



Tow Bitts



Robert Tandecki

'ROCKET SHIP' MAKES DELIVERY TO TINY HARBOR IN CALIFORNIA

The *Delta Mariner*, known informally as the "Foss Rocket Ship," successfully delivered three *Delta IV* Common Booster Cores (CBCs) to Vandenberg Air Force Base in California in October, using the tide and the skills of its captain to overcome the challenges of the base's tiny and shallow harbor.

After the 312-foot ship aborted its first attempt to enter the harbor because of bad weather, it offloaded the cargo in three separate dockings in favorable conditions over three days. Multiple dockings are required because the ship can only enter and remain in the harbor during high tide.

Capt. **Lloyd Patten** was in command of the ship, assisted by retired Capt. **Tom Morse**, who had piloted the *Delta Mariner* into the harbor previously. **Ron Lamothe** was chief engineer. *Continued on page 6*

HAPPY HOLIDAYS

Season's greetings to our employees, customers, vendors and friends. While we shift our thoughts to our families at this time of year, I would like to thank you on behalf of Foss Maritime for your continuing support during what has been a challenging time in our business and many others.

All the best wishes for the New Year,

Gary Faber
Foss President and COO

Tricky Delivery

The Foss "Rocket Ship" made a delivery to the Vandenberg Air Force base harbor, which is so tiny and shallow that the 312-foot ship aborted its first entry attempt and then made three quick "in-and-out" trips over three days, timed to take advantage of high tides.

Cover

Providing Value to Customers

Vice President for Shipyards and Engineering **Andy Stephens** outlines the functions and goals of his areas of responsibility, which include two full-service shipyards, the internal engineering group, the Purchasing Department and Foss Terminal in Seattle.

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Where the Rubber Meets the Tug

Schuyler Rubber, which manufactures fenders for Foss and other tugboat companies, recycles the equivalent of all the surplus tires produced by all the trucks in Washington and Oregon combined. The company has worked with Foss to test its products.

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Bringing Young People into the Industry

A maritime education program is taking hold at Orange Coast College in Costa Mesa, Calif., thanks in part to the efforts of a Foss captain and managers in the company's Long Beach operation.

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Lobstermen and Tug Captains

Jeff McKay and his son **Chris**, who both are captains for Foss' Boston-based subsidiary Constellation Maritime, are also lobster fishermen in their spare time. They make their homes in Plymouth, home to a lobstering fleet of about 30 boats.

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On the Cover

Robert Tandecki's watercolor, *Winter Work*, is reproduced on the cover of this issue of *Tow Bitts* and is on the company holiday card. Other winning paintings in the company's annual calendar art contest are reproduced on pages 10 and 11.

Environmental Awards Presented to Vessels Operated by Foss, Subsidiaries

Sixty-two vessels operated by Foss and three subsidiaries received Certificates of Environmental Achievement from the Chamber of Shipping of America in November for operating at least two years without an environmental incident.

The vessels from Foss, Gulf Caribe Maritime, Constellation Maritime and America Cargo Transport were among 945 operated by 64 companies that achieved the milestone.

They were honored at a dinner ceremony in Washington, D.C., with the awards presented by the U.S. Coast Guard commandant, Adm. **Thad Allen** and CSA Chairman **Michael Bohlman** of Horizon Lines. Capt. **Jim Halloran** accepted the awards on behalf of Foss, and Vice President, Environmental and Corporate Development **Susan Hayman** accepted for the subsidiaries.

The Foss vessels and their years without an environmental incident were:

American River (4), *Andrew Foss* (11), *Arrow No. 2* (15), *Arthur Foss* (17), *Barbara Foss* (6), *Benjamin Foss* (5), *Betsy L* (5), *BMC 10* (15), *Brynn Foss* (3), *Campbell Foss* (3), *Cap Evans* (4), *Caribe Alliance* (4), *Caribe Horizon* (11), *Craig Foss* (12), *Daniel Foss* (12), *Delta Mariner* (9), *Dorothy L. Sylvester* (10), *Drew Foss* (17) and *DS-10* (6).

