



Tow Bitts



SEALIFT TO RUSSIA Two tugs chartered by Foss move a barge carrying an oil production module toward a development site off the east coast of Russia. A Foss sealift to the site last summer was an enormous effort requiring participation and coordination by nearly every part of the company. Article on page 5.

FOSS MARITIME AND SISTER COMPANIES JOIN HURRICANE RELIEF EFFORT

Foss and two of its sister companies, TOTE Maritime and Tropical Shipping, worked around the clock in September and October to assist in the relief effort mounted after hurricanes Maria and Irma cut a devastating path through Puerto Rico.

Foss has contracted with the Federal Emergency Management Agency (FEMA) to provide vessels that will serve as “floating hotels,” capable of feeding and temporarily housing hundreds of responders.

(Continued on page 4)

INSIDE



Hurricane Relief

Foss and two sister companies rushed into action to help relief efforts in the wake of two hurricanes that brought widespread devastation to the Caribbean. And in another hurricane story, Foss Historian **Mike Skalley** tells a tale of a Foss tug that went through a major typhoon in 1968.

Cover and Page 18

The Mystery of the Bell

Did a bell presented as a gift to a retiring Customs Service employee in 1922 ever ring on the tug *Arthur Foss*, which starred in the 1933 movie *Tugboat Annie*? Sleuths at Northwest Seaport, the historical group that now owns the vessel, are trying to get to the bottom of the mystery.

Page 3

A Sealift to Russia

Foss last summer completed a sealift to an oil development site off the east coast of Russia that involved 13 tugs and required participation of nearly every department in the company.

Page 5

Hawaiian Rescue

The tug *Moana Holo*, operated by Foss subsidiary Young Brothers, Ltd., traveled 1,000 nautical miles into the Pacific to rescue a powerless freighter and brought it safely back to Hawaii.

Page 13



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

Looking for New Business: Tilt Your Head a Little Bit, and There It Is

By *Will Roberts*
Chief Commercial Officer



Will Roberts

It will take me a minute, but I'll get to my point, I promise...

"Nice to meet you Will, what do you actually do?..."

That is a question I get a lot. It's a fair question, and I get it from my friends and family too, so I am getting comfortable giving the answer. The answer is:

Our team engages with the customer to grow our business. Our team is looking across all our customers, regions, and market segments to best propose our value to our customers to maximize our profitability. Our team uses our customer, region, and market data to inform Operations and the overall Foss organization on what assets and business structures are best for our customers. We work with our legal, quality, and health and safety teams to weigh our risks and smartly, boldly grow. I say bold, because the safest place for boats is tied to the pier, but that's not what boats are supposed to do. No-bidding is easy, but you don't win work no-bidding.

In a tight market (low oil prices, aggressive competitors) I like to get a team working together in as flat a manner as possible. When you have a group of people continually talking to each other across segments, customers, and regions you see opportunities. You get a lot more "A-ha" moments when you are open to hearing and seeing what others are doing. You also get an energy from more people trying to find a new solution.

Box 1 we do when we wake up every day, but Box 2 and Box 3...

I am a simple man when it comes

to commercial and growth, so I fall back on the 3 box model. Box 1 – continual improvement, is what everyone does every day you go to work. You are always trying to make your job and output better and that

is a natural part of being a successful person and employee (I think).

Box 2 is about dropping and moving on from bad business ideas and Box 3 is looking into new areas that will not happen naturally.

When you get a bigger team, in this case the Commercial team, together, you see people asking the tough but simple question — "why are we still doing that business?" If you are very focused on your business, sometimes you don't lift your head to see if it makes sense. When I was at sea, we would run drills where one instrument read incorrectly. It was interesting to watch three or four people stare at bad information and keep on operating. It was good to watch someone else walk into the room from an outside perspective and say, "Hey, look up guys, you are missing the other instruments that are telling you a different story."

When I joined the company, I heard great stories about our Odoptu project, about our Haiti work, and our Hurricane Sandy work. Those successes led to the teams working on our accommodation vessel work in Puerto Rico and the USVI's. Relief Services is a Box 3 idea. What we are doing in St Thomas is not a "core business," but all the pieces and parts are. All you need to do is look at what we are good at and tilt your head a little bit, and there it is...

Will Sleuths be Able to Solve the Mystery of the Bell? It Might have been Original Equipment on the Arthur Foss

Call it the *Arthur Foss Bell Mystery*.

Sleuths at Northwest Seaport, the non-profit that owns what is now a museum vessel, are using historic photographs to try and determine whether a bell donated to the organization in August was ever rung on the tug.

The bell was handed over to Northwest Seaport at the Foss Customer Appreciation Barbecue in Seattle in August by **Shannon Skinner**, whose great aunt **Mildred Skinner Bradt** came into possession of the mystery bell in 1922.

Here are the facts as we know them:

Mildred Skinner Bradt was executive assistant to the head of the U.S. Customs Service Seattle office. She left the job on the eve of her marriage and received the bell as a wedding gift from her boss. According to Shannon Skinner, her great aunt told the family that the bell was from the “first Foss tug,” which Mildred said was the star of the movie

“Tugboat Annie.”

The **Arthur Foss** did indeed star in the 1933 **Wallace Beery** movie, but it was by no means the first Foss tug. The original owner was the Oregon Railway and Navigation Company, which built the tug in 1889 and named it the *Wallowa*. Foss bought it in 1929 and in 1934 renamed it for the company president, who was one of the sons of the founders.

