer**

Foss had 16 tugs working on several projects for the oil and gas industry in the Arctic and on Cook Inlet during the recently completed 2015 season. Among the summer's accomplishments, the new tug *Michele Foss* pioneered a new shallow-water route to Point Thomson.

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**Clean Energy in Hawaii**

A fuel cell that burns hydrogen and whose only byproduct is water is generating electricity to power refrigerated containers at Foss subsidiary Young Brothers Ltd., in Honolulu. Young Brothers is running the test in a partnership with Sandia National Laboratories.

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**100 Voyages for Delta Mariner**

The *Delta Mariner*, also known as the "Foss Rocket Ship" was launched in 2000 and recently completed its 100th voyage. Most frequently, it carries rockets from a United Launch Alliance factory in Decatur, Ala., to Cape Canaveral, Fla.

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**Denise Foss Coming Together**

The second of three Arctic Class tugs is coming together at Foss Rainier Shipyard. The hull sections of the *Denise Foss* were joined in early September, and the lower portion of the house was lifted into position.

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**Sister Company Profile**

Delta Western, Inc., and Inlet Petroleum, which merged last year, supply more than 130 million gallons of petroleum products throughout the state of Alaska. The company also gives back to the communities it serves, including donating \$150,000 for scholarships for local high school students.

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# Delivering Consistency through Continual Change

By *Scott Merritt*  
Senior Vice President  
Harbor Services



Scott Merritt

Our goal is to meet our customer's expectations every time they order a service. We want the Foss brand to stand for a constancy of excellent service from a steady organization. We want our customers to equate Foss with stability and efficiency, the same characteristics we value in our vessels.

With words like "constancy," "stability," and "steady" you might expect our approach to be static, utilizing the same practices and procedures each and every time we perform a job. But it is the opposite strategy, one of continual change — of continual improvement — that is the cornerstone of our stability. We are constantly moving forward, learning from our successes and failures to hone and improve our services.

We do this because we recognize that our customer's expectations are ever changing and are built on their last, best experience.

In 1982 Foss introduced Voith Schneider tractor tugs to North America. From the start our customers

recognized that these boats were special. Ships' pilots and captains initially utilized the tugs as they would conventional tugs, making them up fast and limiting their maneuverability.

But as our captain's skill with the new technology improved and they were able to share the capabilities of the tugs, the pilots and captains began to use them as they were intended and to expect that level of performance each and every time.

Each time we improve a service and exceed a customer's expectations we are creating a new, higher

level of expectation that must be met. The job of each Foss employee is to continually incorporate these improvements into our service. That way, we can ensure we deliver at that "new" level each and every time, until the next "new" level of service is established.

Our consistency is not in providing the same service. It is in providing an "Always Safe, Always Ready" service and in making sure that service is always improving.

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— SCOTT MERRITT



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# Test of Innovative Hydrogen Fuel Cell Underway at Foss Hawaii Subsidiary

A hydrogen fuel cell is powering refrigerated containers at Foss subsidiary Young Brothers Ltd. in Honolulu in an innovative six-month test led by the prestigious Sandia National Laboratories.

The project was kicked off at a ribbon-cutting ceremony in August attended by officials and dignitaries including U.S. Sen. **Brian Schatz**, D-Hawaii, Young Brothers President **Glenn Hong** and Sandia California Vice President **Marianne Walck**.

“Today we take another big step in transforming our nation to a clean-energy technology,” said Schatz. “The fuel cell technology being deployed today will one day mean less carbon pollution in our ports and on the high seas. The great work from all partners involved, especially Young Brothers, is helping lead the way to a cleaner, more energy-efficient future.”

Young Brothers and other companies that handle refrigerated containers typically use diesel generators to power the refrigeration units.

The fuel cell burns hydrogen supplied by Hickam Air Force Base in Honolulu. The hydrogen is produced by electrolysis, the process of splitting water into hydrogen and oxygen, using electricity supplied by Hickam’s solar powered electrical grid.

The fuel cell’s only byproduct is water, with zero pollutants or greenhouse gasses.

“This technology could enable major commercial ports and marine vessels to lessen their environmental impacts,” said **Joe Pratt**, Sandia project lead.

Hydrogenics Corp. designed and built the fuel cell generator unit, comprised of four 30-kilowatt fuel cells, a hydrogen storage system and power conversion equipment, all packaged in a 20-foot shipping container. It has enough hydrogen



David Murphy Photos

**Peter Devlin**, center, of the Fuel Cell Technologies Office at the U.S. Department of Energy, cut the ribbon marking the start of the six-month fuel cell test. Others, from left, are **Mark Glick**, administrator, Hawaii State Energy Office for Clean Energy Market Transformation Technologies, **Glenn Hong**, president of Young Brothers Ltd., **John Quinn**, associate administrator for environment and compliance at the U.S. Maritime Administration, and **Marianne Walck**, vice president, Sandia National Laboratories.

storage to power 10 refrigerated containers for 20 hours.

The unit is currently powering refrigerated containers on shore but soon will be powering containers on barges Young Brothers uses to distribute cargo throughout the Hawaiian Islands.

“We are very pleased to have been selected to participate in this project with our many national and international partners in expanding this clean technology into new applications,” said Hong.

Pratt said the long-range goal is to develop a commercial-ready technology that can be widely used at other ports.

“The project team sees a strong market need and desire for a fuel cell solution, not only at maritime



Project Lead **Joe Pratt** used a smartphone to monitor the operating parameters of the fuel cell in operation at Young Brothers Ltd. in Honolulu.

ports but also for users who aren’t connected to a grid,” Pratt said. “That could be extended to developing countries and remote locations worldwide.”



“The Michele really proved her Arctic capabilities... At one point she actually forced her way through new ice up to a meter thick.

She really saved the day.” – COLLIN HODGSON

## A BUSY SUMMER FOR FOSS MARITIME IN ALASKAN ARCTIC AND COOK INLET (Continued from the cover.)

The Arctic Class tug *Michele Foss* departed Harrison Bay for the 86-mile trip to Point Thomson on an inside route pioneered by Foss.

fulfilling the company’s goal to expand activity in the North Country.

Five tugs and two barges were dedicated to supporting Shell’s exploratory drilling in the Chukchi Sea. In addition, Foss leased a former container facility in Seattle, Terminal 5, where Shell marshaled marine assets for the trip north last spring.

Marine Transportation General Manager **Chris Mack Jr.** said Foss was heavily involved in logistics support during the trip north and, once in Alaska, stood by for contingency response.

Equipment on the job included the tugs *Lauren Foss*, *Benjamin Foss*, *Barbara Foss*, *Corbin Foss* and *Montana*, plus the barges *Tuuq* and *American*

*Trader*. Foss also manned Superior Energy’s barge *Arctic Challenger*, which carried a containment dome that could have been deployed in the event of a well blowout.