Also, *Edith Foss* (17), *Foss 185-P1* (17), *Foss 185-P3* (17), *Foss 248-P2* (5), *Foss 248-P3* (17), *Garth Foss* (6), *Henry Foss* (17), *Howard Olsen* (9), *Iver*



Foss Capt. **Jim Halloran**, center, accepted an environmental achievement award from Chamber of Shipping of America Chairman **Michael Bohlman**. At right is Adm. **Thad Allen**, U.S. Coast Guard commandant.

Foss (11), *Jeffrey Foss* (12), *Jim Moore* (15), *Justine Foss* (17), *Keegan Foss* (5), *Kivalina* (6), *Lauren Foss* (2), *Lewiston* (7), *Lindsey Foss* (4), *Lynn Marie* (4), *Morgan Foss* (4), *Noatak* (17), *Pacific Queen* (15) and *Pacific Viking* (6).

Also, *Piper Inness* (3), *PJ Brix* (17), *Sam Foss* (17), *San Joaquin* (8), *San Pedro* (3), *Shelley Foss* (3), *Sidney Foss* (8), *Stacey Foss* (17), *Wedell Foss* (17), *William R* (8), *WT 25* (10) and *WT 30* (10).

The Gulf Caribe vessels were: *Caribe Pioneer* (17) and *Chem Caribe* (17).

The Constellation Maritime vessels were: *Apus* (2), *Cygnus* (3), *Lynx* (2), *Orion* (2), *Tucana* (7) and *Volans* (2).

The America Cargo Transport vessel was: *Strong Mariner* (2).



Schwarzenegger Tips Hat to Hybrid Tug In Announcing \$26.5 Million in Clean-Air Grants to Southern California

With the Foss hybrid tug providing a backdrop at the Port of Long Beach, California Gov. **Arnold Schwarzenegger** on Oct. 1 joined federal officials in announcing \$26.5 million in clean-air, economic stimulus grants to Southern California.

The *Carolyn Dorothy*, the world's first low-emissions hybrid tug, cruised in the waterway behind Schwarzenegger as he praised the Obama administration's approach to environmental issues and said his state is rejecting the polluting ways of the past.

He noted that ships can plug into ports' power grids rather than pollute with diesel generators; port trucks are being converted to electricity; and trains are switching to clean-burning diesel engines.

And referring to the *Carolyn Dorothy*, Schwarzenegger said, "We don't have to accept that tugboats are dirty diesel tugboats. We have now hybrid tugboats right here in Long Beach at our port."

U.S. EPA Administrator **Lisa Jackson** added, "Upgrading hundreds of vehicles and machinery to clean diesel technology will help create and



Gov. **Arnold Schwarzenegger** at the Port of Long Beach with the *Carolyn Dorothy* in the background.

save jobs and reduce the health and environmental costs of dirty diesel emissions.

The *Carolyn Dorothy* was built at Foss Rainier Shipyard on the Columbia River in Oregon and christened early in 2009 in Southern California. The 78-foot-long vessel,

based in Long Beach, uses a true, diesel-electric hybrid power system to deliver lower fuel consumption and reduced emissions.



CSR GROUP GOES A YEAR WITHOUT A LOST-TIME INJURY

The Foss Columbia-Snake River division reached a year without experiencing a lost-time injury in early November, drawing congratulations from top management and challenges to extend their safety streak for a second year.

"You continue to push yourselves and others to think of new ways to get us to our goal of zero injuries," said President and COO **Gary Faber**. "If we

can go one year, we can go two."

Bruce Reed, general manager, Northwest Harbor Services, called the zero-injury feat "a significant accomplishment . . . It is now as important as ever to continue to focus on safe operations so a year from now we can celebrate two years without a lost-time injury.

CSR Regional Operations Manager **Mike Walker** said every employee

in the division took an active role in accomplishing the safety goal.

"To send everybody home safely to their families at the end of the day needs to be, and remains our ultimate goal," Walker said.

ALWAYS SAFE

Planning, Preparation and Quick Response are Key to Providing Quality Service and Delivering Value to Customers

By **Andy Stephens**

Vice President, Shipyards and Engineering

Foss shipyards in Seattle and Rainier, Ore., aim to provide high quality work while delivering value to our customers and expanding the breadth of the yards' business.