Foss retired the tug in 1968 and donated it to the non-profit in 1970. An extensive restoration is now being planned.

But back to the bell.

Shannon Skinner said her great aunt was an avid bell collector, who owned hundreds of bells and was active in the American Bell Association. She gave the bell to the family of her nephew, **Kenneth Skinner** (Shannon’s father) and the bell hung on the outside of the family home for many years.

“Mom would call us to dinner with that Bell,” Shannon said.



Andrew K. Bennett, board president of Northwest Seaport, accepted the ship's bell from **Shannon Skinner**.

Although the bell bears no engravings or other clues that would tie it to the tug, Northwest Seaport has an archive of photos of the vessel that might help to solve the mystery. For her part, Shannon Skinner hopes it will be a match.

“It needs to go back to where it came from,” she said.



“Mom would call us to dinner with that Bell. It needs to go back to where it came from.” – **SHANNON SKINNER**

SEATTLE’S NEXT MAYOR?

Seattle Mayoral Candidate **Jenny Durkan**, second from left, stopped by the Foss Industry Appreciation Barbecue in Seattle on Tuesday, August 22, and met here with Saltchuk people who also attended. From left, they are **Denise Tabbutt**, principal shareholder, **Chris Coakley**, vice president of government affairs, and **Anne Preston**, senior vice president, general counsel and chief ethics officer. The barbecue was held at the Foss-operated Terminal 5 at the Port of Seattle.





The *Ocean Constructor* is one of the vessels brought in by Foss to accommodate responders helping with relief efforts in the Caribbean. The 413-foot ship normally works as a multi-purpose subsea construction vessel.

FOSS MARITIME AND SISTER COMPANIES JOIN HURRICANE RELIEF EFFORTS *(Continued from the cover)*

In a separate effort, containerships operated by TOTE and Tropical as of Sept. 27 had moved more than 2,750 FEUS (forty foot equivalent containers) of cargo to the Port of San Juan, Puerto Rico, including ice, water, fuel, generators and canned/dried food to assist with the short and long term needs of the island.

Will Roberts, Foss chief commercial officer, said the company has the ability and commitment to serve a wide range of needs of hurricane victims in Puerto Rico and the U.S. Virgin Islands. The company, according to Roberts, is prepared to offer additional services to FEMA and other federal agencies throughout the relief efforts.

“For Foss, this type of project is at the heart of what we do,” Roberts said. “We are glad to do our part to help the families affected by this devastating disaster by enlisting the skills of our finest operators and providing needed equipment.”

Foss has deployed a multi-disciplinary team to support the relief effort, including personnel from operations, fleet engineering, project management, safety, marine assurance, supply chain, legal and finance.

Tim Nolan, President of TOTE Maritime Puerto Rico, said his company and Tropical “are committed to playing a central role in supporting Puerto Rico during this time and ensuring that all Puerto Ricans have access to basic necessities such as clean water and food as the relief and recovery efforts begin.”

He added, “Our ships have significant capacity and we want to use our resources to support the island. Just one ship can carry the same amount of goods as nearly 2,000 passenger planes — and we want to make sure every shipment, every ton, every container counts and helps the people of Puerto Rico.”

TOTE and Tropical operate liner container services between Florida and the Caribbean.

TOTE worked directly with the American Red Cross and FEMA, as well as various local churches and smaller local organizations to prioritize the most critical items. TOTE also brought additional equipment to ensure continuous flow of cargo to the island with the upcoming sailings.

Hurricane Maria roared over the island of Puerto Rico Sept. 20 as a Category 4 storm, with winds up to 155 miles per hour. It was the strongest storm to hit Puerto Rico in 85 years, knocking out power to the entire island, uprooting trees, destroying homes and causing widespread flooding. As of early October, 34 people were reported dead or missing as a result of the storm.

Hurricane Irma, also a Category 4 storm, hit the island on Sept. 7, also leaving a path of destruction.

Foss Successfully Completes Sealift to Russia; Project Called Example of Company Operating ‘At Highest Levels’

Foss in June completed a major sealift to an oilfield development site in Russia, a project that required support from nearly every department in the company.

This year, Foss used seven tug-barge sets and six shallow-draft assist tugs to deliver the client’s cargo. The six shallow draft tugs were led by Foss captains. Three Foss ocean-going tugs participated, the *Michele Foss*, *Denise Foss* and *Montana*. The barges and the other four tugs were chartered.

Foss also chartered two specialized vessels to survey the bay’s entrance and channel, and two Russian vessels for emergency response.

Project Manager **Art Dahlin** said a key challenge was delivering the cargo within a two-week time window at the end of June, between the breakup of the ice in the bay and the onset of fog that is prevalent in the area during July and August.

“We were basically given a date and told ‘We want you guys ready,’” Dahlin said. “As soon as the bay was ice free, we sent the tugs north to set the navigation buoys.

Once that was done, we could bring in the first barge.”

Shoreside equipment brought in by Foss for the project included 19 20-foot containers carrying winches, pumps, anchors, welding machines and enough other gear to make the team self-sufficient at the remote site.

Foss Commercial Manager **Leiv Lea** and the Site Manager Capt. **Herb Gazeley**, with support from Project Controls Manager **Melissa Villa**, were involved in the project from the start. Financial Analyst **Ann Wilkinson** also was a key, back-office player.