“The crews performed well,” Mack said. “On the way up, we were towing high-level equipment and the trips were safe and without incident. Then they were standing by in a readiness state, mainly in Kotzebue Sound, with the *Tuuq* and *Lauren* in Dutch Harbor.”

About 250 miles east of the Shell drilling sites, nine tugs and four barges were dedicated to delivering modules to an oil development site at Point Thomson. They included the brand new Foss-built tug *Michele Foss*,

which along with three tugs chartered in Asia, towed the modules from Ulsan, South Korea to Asia.

Another chartered ocean tug, the *Posh Salviceroy*, also was dedicated to the project, as were five shallow-draft tugs, three operated by Foss and two by Crowley Maritime. The chartered, foreign-flag ocean tugs stood offshore with the barges, while the *Michele Foss* ferried them to Point Thomson and handed them off to the shallow draft tugs for final delivery.

**Collin Hodgson**, Marine Transportation port captain, said the normal route to Point Thomson was iced in, so the *Michele* pioneered a new route to the south through Stefansson Sound, with as little as several feet of

clearance under her keel.

“The *Michele* really proved her Arctic capabilities,” Hodgson said. “At one point she actually forced her way through new ice up to a meter thick. She really saved the day.”

(See separate article on the Point Thomson operation on Page 6.)

In Cook Inlet, The *Jeffrey Foss*, *Daniel Foss*, *Marshall Foss* and *Emmett Foss* were at work, assisting with the installation of an offshore natural gas production platform and a 16-mile pipeline that will carry the gas to a processing plant on shore.

Kitchen Lights, as the project is known, is being built by Furie Operating Alaska. Crowley Maritime is the marine operations coordinator and was Foss’ customer. The Foss tugs

plus two barges were among about 20 chartered support vessels working on the project.

The work included installation of a 140-foot “monopod,” upon which the production platform was mounted.

“The whole project was very successful,” said Capt. **Jim Van Wormer**, operations manager at Foss Anchorage subsidiary Cook Inlet Tug & Barge, who was assigned to Kitchen Lights. “After beginning last year, they got an early start last April and they were well prepared. They threw a lot of assets at this project — appropriate vessels including anchor handlers, bigger tugs, supply boats and our tractors — and they pulled it off without a hitch.”

“The crews performed well ... On the way up, we were towing high-level equipment and the trips were safe and without incident. Then they were standing by in a readiness state, mainly in Kotzebue Sound, with the *Tuuq* and *Lauren* in Dutch Harbor.”

– CHRIS MACK JR.

The barge *Tuuq*, right, standing by for the Shell project in Dutch Harbor, as an oil-service vessel passes.





Members of the Michele crew photographed in Dutch Harbor after their successful mission in the Arctic, are, from left, **Patrick Miller**, chief mate, **David Jankowski**, able seaman, **Megan Mycraft**, second mate, **George Holden**, able seaman/cook, **James Moore**, second mate, **David McCullough**, able seaman, **William Dubay**, chief engineer, **Donald “Dwayne” Whitney**, captain, and **Evan Davis-Hadaway**, engine room assistant.

## Michele Proves Her Mettle As Foss Pioneers New Route in Beaufort Sea

Facing impenetrable offshore ice in Alaska’s Beaufort Sea, Foss pioneered a new route to Point Thomson in early August, sending the *Michele Foss* inside several island groups and through Stefansson Sound with as little as three feet of water under the keel.

“The *Michele* was the largest boat ever to transit that sound, so far as we know,” said Marine Transportation Port Capt. **Collin Hodgson**. The *Michele Foss*, completed last spring at Foss Rainier Shipyard, is 132 feet long and draws 16 feet.

“It was nerve wracking,” Hodgson said. “The *Michele* really proved her Arctic capabilities and at one point, she actually forced her way through

new ice up to a meter thick.”

The *Michele* and three tugs chartered in Asia had towed four barges carrying oil field modules from Ulsan, South Korea for delivery to the site at Point Thomson. A fourth chartered tug assisted from Dutch Harbor. The chartered tugs stood by with the barges in Harrison Bay while the *Michele* shuttled them one-by-one 86 miles through the passable, if shallow, route to Point Thomson.

Upon reaching Point Thomson, the *Michele* passed the barges off to shallow draft tugs for the final leg to shore. They were the Foss-operated *Millie Cruz*, Capt. **Frank Moody** and *Emmett Foss*, plus two Crowley tugs.