Our internal engineering group supports our fleet upgrade and replacement program, while sharing personnel with Harbor Marine Group, a division of Foss that provides naval architecture and engineering services to external customers.

And our purchasing group spends about a third of its time buying and

managing equipment, materials, and services for our shipyards and the other two-thirds supporting the Foss fleet, while also maintaining inventory and operating a small fleet of pick-up and delivery vehicles.

These are my areas of responsibility at Foss, which I joined 16 years ago as materials manager before moving into positions related to finance, business strategy and pricing. I was appointed vice president, shipyards and engineering, in February 2005.

Our shipyards are led by **Gene Henley**, a veteran of Todd Pacific Shipyards in Seattle before joining Foss in 2007. Gene is supported by a very able group of managers and superintendents, including **Tim Stewart**, **Hap Richards**, **Tony Silva**, **David Herring**, **Van Vorwerk**, **Ken LeRoy**, **Dave Palmer**, **Jim Leupold**, **Mike Port**, **Bill Fiamengo**, and **Jereme Ruhl** along with an effective administrative staff of **Mindy Osbjornsen**, **Joan Gilman**, and **Jen Ervin**.

Our swing shift group—a key



The Purchasing Department is part of **Stephens'** area of responsibility. In the photo are, from left, Purchasing Manager **Steve Richard**, Buyer **Johanna Wills** and Senior Buyer and Supervisor of Material Control **Clark Smith**.

to our on-going success—is supervised by **Kenny Younger**. And each of the Seattle crafts has a very capable foreman at the helm. They are **Arnie Backman** (Teamsters), **Steve Ho** (Inside Machinists), **Vance Stanley** (Outside Machinists), **Randy Graap** (Electricians), **Bob Geiszler** (Shipwrights), **Don Harris** (Pipefitters), **Monte Roy** (Boilermakers), **Johnny Warnes** (Riggers), **Larry Hurtt** (Laborers), and **Bill Ibsen** (Painters). The yard foreman at Rainier is **Troy Schreiner**, and leadmen are **Corey Cook** and **Todd Hall**, piping supervisor is **Lonnie Edwards**, and welding supervisor is **Keith Gorans**.

Additionally, Henley has oversight of the Seattle Terminal operation, which is managed by **Spence O'Grady**. Among other important tasks, Spence and his team sell the services of, operate, and maintain the *Foss 300*, a steam-powered derrick crane that does

lifts throughout Puget Sound.

The Seattle yard focuses on repair work, and its principal customers are owners of large fishing vessels, ferry operators, large yachts, research vessels and other vessels, including Foss tugs. The shipyard has three drydocks capable of handling vessels up to 2,000 tons.

We hope to expand the breadth of business in the yard and achieve maximum capital utilization, but we will not do that at the price of our existing customers. We view every customer as potentially a repeat customer, and we want to earn their business. We take care of them proactively and deal with them openly.

We have the good fortune of having a strong group of skilled craftspeople. While our business has a seasonal component—it is typically slow in the summer when many of our customers have their vessels out working—we



Andy Stephens

work hard to maintain a steady work flow and keep our core of employees on the job.

Our Rainier Shipyard shifted its focus to new construction in 2004 and has built 10 Dolphin-Class tugs for Foss and its sister companies, including a hybrid-powered Dolphin for Foss in Southern California.

The yard also built a line-handling boat, the *Lucy Foss*, to work with tankers in Southern California and is beginning to build a crew boat for the operation. A station boat for the San Francisco Bar Pilots, our first commercial boat, was completed this fall.

While continuing to build for Foss and other companies owned by Marine Resources Group, the Rainier Shipyard plans to expand its work for outside companies, both in new construction and in repair and conversion projects.

Harbor Marine Group (HMG) and our Foss engineering team include six professionals led by **David Dumont** and **Elizabeth Reynolds**, respectively. They are supported by **Warren Snider**, **Joel Altus**, **Rick McKenna**, and **Justin Mercer**. Foss purchased HMG in 2006 when Reynolds and Dumont were partners in the business.