“The 2017 campaign is an example of Foss operating at the highest levels to meet our customer’s requirements. We did our best to safely deliver the cargo in perfect condition while meeting our contractual obligations. This is a combination that creates satisfied customers who have a positive view of Foss,” Lea said.

The Foss engineering group, Harbor Marine Services, did all the planning for ballasting the barges and stowing the modules. Foss Director of Cargo Operations

Rob Wagoner was the site manager in Ulsan, South Korea.

Foss hired locals as stevedores at the offloading site, led by Project Operations Specialists **Rick Chalker** and **John Brown**, as well as Barge Foreman **Mitch Wilson**, and **Bill Wallace**. Barge Foreman **Anthony Selfa** supported the project in Ulsan as well as Ishikari, Japan, where the barges were staged when waiting on ice.

Chris Mack Jr. was the assistant project manager as well as project port captain for the project, and Senior Port Engineer **Steve Tolle** was responsible for the chartered vessels. Foss Mates **Arvid Anderson** and **Colin Smith** acted as safety representatives, and **Andrea Mack** handled various logistical and administrative tasks.

“Overall, the team successfully completed the job at hand,” Dahlin said. “The biggest thing is how well Foss worked together to get it done. When things got a little stressed on the project, the rest of the company jumped in to help. It was a full company effort.”

THE MARINERS WHO MADE IT HAPPEN IN THIS YEAR’S RUSSIAN PACIFIC SEALIFT

Foss mariners manning vessels participating in this year’s Russia sealift included:

- *Michele Foss*: Capt. **Dwaine Whitney**, Chief Mate **Ryan Moore**, Second Mate **David Roy**, Chief Engineer **Curtis Bartley**, Oilers **Evan Davis-Hadaway** and **Jake Hadden**, Able Seamen **Katie Davis** and **Rob Robison** and Able Seaman/Cook **Gary Trupiano**.

- *Denise Foss*: Capt. **Glen McVicker**, Chief Mate **Mike Mann**, Second Mate

David Ahrenius, Chief Engineer **James Taylor**, Oiler **Kenny Jones**, Able Seamen **David Jankowski** and **Randy Deusterman**, and Able Seaman/Cook **Ron Wolf**.

- *Montana*: Capt. **Tom File**, Capt. **Scott Culver**, Chief Mate **Rick Taylor**, Second Mate **Albert Ursitti**, Chief Engineer **Bill Dubay**, Engineer **John Aproda**, Able Seamen **Mereidi Liebner** and **Dave McCullough**, and Able Seaman/Cook **Thomas Judd**.

Foss captains also commanded the six shallow-draft tugs used on the project. They were: **Steve Robertson**, **Joseph Tweedie**, **Pat Miller**, **Roy Miller**, **John Wood**, **Jeff Crooks**, **Todd Zacke** and **David Judkins**.

Capt. **Dan Riser** was the on-site port captain and pilot for every barge that was delivered to the site.

Foss mariners, shoreside personnel and representatives of other companies that participated in this summer’s effort off the coast of eastern Russia gathered for a photo.



SAFETY CORNER | Rushing is a Natural State for Many of Us, But It's Also a Major Cause of Accidents

By **Grant Johnson**

Vice President, Health, Safety, Quality and Environment

Rushing is one of the four most common attributes that contribute to on-the-job accidents (the others being frustration, fatigue, and complacency). Rushing is a natural state for many of us — we rush to catch the bus, to pick up our kids, to get home to catch the game and, unfortunately, far too often at work we rush to get the job done.

Is it simply human nature to want to complete a task as quickly as possible? Are the demands of our jobs causing us to inadvertently act unsafely? Are we inferring that our supervisor or employer wants us to place schedule ahead of safety if necessary? Are we attempting to impress our supervisor with our level of production?

Unfortunately rushing can lead to reduced quality of workmanship and increases the likelihood of not following our established procedures



for completing tasks. Rushing often takes the form of deviating from established procedures, skipping steps, utilizing the wrong tools for the job or not using the required number of personnel to get the job done.

Employees are statistically six times more likely to experience an accident or injury as a result of unsafe behaviors, such as rushing, than from unsafe working conditions. This is strange, if you think about it, as we have more to fear from our own actions than from any other job hazard around us.

Some of the various reasons we sometimes take shortcuts include being in a rush to get the job done due to:

- Organizational deadlines
- Meeting a quota/prioritizing production
- Running behind schedule
- Getting non-functioning equipment up and running
- Changes in the organization or job roles

- A 'time is money' attitude
- Job insecurity
- The drive to work quickly
- Belief that the procedures and/or safety requirements are excessive
- Being unaware of the safety hazards associated with a task
- The frequent or repetitive nature of tasks leading to complacency in following safety procedures
- Actively decide to ignore safety rules (non-compliance)

How do we combat this real or inferred sense of urgency? We must, at all levels of the organization, communicate continuously that 'Always Safe' includes not rushing and adhering to our established procedures. Regardless of what role we play in Foss' success we are all leaders and need to be careful not to send mixed messages like "thanks for taking care of that so quickly" where it might be construed that completion of a task is more important than safety.

Remember, there is no shortcut to safety.



Grant Johnson

SELLING SAFETY

Safety vendors displayed face shields, goggles gloves and other products recently at Foss Customer Appreciation Barbecues in Tacoma and Seattle. Displaying their wares at the Tacoma gathering were, from left, **Mario Salcedo** of Honeywell, **Todd Rosencrans** of Pacific Crest Sales Group, and **Dick Zugschwerdt**, **Mark Hastings** and **Shannon Brookhart** of National Safety.