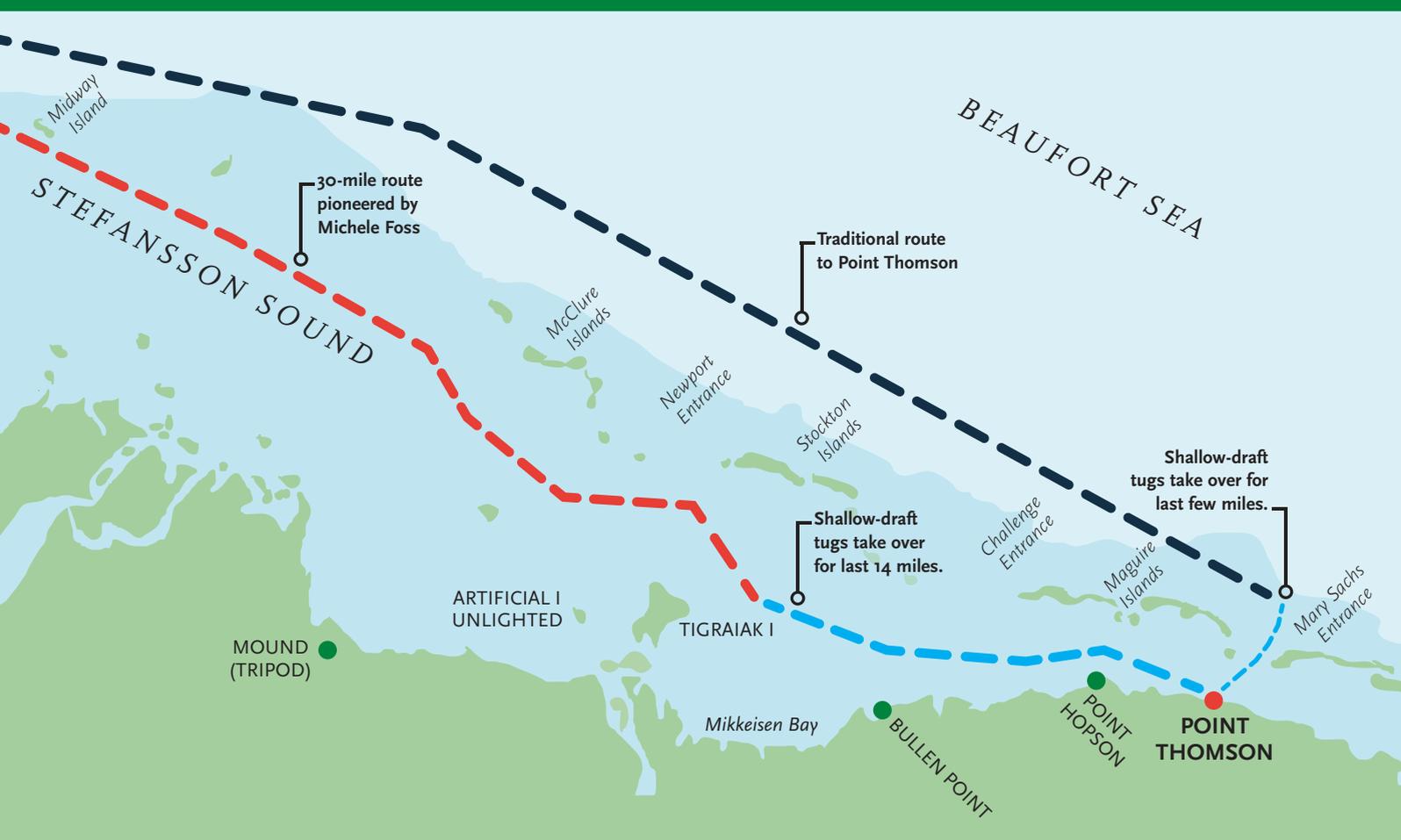
“The big accomplishment was the

ability of the captains and operations team to come through Stefansson Sound,” Hodgson said. “We have now proved that we can tow two different routes on the North Slope, where before it wasn’t an option. Everyone was extremely proud.”

All of the tugs were headed out of the Arctic by Sept. 1.

Hodgson gave special credit to Capt. **Dan Riser** on the *Emmett Foss*, Capt. **Donald “Dwayne” Whitney** on the *Michele* and Capt. **Steve Robertson**, who managed the crews on the foreign tugs who had never seen ice.

Shoreside and management team members, in addition to Hodgson, included **Bob Manning**, **Leiv Lea**, **Rick Chalker** and **Mindy Del Toro**.



## Point Thomson: Inside and Outside Routes

“The big accomplishment was the ability of the captains and operations team to come through Stefansson Sound...We have now proved that we can tow two different routes on the North Slope, where before it wasn’t an option. Everyone was extremely proud.” – COLLIN HODGSON



# SAFETY CORNER | Safety 101: Your Actions Can Eliminate Accidents



Al Rainsberger

By Al Rainsberger

Director of Health and Safety

Safety in its basic definition is freedom from loss.

Consider that you could replace the word “safety” with the word “survival.” Is it not our instinct to survive? Yet, when we talk of safety, we talk like it’s someone else’s job — like it’s the responsibility of safety directors, management, the regulatory bodies or just someone else because “it will never happen to me.”

Consider that safety could be a way of life, something that we value like a belief in everything we do. What if we had a society where we were responsible for our own actions? Or another way to put it is that if we value our own safety, we shouldn’t have to be reminded of the consequences of our own actions.

Can we live in a world free from incidents? Well, I will leave it as a possibility. I will admit there is a degree of risk in everything we do. I know one thing — when you are

posed with a risk (like a forklift or heavy piece of equipment heading straight for you), your behavior (what you will do, like moving out of the way) produces a consequence (what happens to you, like perhaps avoiding the collision).

Your actions can minimize the outcome or even eliminate the accident altogether. My point is that being responsible for your safety and that of others can minimize or eliminate the incident.



## SPILL RESPONSE TRAINING

*Bret Andrich, left, of Global Diving & Salvage led a discussion on containment boom deployment at an eight-hour spill-response awareness training class at Terminal 5 in Seattle in mid-September. In attendance at the class, presented by Global, were personnel from Foss, Jones Stevedoring and Shell. The training included a classroom session and an outdoor portion during which Global Diving displayed its mobile spill response trailer loaded with boom, pads, kitty litter, pumps, and other equipment. Global also dispatched a small boat to demonstrate proper boom deployment. Foss is leasing Terminal 5 from the Port of Seattle as a staging area for Shell drilling rigs and other assets.*

## SAFETY GEAR ON DISPLAY

*Foss safety equipment vendors had their helmets, gloves, goggles, harnesses and other gear on display at industry-appreciation barbecues held in August in Tacoma, Portland and Seattle. They gathered for the photograph at the Seattle event, held at the company’s Ewing Street base. More Photos from the barbecues appear on page 19.*





**Cassandra Cooper** is the new health and safety coordinator at Foss Rainier Shipyard.

## New Safety Officer at Rainier Has Seen What Happens When ‘Things go Badly’

As an emergency medical technician (EMT) who also has experience with disaster relief operations, **Cassandra Cooper** says she knows what can happen when people don't act safely.

“I've seen what happens when things go badly,” said Cooper, who joined Foss early this year as health and safety coordinator at the Rainier Shipyard on the Columbia River in Oregon. “And I'd like to keep that from happening.

An Ontario, Canada, native, Cooper moved to Dutch Harbor, Alaska, in the early 1990s and managed a container terminal for American President Lines. While there, she also worked as a volunteer EMT. Dutch Harbor had the state's number-one trauma center at the time.

For the last 13 years, Cooper has been running a business based in Raymond, Wash., that distributes ice, water and other supplies to relief workers responding to storms and



**Cooper** and General Foreman **Mike Nunes**, to her left, lead a job safety analysis before a heavy lift at the yard.

other natural disasters. Those disasters included hurricane Katrina, which devastated New Orleans and the Gulf coast in 2005.

The wife of a commercial crab fisherman, Cooper wanted to get back into the maritime industry, found the Rainier job online, applied and was hired.

“I like the people here — they work well together — the size of the yard and everything about the yard, basically,” said Cooper, 47. “There's a good safety atmosphere here. People are aware and conscious of it better than in many companies.”

# Foss Opens Houston Office, Creates New Project Management Group

Foss recently announced the opening of a new office to support and grow its increasing customer base in Houston, Texas.

**John Tirpak** has been appointed vice president of business development and contract services and will be relocating to Houston to develop business in the region and lead the business development function of the entire Marine Transportation division from the new office.

He will oversee domestic and international business development, sales and marketing. Additionally, Tirpak will manage long-term Marine Transportation contracts like Aquatrain, TECK and United Launch Alliance.