Harbor Marine Group had an active year in 2009, including preparing stability analyses, stowage plans and load-out plans for barges carrying modules to the Motiva Port Arthur Refinery in Texas. The Alaska Marine Highway System also is a major customer.

The internal engineering group, in addition to managing projects such as construction of the Dolphin-Class tugs, brings in outside engineering talent from firms including HMG, The Glosten Associates of Seattle, and others to help with Foss fleet projects.

The purchasing group is led by **Steve Richard** with strong professional buying and materials management support from **Clark Smith**, **Sandy Palmer**, **Tarah Younger**, **Johanna Wills**, and **Kerrie Copernoll**. This group is responsible not only for buying materials, equipment and stores for Foss Shipyards and the company fleet,



Welder **Dane Blanton** works on a project at Foss Shipyard in Seattle.

but also for inventory tracking. Clark oversees six warehousemen and drivers. Our Teamsters recently celebrated 10 years without a lost-time injury.

I enjoy the great fortune of working with a diverse group of skilled professionals engaged in a wide variety of tasks. Besides being an intelligent and hard-working collection of strong-minded individuals, one trait they share is living the Foss motto day in and day out: *Always Safe...Always*

Ready. Each of these teams is accustomed to responding quickly and effectively when called on, but they first do the planning and preparation to help ensure that their actions will not put at risk their or anyone else's safety.





The tiny harbor at Vandenberg Air Force Base leaves little room for error by operators of the 312-foot Delta Mariner.

‘ROCKET SHIP’

(Continued from cover)

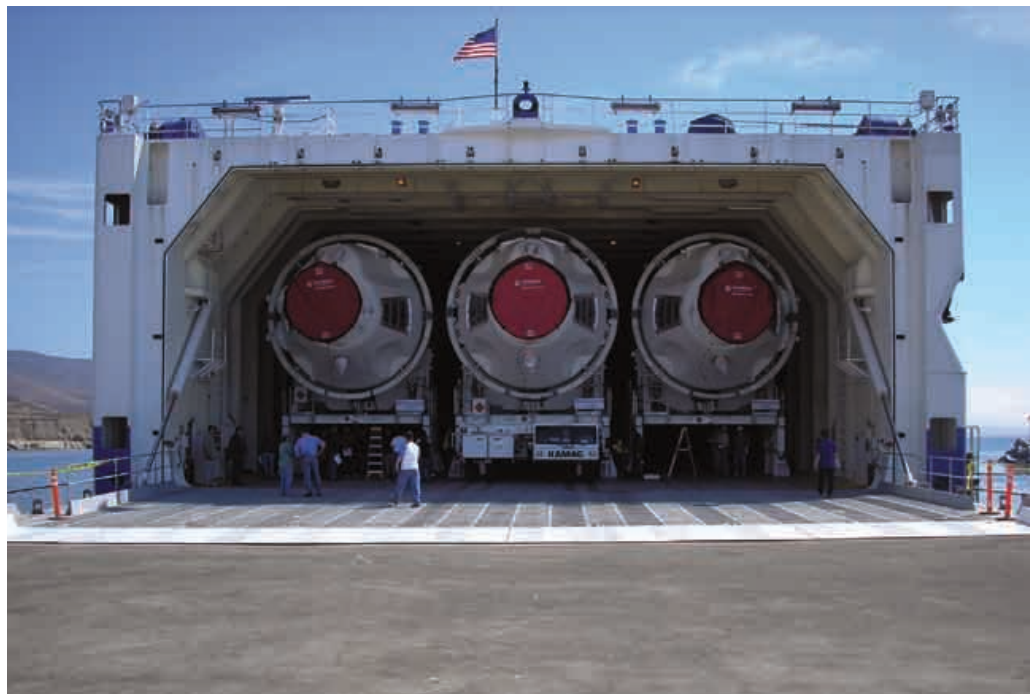
Three CBCs and a second stage were unloaded from the ship. Each of the CBCs, which are the *Delta IV* components that include the rocket motors, was 160 feet long and 18 feet in diameter. The second stage was in a specially designed container.

“Vandenberg Basin is extremely shallow and exposed to the Pacific and requires near perfect conditions for the *Delta Mariner* to make a daylight-only delivery,” said **Bob Pepper**, general manager of Foss subsidiary Gulf Caribe Maritime, which operates the ship.