Rainsberger Honored at Governor's Conference; Cochran Places again in Forklift Rodeo

Safety colleagues paid tribute to the late **Al Rainsberger** at the Governor's Industrial Safety and Health Conference in Tacoma in September and presented plaques to his two daughters in recognition of his 20 years of service to the organization.



Al Rainsberger

Rainsberger, the director of health and safety at Foss, died unexpectedly in July. He had been chairman of the Materials Handling Committee of the governor's safety group since the committee was started 20 years ago.

The committee organizes the Forklift Rodeo held annually in conjunction with the conference, and Rainsberger was said to be the primary force behind the event.

"He was on the phone, he was on the computer, he was always pushing it," said **Mark Ribich**, a retired Boeing worker who worked with Rainsberger on the committee. "It was incredible working with Al. He was the glue that held the rodeo together."

Receiving the posthumous service-award plaques at a luncheon attended by several hundred people at the Tacoma Convention Center were daughters **Amanda** and **Alycia Rainsberger**. Other members of his family also attended the event.

Also at the luncheon, Foss Shipyard forklift driver **Ron Cochran** received an award for finishing in second place in the state finals of the rodeo competition, in which participants perform lifts and moves while negotiating an obstacle course.

Cochran is a perennial favorite to place in the contest. He has been competing in the rodeo every year since 2008, making the finals every year and winning the championship twice.

At right: Foss Seattle Shipyard forklift driver **Ron Cochran** displays the plaque he won for placing second in this year's state Forklift Rodeo championship. With him is **Joe Camacho**, a member of the Materials Handling Committee.



Al Rainsberger's daughters, **Amanda**, left, and **Alycia**, displayed the plaques they received to honor their late father's service. Presenting the awards were **Mark Ribich** and **Nikki Cross**, who worked with Rainsberger on the Materials Handling Committee.



HALF A FERRY

The tugs *Henry Foss* and *Pacific Knight* recently moved the superstructure of the new Washington State Ferry *Suquamish* from Jesse Engineering in Tacoma, where it was built, to Vigor Shipyard in Seattle, where it was joined with the hull section. The \$122 million *Suquamish* is the last of four 144-car "Olympic class" ferries being added to the state's fleet.



Chris Mack Jr.



Paul Gallagner

TERMINAL 5 DISCHARGE *The heavy-lift ship BBC Ruby was assisted out of the Foss-operated Terminal 5 in Seattle recently by the tug Henry Foss, above, after the ship discharged a container of subsea cable, below, for a project in the San Juan Islands. The deck cargo included windmill blades, for discharge elsewhere. The 502-foot ship is rated as a multi-purpose heavy lifter, and its two main cranes have a capacity of 400 metric tons each. The cable weighed in at 229 metric tons.*





Mike Erwin

ASSISTING A FAMED SQUARE RIGGER *The Foss Tugs Point Vicente, in the photo, and Point Fermin recently assisted the three-masted, square rigged ship Balclutha out of dry dock at Bay Ship and Yacht in Alameda, Calif. Built in 1886, the 301-foot steel hulled ship is operated as a museum vessel by the National Park Service and is normally berthed at the Hyde Street Pier in San Francisco. The historic ship, built in Scotland, underwent extensive maintenance at the shipyard, including sand-blasting and painting of its hull, both above and below the waterline. Also, the foremast, main mast and mizzenmast yard arms were removed for repairs and paint preservation.*

Major maintenance for historic derrick, and then it goes back to work in Seattle

The venerable, steam-powered floating derrick *Foss 300* underwent its first drydocking in 7 years at Foss Seattle Shipyard in September. Work included replacing about 20 percent of the steel bottom plate, some structural steel work, turret maintenance and odds and ends including washing and painting. Soon thereafter, the derrick was at work lifting an 85,000-pound, 188-foot-long bridge from its Lake Union Park crossing site in Seattle. Moving the bridge is enabling the City of Seattle to repair one of the bridge abutments. The floating crane, which will celebrate its 75th anniversary next year, is one of the oldest steam-powered derricks on the West Coast.



1. Above: The *Foss 300* floating derrick, in drydock at Foss Shipyard in Seattle.

2. Below: Welder **Nery Barrientos** works on the hull of the historic barge crane.



3. Below: Hard-hatted workers rig the Lake Union Park Bridge for the lift.





4. **Above:** The bridge rises over the lake as the Foss 300 lifts it from its abutments. Note the Space Needle in the left background.