**Mike Lauer** has been appointed Director of Marine Transportation Project Services and will be leading the project management unit. This group is comprised of project management and global logistics specialists focused on analyzing and finding solutions for the transportation activities of Foss. This group, based out of Foss' corporate offices in Seattle, will manage all Foss term contracts and all project tows and

transportation projects.

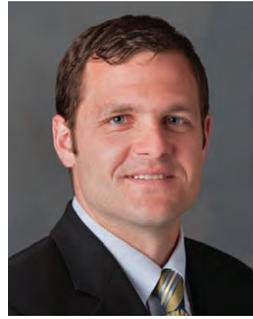
The project management unit will work closely with Foss' Harbor Marine Group, a division of the company comprised of naval architects and a complete suite of specialists practicing in all fields of engineering. This group has been a part of Foss since 2006, offering project management, marine engineering, naval architecture and design, and expertise in rigging and fabrication.

"By separating our business development and project management functions, we will on one hand be able to provide our customers with a team focused entirely on the development, oversight and management of all aspects of their projects; while at the same time supporting our internal need to grow the Marine Transportation division with dedicated business development efforts in areas like Houston that have the most opportunity for growth." said **Gary Faber**, senior vice president, Marine Transportation, and president, Global Services.

"When combined with the Harbor Marine Group's naval architecture, engineering and rigging expertise, we will be able to take on any marine



John Tirpak



Mike Lauer

transportation project from cradle-to-grave, giving our customers the very highest level of service and an uncompromising focus on the safety of our employees, our customers and the environment in the delivery of the services at hand," Faber added.

Both Tirpak and Lauer are long-time Foss employees.

"As part of the restructuring of the division, I looked to these two seasoned professionals, both with in-depth knowledge of our operations, our personnel and our customers' needs, to lead the key functions of business development and project management," said Faber. "They share a focus on continually improving customer service and building strong relationships between our customers and staff with an eye to the future."

**FOSS COLORS FLY IN MAINE** *The Foss colors flew on the mast of the tug Peggy Winslow in mid-August during the "Tug Muster," a festival in Portland, Maine, that benefits the Multiple Sclerosis Society. Foss Quality Manager **Jim Peschel** and his family were invited aboard the tug, operated by Winslow Marine of Falmouth Maine, by Capt. **Andy Syska**, who attended the Seattle Maritime Festival years ago as a guest of Foss.*





Paul Hendriks

## The Best Way to Approach his New Job is ‘Head-On,’ Says New CSR Regional Operations Manager

As a teenager growing up in southern California, **Paul Hendriks** wasn't much of a surfer, and every time he got on a skateboard, he fell off.

“Commercial fishing was the only thing I could do on the waterfront,” said Hendriks, recently appointed Foss regional operations manager for the Columbia-Snake River Region. And thus began his three-plus decade career in the maritime industry.

Hendriks graduated from the University of California at Irvine in 1987 and took a job operating boats for Jacobsen Pilot Service in Long Beach. Working around tugs, he decided to aim for a captain's license and worked as a deckhand and mate for a number

of companies in the process.

“When Foss bought Wilmington Transportation in 1998, I was hired as a management captain,” Hendriks said.

He was a boat operator for seven years before becoming superintendent of Foss operations for Chevron in the Pacific Area Lightering Zone, and in 2008 assumed the added responsibility of being port captain for Foss in El Segundo. In 2013 he became port captain for southern California.

As the top man in Portland, he replaced **Dustin Johnson**, who left Foss to begin training as a Columbia River pilot.

“It's always a challenge being the new guy, but the best way to approach

that is head-on,” he said. “You learn names, learn as much about the people and the operation as possible, and you keep an open door.”

Also challenging for Hendriks, and interesting, has been understanding the differences between business on the river and in Southern California. In Long Beach, Foss focuses on oil and container work, while the bulk of business on the river is commodity export, primarily grain.

As for his career so far, Hendriks, 50, says he wouldn't change a thing.

“I've had the privilege of working for two very good companies, Jacobsen and Foss,” he said.



## Early Morning Assist

**T**he tugs *Marshall Foss* and *Lindsey Foss* assisted the CMA-CGM *Cassiopeia* from Terminal 18 at the Port of Seattle early in the morning of September 28. The ship is 1,192 feet long, 150 feet wide and is capable of carrying

8,106 20-foot equivalent container units. It was built in 2009 at Hyundai Heavy Industries in Korea.

▲ Above: Capt. **Andy Beeler** guides the *Marshall Foss* from its home base at Pier 90 past downtown

Seattle and toward the ship-assist job at the Port of Seattle's Terminal 18.

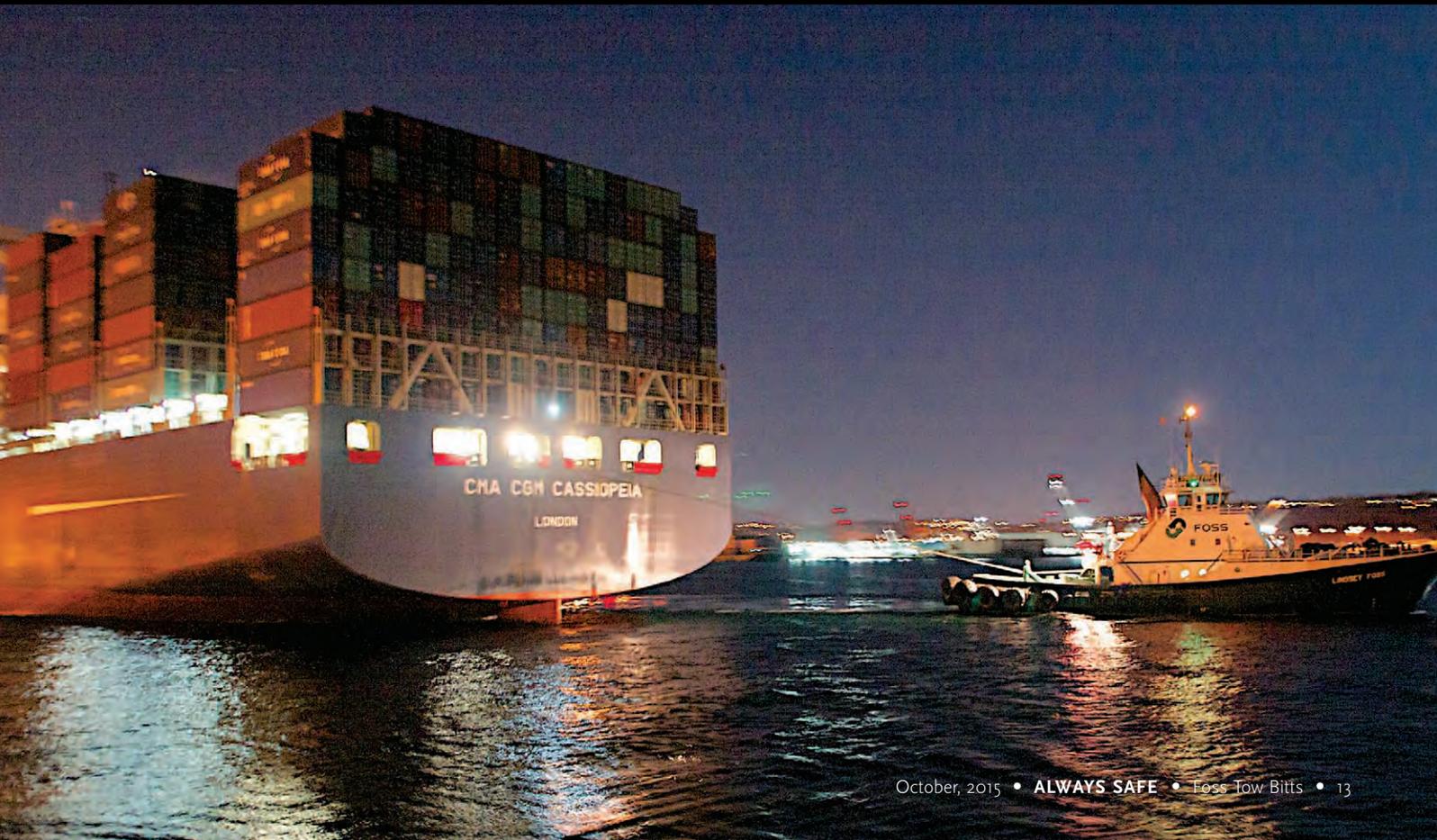
▼ Below: The *Lindsey Foss* stands by, ready to join the *Marshall Foss* in assisting the CMA CGM *Cassiopeia* from its berth.