He said tides provide only a maximum four-hour window of opportunity for cargo operations, and “split second decisions on ‘go, no-go’ are made based on tide, wind and swell conditions continuously monitored by shoreside and vessel personnel.”

Gulf Caribe Operations Manager **John Bates** said the procedure was to “get in there, get the ramp down, get the cargo off and get back out of there.” At high tide in the harbor, the water was 14 feet deep, according to Bates. The *Delta Mariner* entered the harbor drawing 9 feet.

“It’s a handful,” Bates said of bringing the ship into the harbor. “The vessel is pitching coming in on the swells,



Three Common Booster Cores are lined up in the cargo bay of the *Delta Mariner*.

sliding and surfing a bit, and you have to counter that. It’s not something anybody could do, for sure.”

After each docking, the ship is required to travel 24 miles offshore, outside the Santa Barbara Air Pollution Control District (SBAPCD), to stand by until the next attempt.

While in the SBAPCD, which includes the Vandenberg base, fuel consumption and emissions are continuously monitored, logged and reported.

Pepper said shoreside support

was critical to the operation. TracTide Marine Corporation of Port Hueneme, Calif., provided site management and spill-response capability, and Aerospace & Marine International of San Jose, Calif., provided site weather and swell condition forecasts.

The ship began the 11,352-mile, two-month trip at a United Launch Alliance factory in Decatur, Ala., where it loaded the cargo. The voyage took the ship down the Mississippi River and through the Panama Canal before it turned north to California.

Fender Supplier Recycles Thousands of Tires a Month; 'Loop' Design Helped Company Become Industry Leader

In the early 1990s, Foss approached fender manufacturer Schuyler Rubber with a problem. Ship-assist tugs were getting bigger and more powerful, Schuyler's owners were told, and their laminated rubber bow fenders were too hard, sometimes denting ships and often creating excessive shock forces on the tugs.

"Foss told us they weren't going to buy fenders from us anymore unless we made them softer," said **Dennis Kerber**, who along with **Greg Armfield** is co-owner of Schuyler, based in Woodinville, Wash. "After that meeting, we looked at each other and said we had to do something better."

So Kerber and Armfield—who are businessmen, not engineers—put their heads together to come up with an alternative to their existing bow fenders for ship assist tugs. Like all Schuyler fenders (then and now) they were made from tread cut from recycled truck tires.

The design of the existing bow fenders, still appropriate for many uses today, employed flat pieces of rubber laminated together like oversized decks of cards, with the edges forming the outer surface of the fender. To soften them, Armfield and Kerber tried injecting air cells into the rubber and turning and configuring the pieces in different ways.

But eventually, they came up with what became known as the "loop fender," made by doubling the treads over before they are laminated together, creating pushing surfaces made up of a series of loops that compress when they meet the side of the ship.

"We didn't have our own tugs, so we gave fenders to Foss to test," Armfield said. "The skippers liked them a lot. They could stick on a hull and rotate and do their maneuvering rather than sliding off. We got really good feedback, and it snowballed

from there. It was a huge evolution in marine fendering."

Today, Schuyler has about 70 percent of the laminated fendering market in the United States, with major customers including Foss, Crowley, Brusco and other towing companies. Schuyler has plants in both Woodinville and Broussard, La., where a total of 60 workers go through 10,000 to 12,000 truck tires a month to make a wide variety of fenders for tugs and other work boats as well as for marine terminal piers and pilings.

The company also represents Japanese manufacturer Shibata, whose molded, cylindrical fenders are often used in combination with Schuyler's loop fenders on tugs, including Foss Dolphin-class boats.

The plants house custom machinery used to cut away tire sidewalls (which are sold as bases for orange traffic diversion barrels on highways) stamp fendering pieces from tread, and punch holes for fasteners. Schuyler also fabricates the steel frameworks for fenders.

The "green" component of the way they do business—recycling the equivalent of all the truck tires that would otherwise be discarded in Washington and Oregon combined—has gained traction since Armfield and Kerber bought the business from Fred Schuyler in 1987.