300

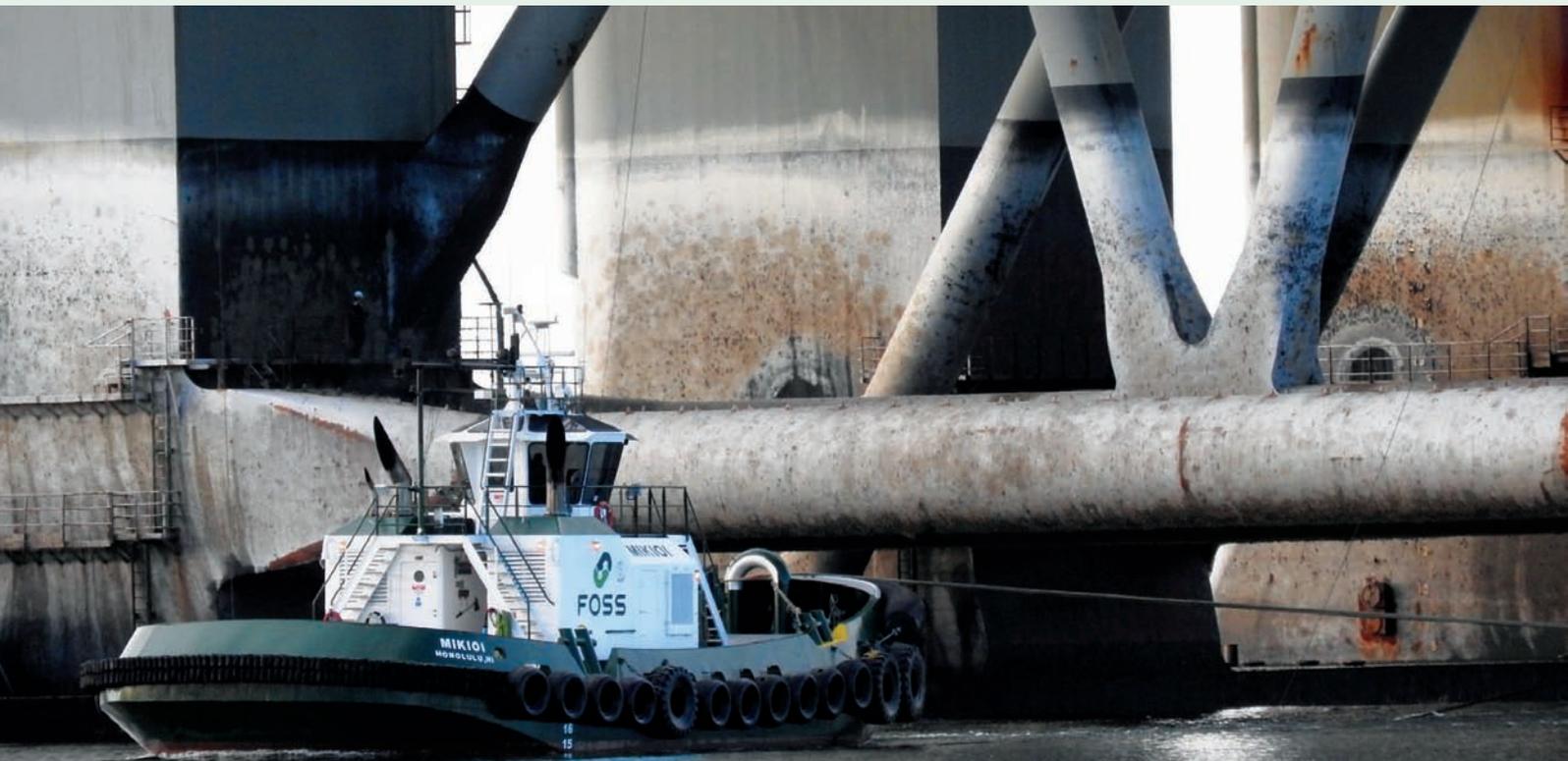
5. **Below:** The floating crane sets the bridge down on the pier. John Tarabochia, left, supervised the job for Foss.





Rick Wilson

BRINGING IN THE SBX-1 *The Barbara Foss led the way and the Foss tugs Mikioi and P'ilani joined in an assist of the Sea-Based X-Band Radar (SBX-1) into Pearl Harbor recently following a nine-month deployment. The SBX-1 is a self-propelled, early-warning radar station designed to operate in high wind and heavy seas and is part of the Missile Defense Agency's Ballistic Missile Defense System. In the photo below, the mammoth radar vessel towers over the Mikioi.*





Heavy Lift Ship Rescued 1,000 miles from Honolulu

The *Moana Holo* leads the way, bringing the *Ocean Crescent* into Honolulu. The harbor tug *Mikioi* is on the bow.

Rick Wilson

The ocean-going tug *Moana Holo*, operated by Foss subsidiary Young Brothers, Ltd., traveled 1,000 nautical miles from its homeport of Honolulu in August to rescue a heavy-lift ship that lost power during a voyage from Long Beach to Guam.

The ship was the *Ocean Crescent*, a U.S.-flagged freighter 394 feet in length. The northwesterly trip to the stricken vessel took four days, and the return trip with the ship in tow to

Honolulu required 7, for a total of 11 days.

Rick Wilson, Young Brothers marine operations manager, said the job went well, partly because the weather wasn't too rough and also because the ship never lost electrical power, enabling its crew to hoist the tow gear with their own deck machinery.

Wilson also credited the *Moana Holo's* crew, noting, "They were very

professional." He also said that Smit Salvage, for whom Young Brothers performed the job, "was very happy."

In command of the tug was Capt. **David Judkins**. Also on the crew were First Mate **Lundie Fleming**, Second Mate **Edwin Claunch**, Chief Engineer **Jacob Rosenberg**, Able Seaman **David McShane** and Able Seaman/Cook **Gary Trupiano**.

MOANA MEANS OCEAN

The Voith tractor tug *Pacific Escort*, recently re-assigned from the Pacific Northwest to Hawaii, was renamed the *Moana* recently in a traditional Hawaiian blessing performed by Chaplain **Brian Kaunaloa Boshard** of the Kamehameha Schools. "Moana" is the Hawaiian word for "ocean." The 94-foot, 3,000 horsepower, ship-assist tug was built in 1983 at Tacoma Boatbuilding, part of the first series of Voith-powered Foss tugs.