▲ Above: With the Seattle skyline providing a backdrop, the *Lindsey* pulls the ship's stern away from the terminal.

▼ Below: Free of the terminal, the *Lindsey* guides the ship, stern-first, into Seattle's Elliott Bay.





**HEADED UPRIVER** *Three Foss tugs moved the 768-foot Navy tanker Petersburg from Astoria up the Columbia River to the Vigor Shipyard in Portland in early September. The ship, which entered service in 1963, had been mothballed in Alameda, Calif., and was towed from there by another company to the mouth of the Columbia, where it was handed off to Foss. The photo was taken from the tug Pacific Escort, which provided braking power. Alongside the ship are the Daniel Foss, left, and the Astoria. The tugs and their tow are about to pass under the Astoria-Megler Bridge across the Columbia River.*

## BAY AREA ENGINEERS HIT THE BOOKS; ALL NOW HAVE COAST GUARD LICENSES

All 15 chief engineers in the San Francisco Bay division of Foss now have Coast Guard licenses as a result of a two-year effort by the employees under the direction of Port Engineer **Fred Ellingson**.

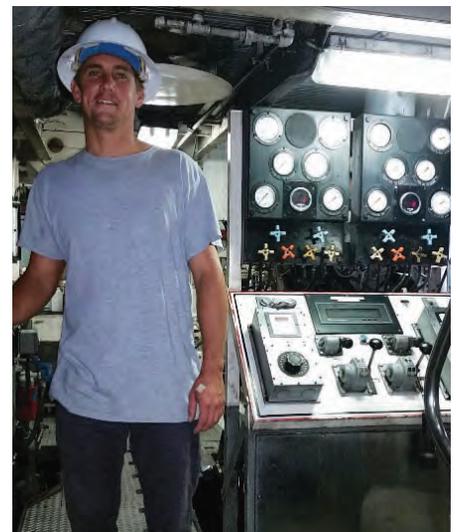
While licenses aren't required to manage the engine rooms of most Foss tugs, Ellingson said he began pushing the six unlicensed engineers about two years ago to go through the study and examination process.

"It's good for them and it's good for Foss," he said.

A minimum of three years of experience in the engine room is required to sit for the exam for a 4,000 horsepower Dedicated Duty Engineer (DDE) license, Ellingson said. Some of the unlicensed employees took classes to prepare for the exam and some studied on their own.

"They don't just give these things away," he said. "You really have to study hard and it requires quite a bit of dedication."

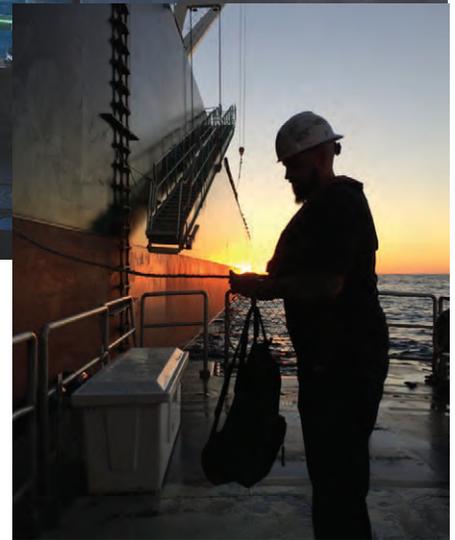
He added, "The guys really deserve the credit."



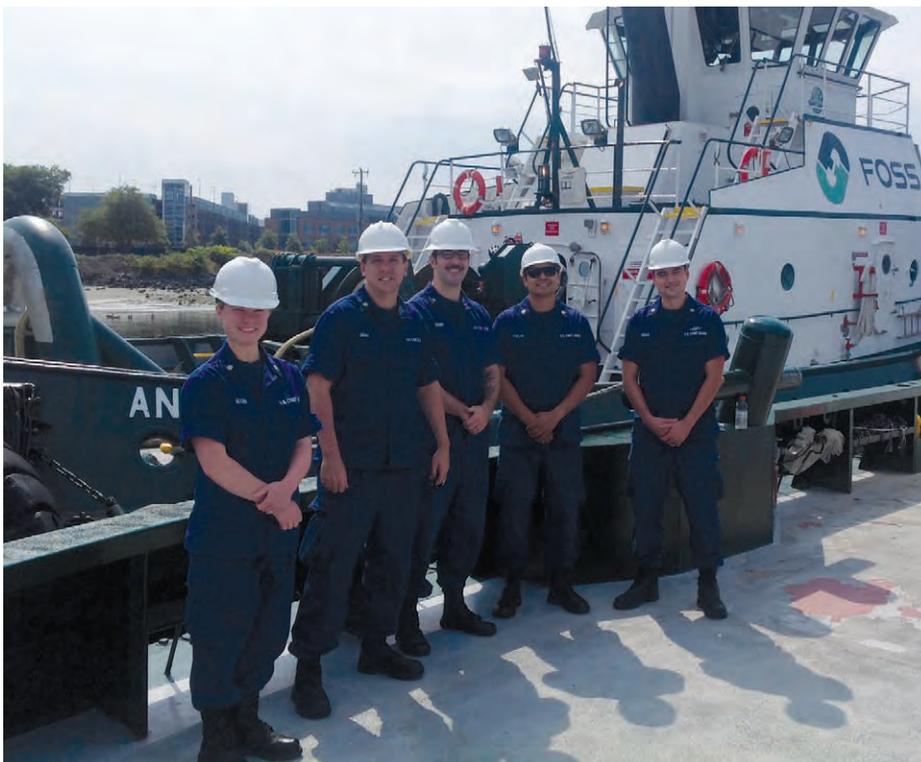
**Sterling Jones** was one of six Bay Area marine engineers who recently passed the Coast Guard licensing exams.



**EL SEGUNDO ASSIST** Capt. Tom Frankforter is at the controls of the line boat Lucy Foss in mid-September, above, as the tugs Brynn Foss, background, and Alta June assist the tanker Ridgebury Leslie B. at the El Segundo Moorings in Southern California's Santa Monica Bay. In the photo at right, Deckhand John Wilsey is on the afterdeck of the crew boat Ava Foss as the sun sets. The moorings berths, where Foss provides regular service, are connected by underwater pipelines to Chevron's El Segundo refinery.



Jim Peschel photos



**TUG RIDES** Five U.S. Coast Guard petty officers newly assigned to the Puget Sound Vessel Traffic Service (VTS) got a familiarization ride on the tugs Andrew Foss and Kalama in early August. They observed the tugs' capabilities and maneuverability while assisting a Navy amphibious assault ship from its berth in Seattle and assisting a 30,000-ton containership into its Seattle berth. Familiarization rides are a regular part of the training process for new VTS watchstanders, said Foss Pacific Northwest Port Captain Joe LeCato. "Foss tug captains and crews are happy to be a part of the training process while building on an excellent relationship with the VTS," he added. The petty officers, from left, were Kelsey Mann, Eric Grau, Wyatt Short, Ray Sabian and Gus Rosas.



Delta Mariner crewmembers photographed with a banner celebrating the ship's 100<sup>th</sup> voyage are, kneeling, Capt. **Lloyd Patten**, left, and Ordinary Seaman **Scott Accardi**, and, standing from left, Chief Engineer **William Billman**, Chief Mate **William Heinemann**, Third Mate **Carson Shallenberger**, Bosun **Jerome Smith**, First Assistant Engineer **Kevin Samuels**, Intern **Even Carlson**, Oiler **Michael Ziegler**, Ordinary Seaman **Dwuan Reed**, Mess Person **Dominique Bush**, Intern **McKenzie Pepper**, Able Seaman **Lavern McDowell**, Second Assistant Engineer **Nicholas DeStefano**, Steward **Harrold Gomez** and Able Seaman **Husein M. Hussein**. Behind them in the cargo bay is a Delta IV common booster core.

## Delta Mariner Completes 100<sup>th</sup> Voyage Foss 'Rocket Ship' is 15 Years Old

The *Delta Mariner*, also known as the Foss "Rocket Ship," successfully completed its 100<sup>th</sup> voyage in late September, making a round trip between the United Launch Alliance (ULA) factory in Decatur, Ala., and Cape Canaveral, Fla.

**Bob Pepper**, ULA director for Foss Atlantic, which operates the ship, said the trip was completed safely and successfully, and the occasion was celebrated upon the ship's return to Decatur with a ULA-provided barbecue for the ship crew, ULA personnel and representatives of Foss Atlantic.

The 312-foot ship was built at Halter Marine in Gulfport, Miss., and launched in 2000. It is uniquely capable of navigating the inland river system, where depths are as shallow as 9 feet, and ballasting down to 14 feet of draft for safe ocean operations.

The ship was built to carry Delta IV common booster cores, originally built by The Boeing Company in Decatur. Boeing partnered with Atlas builder Lockheed Martin to form the United Launch Alliance and consolidated manufacturing of the two rockets in Decatur in 2009.

During its career, in addition to its numerous 2,100-mile trips to Cape Canaveral, the ship has delivered rockets to Vandenberg Air Force Base in California five times. When not working for the ULA, the ship has made a number of third-party trips, including carrying food-aid cargo to South America and delivering military cargo to Kwajalein Island in the South Pacific.

On the recent trip, the ship carried a Delta IV common booster core (CBC) and an Atlas booster, according to Pepper.