Moving Rig by Barge in Arctic Proves Efficient and Fast

The *Emmett Foss* with a barge loaded with drill rig components.

The shallow-draft tug *Emmett Foss* overcame wind-driven tides and low water in August to successfully barge a mobile oil rig from a Hilcorp property east of Prudhoe Bay on Alaska's North Slope to a drilling site on Endicott Island, about 42 miles by tug.

It was the first time a tug-barge combination had been used for the relatively short trip to the island, which is accessible by road. But Foss Project Manager **Peter Roney** said the over-the-water move proved faster and more efficient than using trucks.

"It was fun to be a part of this as it had never been done," Roney said. "And it was a good one for Foss and our joint venture partner to get our feet on the ground up there."

The customer on the job was Hilcorp, one of the largest privately held oil and natural gas exploration and production companies in the United States. Foss' joint-venture partner was HDR Marine, which specializes in crew transport to remote areas of Alaska.

Foss delivered the rig in four round trips, each taking seven to 10 hours, between August 9 and August 18. The five major components of the rig weighed between 200 tons and 430 tons, and there were 10 smaller pieces.

Roney directed praise to Barge Master **John Brown** and *Emmett Foss* Capt. **Todd Zacke** for executing the job safely and successfully in challenging conditions. Hilcorp's **James Jackson** also complimented the Foss team.

"(Todd) was also an example of what a professional seaman and captain should be...I would not hesitate to sail with him anywhere," Jackson wrote in an email to Roney "John Brown...experience is everything. I thoroughly enjoyed working with him and have the utmost respect for his knowledge and professionalism."

He added that Roney's leadership "was instrumental in making this happen. Looking forward to working with you until completion of this project."

The mobile drilling rig was originally delivered to the North Slope from Vancouver, Wash., by the *Denise Foss* and barge *American Trader* last year.



"It was fun to be a part of this as it had never been done. And it was a good one for Foss and our joint venture partner to get our feet on the ground up there."

— **PETER RONEY**



WHATCOM CHIEF IN DRYDOCK

The 94-foot ferry *Whatcom Chief* was drydocked at Foss Shipyard in Seattle in September for annual maintenance. The ferry, which can carry up to 18 vehicles and 100 passengers, is operated by Whatcom County between Lummi Island and a terminal north of Bellingham. In the photo at left, shipyard craftsman **Tom Johnson** unwinds the nut securing one of the ferry's propellers.

YARD WORK

Josh Emmons, left, and Alex Zhuravel lowered the Andrew Foss's mast recently for maintenance at the Foss Seattle Shipyard. Another photo of the Andrew, with the Garth Foss in the background, appears on the back page.





New Line Service Superintendent Says Maritime Industry is 'In My Blood'

TJ Johnson was formerly a customer service representative in Portland.

Meet **Terrence "TJ" Johnson**, a new superintendent for Foss Line Service, the Foss Maritime division whose employees tie up and release ships at Puget Sound ports.

Johnson is the product of a maritime family. His brothers are in the industry, as was his father, who managed grain terminals in Seattle and Tacoma until his retirement.

"It's kind of in my blood," Johnson said.

A native of western Washington, Johnson moved south to attend Arizona State University, and worked in restaurant management before returning to the Northwest to become a ship agent for Norton

Lilly International.

"I was down in Tacoma waiting for one of those car ships to come in, and my good friend **Dan Ryles** (also a line superintendent) told me Foss would be hiring dispatchers in Portland," Johnson said. "He kept me posted and six months after that I put my hat in the ring and got the job."

He started working as a customer service representative (formerly called a dispatcher) in Portland in June of 2016 and became a line superintendent in June of this year.

"It was an easy transition for me," Johnson said. "I know the docks and I know most of the people, and I was moving home to the family and the

Pacific Northwest that I love."

Line Services Manager **Brian Goodwin** said, "I believe coming from a Foss customer service position is a huge advantage for TJ's transition into the role of Line Service superintendent. TJ takes safety and customer satisfaction very seriously, as does the rest of our team."

In his spare time, Johnson, 36 and a bachelor, likes to golf, play other sports and cards, and he enjoys fishing.

"I'm always up for anything," he said. "My motto is, 'Life is good.'"



"I believe coming from a Foss customer service position is a huge advantage for TJ's transition into the role of Line Service superintendent. TJ takes safety and customer satisfaction very seriously, as does the rest of our team." – **BRIAN GOODWIN**

Wolf began his career at Foss as a dispatcher in Everett 32 years ago

By Hilary Reeves

Chris Wolf joined Foss Maritime as a dispatcher in 1984.

“I’ll never forget my interview with **Steve Scalzo**,” he said, referring to a former Foss president. “I made a commitment that I was in for the long haul if he was willing to take the chance. We’ve jointly fulfilled that bargain for more than 30 years.”

Based in Seattle, Wolf was appointed to lead the company’s expanded and renamed Fleet Monitoring Center (FMC) in Portland. He began his career in his hometown of Lake Stevens, about an hour north, at his father’s Chevron service station.

“I like to think that working there instilled a strong work ethic and commitment to customer service that translated across my career and into my current role,” he said.

Wolf later spent 13 years at the Scott Paper Co. as a consumer representative and production supervisor. Then came Foss, and his job as a dispatcher in Everett.

The FMC expanded the company’s service offerings at its Portland terminal and dispatch center to include a 24/7 call center staffed by professionals able to quickly pull up a vessel’s location, route, and the latest weather conditions. The center supports Foss’ international fleet of tugs and marine assets — as well as the maritime fleets of sister companies TOTE Services and Tropical Shipping. The FMC opened on June 1, 2016.

“After a few bumps in the road last spring, our overall success has been good, especially given the scope of the project,” Wolf said. “Any success we’ve experienced so far is a tribute to the folks in the seats down there: our watchstanders. The credit goes to them.”

Wolf said the FMC is a project beginning a journey that has no finish



Chris Wolf in the lobby of the new Fleet Monitoring Center.

line. He became involved when the opportunity presented to consolidate the company’s dispatch departments from four regional locations to a central entity in Portland.

A large wall of screens can be split to highlight information or service areas, or combined to show detail of specific geographies.

“We chose the Portland location because it was an underutilized facility with the capacity for growth,” he said. “Once our plans were announced internally, a group of visionary leaders at Saltchuk and Foss looked for ways to extend the business value of the investment. The scope of our mission was expanded to include our sister companies, TOTE and Tropical. There’s little to limit the potential of future services that the center could provide, both internally and externally.”

When Wolf isn’t supervising the daily operations of the FMC, he’s spending time with his wife of 47 years, and their two sons and two grandchildren.

“I married my high-school sweet-

heart in December of 1968 – the credit for our long marriage goes to her,” he laughed. “Our family is a great source of love, humor, and pride. If I could do or be anything else it would be to be a better husband, father and grandfather, and person in general.”

But Wolf said he has few regrets: “I just wished I’d learned much earlier in life that despite what I may have thought, nearly all decisions impact others.”

His plans for the future are as they were 32 years ago.

“I want to fulfill the commitment I made to (Scalzo) and Foss Maritime all those years ago. I’m in it for the long-haul. I wish everyone could know how serious Saltchuk and Foss Maritime are about getting their employees home safely to their families. The center is simply one more manifestation of that commitment, and an even bigger fulfillment of that vision into the future.”

Editor’s Note: This article appeared originally in the web magazine, People of Saltchuk.

Foss Tug and Crew Made a Lucky and Harrowing Escape From a 150-knot Pacific Typhoon on the Way to Guam

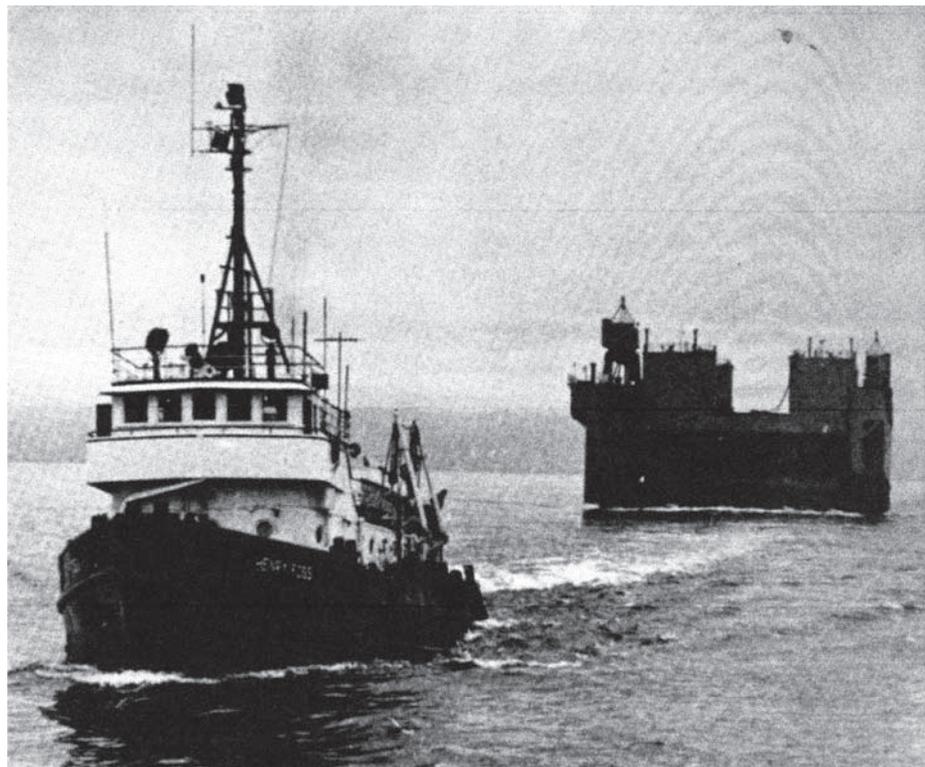
By Mike Skalley

In February of 1968 Foss Launch & Tug Co. was awarded a tow of the Navy drydock, *AFDM No. 6*, from the Puget Sound Naval Shipyard in Bremerton to the U.S. Naval base at Apra Harbor, Guam, some 5,000 miles distant. The drydock measured 488 feet in length, 124 feet in beam with a height of 76 feet. Thus, on February 25 the 5,000 horsepower *Henry Foss* and her 12-man crew under command of veteran Foss captain, **Tauno Salo** began what should have been a routine tow estimated to take between 45 and 50 days.