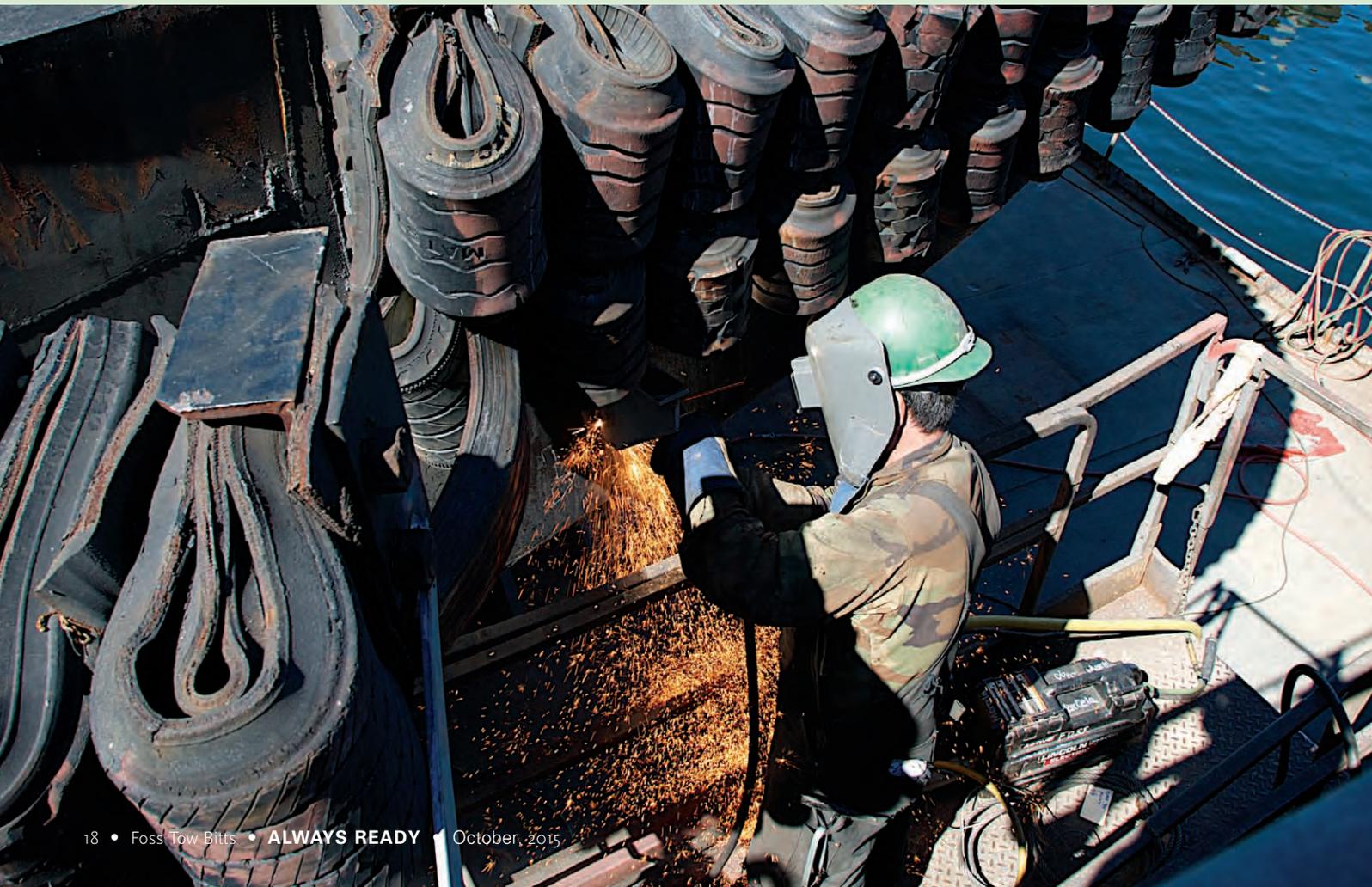


## DENISE FOSS COMES TOGETHER

The bow, stern and lower-house sections of the Denise Foss, built separately, were joined at Foss Rainier Shipyards during the second week of September. The respective weights of the sections were 97,000 pounds, 82,000 pounds and 85,000 pounds. Construction of the pilothouse is to begin soon. The 130-foot Arctic Class tug is the second of three being built at the yard. The first, the Michele Foss, was christened last April and worked during the summer on the Point Thomson oil field development project in the Alaskan Arctic. In the photo at left, the lower-house section is lifted into position. Another photo appears on page 24.



**TIGHT FIT** *The Brusco tug Peter J. Brix, 30 feet wide, was a tight fit, with only four feet to spare on each side in Drydock No. 4 at Foss Seattle Shipyard when it came in for hull repairs in early September. The 4,700 horsepower tug was completed last year at Diversified Marine in Portland. In the photo below, a Foss welder works on the hull.*





## ENGINE LIFT

Foss Seattle Shipyard Rigger **Zack Gagnon** handled the tagline as a crane lifted one of the main engines into the hull of a second fireboat under construction for the Port of Long Beach. The first of the two 108-foot, state-of-the-art, Voith-powered boats, is nearing completion dockside at the yard. Standing on the hull section in the background is Rigger **Curt Anderson**.

## INDUSTRY APPRECIATION BARBECUES

Foss drew big crowds for its annual Industry Appreciation Barbecues in Tacoma, Portland and Seattle, offering hamburgers, hot dogs, brats and camaraderie to employees, vendors, customers and friends of the company. In the photo at right, guests heaped food onto their plates in Tacoma, and below at right, they lined up in Portland. Sharing a table at the Seattle barbecue, at left below, from left, are **Nick Piro** and **Bill Rich** of Polar Tankers and **Mike Stone** and **Jeff Horst** of Foss.



# Delta Western and Inlet Petroleum: Striving to be a Superior Business Partner for Alaskan Communities

## The Business

The combined companies of Delta Western, Inc., and Inlet Petroleum (DWI/IPC) are the largest independent distributor of fuel and lubricants in Alaska, supplying more than 130 million gallons of petroleum products throughout the state. In addition to serving populous areas, DWI/IPC travels waterways throughout Alaska to supply some of its most remote communities. The company is a lifeline to many of these communities, delivering a whole year's supply in a single visit. Delta Western was formed in 1985 through the purchase of several former Chevron terminals in coastal communities and was acquired by Foss parent Saltchuk in 2000. Inlet Petroleum was formed in the mid-1980s, also as a result of a

Chevron divestiture, and was acquired by Saltchuk in 2005. The two companies merged in January of 2014.

## Facilities, Equipment and Environmental Philosophy

DWI/IPC operates ten petroleum terminal facilities and multiple lubricant warehouses. The company also has a fleet of eight barges, and more than 100 fuel and package product trucks. It is DWI/IPC's policy to operate in the safest and most environmentally responsible manner possible. Facilities have oil spill contingency plans approved by the U.S. Coast Guard, the State of Alaska, and the U.S. Environmental Protection Agency.



## A Proud Partnership with Alaskan Communities

DWI/IPC understands that without the unwavering support of the communities where it does business, success would not have been possible. DWI/IPC gives back to the communities it serves by supporting many charitable organizations, including donating \$150,000 in scholarships for local high school students. Additionally, each remote site supports charitable organizations through mentoring, volunteerism, and fundraising, making a personal difference in the communities they serve.

**“Our core belief is that there is no task so important that an employee must violate a safety rule or procedure, or take a risk of injury or illness to get the job done.**

At any time, every employee has the ability to shut down any operation if she or he feels it is unsafe.” – KIRK PAYNE, PRESIDENT, DWI/IPC





**Brett Walker**, left, works in the Outside Machine Shop at Foss Shipyard in Seattle, and son **Ryan** works in the Tool Room.

Tonya Todd

## Father and Son Combine for 34 Years at Foss Shipyard; Young Walker Hired after he ‘Fit in a Hole’ on a Boat

By *Hillary Reeves*

Back in the early 1980s, **Brett Walker** had just landed a job at Airborne Freight making \$2.60 per hour — a job he felt lucky to have.

“Work was really hard to get back then,” he explained.

After nine years with the company, during which he went to school to become a diesel mechanic, he landed an interview at Foss.

“I wanted to be a mechanic. I didn’t get hired (then), but (they) ended up coming back a week later saying, ‘Hey, if you want to start, you have to start now.’ I’d been working this job for nine years at Airborne and I said, ‘What do you mean I’ve got to start now?’ So I took three weeks vacation to try this place out.”

After three weeks of steady work, Brett Walker quit his job at Airborne and was hired on at Foss. He had just bought a house and had a toddler son.

Born and raised in Seattle, he has worked for Foss for 25 years and doesn’t live far from where he grew

up: south, near Burien. When his son, **Ryan**, graduated high school in 2004, his introduction to the shipyard was happenstance.