Fast forward ahead to April 7. The *Henry* and drydock have made good progress across the Pacific Ocean. They are 450 miles northeast of Guam with an ETA of daylight April 13. The tradewinds have continued out of the Northeast at 30-35 knots. However, also on April 7, Tropical Storm Jean forms near the Caroline Islands, 600 miles south of the position of the *Henry*. The Foss office in Seattle notifies the *Henry* of its formation and speed via single side-band radio.

Each day the tropical storm increased in intensity as it journeyed northward toward the Mariana Islands. At noon on April 9, the *Henry* reported their winds increased to 40 to 50 knots with a moderately heavy swell. By 0900 on April 10 the wind began gusting to 60 knots, and with the force of the wind the drydock pulled the *Henry* around so they were heading into the wind. The force of the wind on the drydock was now pulling the *Henry* backward at 2-3 knots.

The first warning that the tropical storm had intensified to a typhoon came from Navy Port Control in Guam, when they reported the typhoon was expected to pass 240 miles East of Guam. Capt. Salo estimated that they would be 100 miles



The *Henry Foss* with the barge *AFDM No. 6* in tow.

from the typhoon at its closest point of approach. However as the day progressed, Typhoon Jean moved on more of a northwesterly path than predicted. With the drydock pulling the *Henry* backward there was no evasive action that could be taken and still maintain the tow.

During the day the barometer kept falling and the wind and seas continued to increase. By 2200 the wind was Northeast 65-75 with a heavy swell and driving rain. At 0115 on April 11, the strain of the towline sheared the port tow pin and broke the 1 ¼-inch hold-down line. At 0245 the barometer had dropped to 29.25 and the wind was northerly at 85 with gusts to 100. A few minutes later the tow wire parted, and the drydock went adrift.

The *Henry* and its crew, now freed from the cumbersome drydock, went into survival mode. They changed course to put the wind on their port side and hove to with bare steerage-

way. At 0545 they reported the barometer had been falling "like a rock" and was down to 28.20. The tug's anemometer had been holding at its limit of 120 knots for over an hour. Captain Salo reported via single side-band radio to another Foss tug operating to the north near Japan that they were holding their own. The rain and sea were being blown sideways in a horizontal line, and the only way to see more than a few feet was to shine the tug's searchlight into the maelstrom.

Suddenly at 0730 the wind ceased and the sun came out. The crew realized they had entered the eye of Typhoon Jean. The barometer had bottomed out at 27.55 inches. The seas were "mountainous," and there was no direction to them. They built into high peaks and crested in every direction so it was impossible to steer around them. They were rolling heavily, and the lack of wind was very eerie. However the respite was short lived.

(Continued on next page)

As they neared the eyewall, the roar of the wind could be heard and at 0915 the winds were slamming them at a continued 120 knots with higher gusts.

By 1300 the wind began to ease off, and at 1530 they were able to increase speed and change course to make an attempt to search for the drydock.

After several hours of fruitless searching they headed for Guam to make emergency repairs to their electronics and windows. They also discovered that the outside paint on the tug had been peeled off as though they had been through sandblasting. Twenty-four hours later the *Henry* was safely tied up in Guam and Navy search planes began the search for *AFDM No. 6*. It was spotted in apparently good

condition 450 miles North of Guam. It had been pushed by Typhoon Jean some 300 miles in 48 hours. After two days of repairs the *Henry* headed out to retrieve the drydock and successfully delivered it to Navy base in Apra Harbor on April 22. After a few additional days of repairs, the *Henry* and her intrepid crew headed for Hiroshima, Japan to tow an offshore drilling platform to Cook Inlet, Alaska.

The comments on the official log sheet written by Capt. Salo for April 11 say it all. "Got caught by Typhoon Jean. Lost tow due to high winds and seas — went through the eye of the typhoon with estimated winds gusting to 150 knots. Stove in

both lifeboats, lost antennas on radios, shorted out radios, radar, running lights, hot water heater and gyro. Cracked two windows and broke one out. Things a heck of a mess. Water all over inside and out. No communication with anyone after coming out of the eye. Attempting to find drydock is like trying to find a needle in a haystack."

The *Henry Foss* and its crew were extremely lucky to have survived this harrowing ride. The story of their trip through the "eye" was later published in the *Mariners Weather Log* for 1968.

Editor's Note: Mike Skalley is the retired billing manager of Foss and is the company historian. He has written several books about the company.

TOWBOAT INVITATIONAL *Foss and Sause Bros., based in Coos Bay, Ore., once again sponsored the Towboat Invitational golf tournament, held this year on July 10 at the Newcastle Golf and Country Club outside of Seattle. The tournament, for employees, customers, vendors and friends of the two companies, raised \$283,000 for Virginia Mason Medical Center in Seattle and the Boys and Girls Clubs of Southwestern Oregon. Each golfer was given a baseball bat engraved with the sponsors' names and logos. In the photo from left are Jeff Horst and Monte Crowley of Foss and Julie Woodman and Erin McClanahan of Sause.*





FOSS

1151 Fairview Avenue North
Seattle, WA 98109

PRESORTED
STANDARD
U.S. POSTAGE PAID
SEATTLE, WA
PERMIT NO. 937



LINED UP AT THE SHIPYARD *The tractor tug Andrew Foss, foreground, and the enhanced tractor tug Garth Foss were lined up at Foss Shipyard in Seattle recently. Both tugs underwent some steel repairs and other work, and the Garth's Voith blade seals were renewed. Another photo of work on the Andrew appears on page 15.*