“I wasn’t doing much,” Ryan said.

“Actually, we had a fishing boat here, and we had somewhere where someone couldn’t get in a hole,” Brett explained. “I said, ‘My son could probably get in there.’ So he ended up coming to work for two days for a fishing boat. We got busy, and I ended up saying, ‘My kid could do that, my kid could do that.’ We had an apprentice program starting up, so we got him in there.”

Ryan started the program in 2006 and is now a journeyman, working in the Tool Room. The elder Walker works in the Outside Machine Shop and is Shop Steward for the machinists.

“It’s troubleshooting; it’s fixing things that need to be fixed,” Brett said of his work.

The two have both traveled for Foss — to Alaska, California, and most

recently together to Abu Dhabi, where they stayed for a month.

“It was their winter, and it was still 90 degrees at night,” Ryan said.

“One hundred and ten degrees during the day. I honestly never knew any of that was over there,” said Brett, laughing.

“I’m pretty happy,” Ryan said, of his career.

“It’s a good yard. It’s good people,” echoed his father.

The two live together, but work different shifts.

“He’s single,” joked Brett, “But, seriously, it’s been going pretty good. I like living with him, I like working with him, it’s great.”

And while thoughts of retirement aren’t far off for Brett, he said he doesn’t have big plans.

“I like to stay home,” he smiled.

**Editor’s Note:** This article originally appeared in “The People of Saltchuk,” the online magazine of Saltchuk, Foss’ parent company.



**DAY OF CARING** A team of Foss employees cleaned a dining room and a freezer, sorted donated clothing and performed a variety of other chores in mid-September at the Chief Seattle Club, a social services agency for Native Americans and Alaskan Natives in Seattle’s Pioneer Square neighborhood. The effort was part of United Way of King County’s “Day of Caring,” which claims more than 10,000 volunteers working throughout the area and bills itself as the state’s biggest volunteer event. In the group photo above are, from left, **Robin Canell, Greg Carpenter, Justin Borland, Jamie Littlejohn, Zandile Meier** and **Anna Yabes**. In the photo below left, Borland, left, and Littlejohn empty a freezer to prepare it for cleaning. In the photo below right, Meier, left, and Yabes separate men’s and women’s clothing.



**FOOD FOR KOTZEBUE**

Foss donated 2,500 pounds of surplus food from the barge Arctic Challenger to the town of Kotzebue before the return trip to Seattle in September. The food was on board to feed extra people if the barge had been deployed, which it was not. The Arctic Challenger was on standby in Kotzebue Sound during Shell’s exploratory drilling project. From left in the photo with the food containers are **Doug Hammond**, Superior Energy process technician, **Jimmy Kilgore**, Foss offshore installation manager, **“Pops” Horan**, Shell Arctic containment system field supervisor, and **Scott Olson**, Foss captain.



# Memories of the Agnes Foss in an Ice-Choked Bay

By Mike Skalley

As the 2015 Arctic drilling season draws to a close, and the Foss tugs and barges begin their long trek back to Seattle, memories of another drilling season by a major oil company are brought to mind.

It was late in the season, nearing the end of September in 1955 when the 1,500 horsepower, *Agnes Foss*, with Capt. **Jug Nolze**, in command, cleared the shallow bar at Icy Bay, a ten mile ice choked bay on the Gulf of Alaska, with the empty cargo barge *Foss 207* destined for its home port in Seattle. The tug crew, along with a shoreside crew from Foss' customer, Phillips Petroleum, had just completed offloading 2,500 tons of supplies, including a complete drilling rig capable of boring to depths of 20,000 feet, twice as deep as a rig offloaded the previous year.

Heavy pieces of the drill rig had been skidded out from the barge's bow loading ramp over the beach. The bulk of the materials, including over 700 tons of pipe casing were lowered over the side onto flatbed trucks by a crane which had been included in the

cargo. The entire cargo was offloaded during a two week period, often hampered by bad weather and the ever present danger of ice calving from Guyot Glacier at the head of Icy Bay.

Ironically it wasn't the weather in the Gulf of Alaska or the ice in Icy Bay that caused the *Agnes Foss* and her 14-man crew problems. It was heavy weather crossing Queen Charlotte Sound in British Columbia. While on the northbound leg heavy seas pounded the tug and barge resulting in 400 tons of the pipe casing shifting, causing the 12-by-12-inch stanchions to break like match sticks. Fortunately the cargo lashing gear prevented the pipe from cascading over the side of the barge. The *Agnes* diverted into the town of Ocean Falls where crews, with the help of shoreside cranes at the local pulp mill, re-secured the load. The trip from Seattle to Icy Bay was made in 12 days, including the time in Ocean Falls.

Phillips had begun on-shore exploratory drilling two years previous including the construction of haul-roads to the drill sites. With the



Barge *Foss 162* offloaded cargo at the beaching site with the *Agnes* at anchor in deep water.

heavier rig in place Phillips would be able to more fully explore portions of the acreage allotted to them and a partner oil company.

Earlier in the summer Phillips had transported two smaller cargoes to Icy Bay by barge *Foss 162*, also towed by the *Agnes Foss*. These cargoes consisted primarily of cement, drilling mud, additives and pipe casing which were offloaded both through the bow ramp and over the side by crane.

**Editor's Note:** *Mike Skalley is the Foss historian and has authored several books on the company's history.*

## PEOPLE NEWS

### NEW EMPLOYEES FOSS HEADQUARTERS

**Linda Holden Givens**  
IT Business Systems Analyst

**Hayley Guthrie**  
Claims Assistant

**Greg Liu**  
Senior Tax Accountant

### RETIREES FOSS HEADQUARTERS

**Craig Campbell**  
IT Manager

**Colleen Liman**  
Executive Assistant

### PROMOTIONS FOSS HEADQUARTERS

**Drew Arentz**  
Business Development Director  
from Manager Business Planning and Development

**John Brown**  
Project Operations Specialist  
from Marine Transportation Barge Master

**Kristyn Brown**  
Project Controls Coordinator  
from Executive Assistant

**Sean Ducharme**  
System Administrator  
from Client Support Specialist

**Peter Roney**  
Project Operation Specialist  
from Marine Transportation Captain

**Tucker Tillman**  
Business Development Director  
from Project Controls Manager

### PASSINGS

**Nathan Nelson**  
Assistant Engineer  
Marine Transportation

**David Pistole**  
Retired Chief Engineer  
Marine Transportation



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**DENISE HAS A HOUSE** *The lower portion of the house, at 85,000 pounds, was lifted aboard the Arctic-class tug Denise Foss in early September at Foss Rainier Shipyard in Oregon. The tug is the second of three ocean tugs being built at the yard. More photos appear on page 17.*