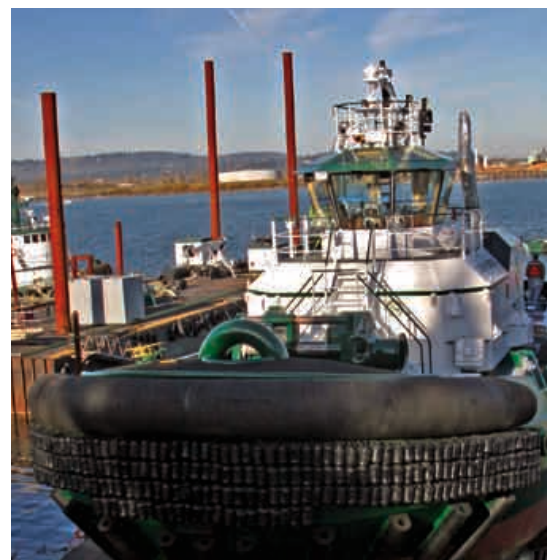
"The fact that all the fenders were recycled didn't matter to us or our customers then," said Kerber.

These days, companies like Foss are listening when Schuyler tells them that every week, its factories manufacture recycled products that save 20,000 gallons of oil and reduce carbon dioxide emissions by 96,000 pounds compared to making them out of virgin rubber.

"But we don't want people to buy our fenders because they are recycled,"



Dennis Kerber, left, and **Greg Armfield** are the owners of Schuyler Rubber, based in Woodinville, Wash.



The bow fender on Foss' new hybrid tug *Carolyn Dorothy* came from Schuyler rubber. It features a molded cylindrical piece over a "loop" fender made from recycled tires.

Armfield said. "We want people to buy them because they work well, and, 'oh, by the way, they are recycled.'"

As for their personal success in designing fenders, Armfield and Kerber said they do have a joint venture partner in Louisiana with an engineering staff that Schuyler relies on for all customers needs wherever they are.

"But everything we have developed ourselves is a function of what our customers want—It's not that we are geniuses," Kerber said. Added Armfield, "We just listen to what our customers tell us."

Fuel-Flow Monitoring System on Garth Helps Improve Efficiency

Foss is testing a new fuel-flow monitoring system on the *Garth Foss* in an effort to improve efficiency on tugs that can burn several hundred gallons per hour, at full speed.

The system monitors the amount of fuel flowing to each of the tug's two main engines and to each of its two service generators. Panels in both the engine room and the pilot house display each of the readings, plus speed-over-ground, total fuel burned, gallons burned per mile and average speed.

Capt. **Bruce Biddle** said the metering system will be a helpful tool, but added that fuel used per mile traveled is affected by numerous variables, not the least of which are tidal current and weather. Also, for example, the tugs must run at high speed when escorting tankers. The real savings will be realized while transiting between jobs when running at optimal speeds relative to fuel conservation.

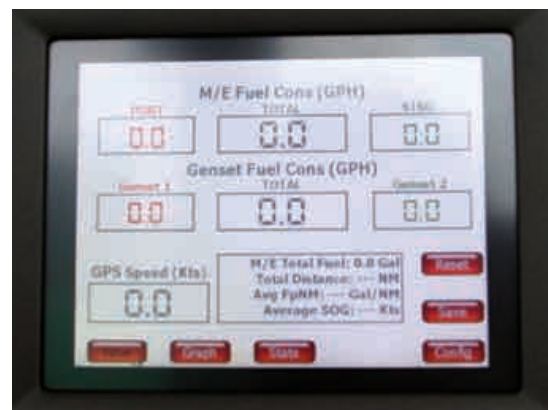
Chief Engineer **John Judd** said the metering system may be helpful in finding the best speed for the engines, whether the tug is going to a job or pushing on a ship.



Engineer **John Judd** points to the flow detection devices on the fuel lines to one of the main engines. In the photo below, a display in the pilothouse of the *Garth Foss* keeps deck officers apprised of fuel consumption.

Vice President for Harbor Services **David Hill** said there are fuel metering systems on other Foss tugs, but not as advanced as the one on the *Garth*.

“We expect these meters will help us reach new levels of fuel efficiency that we couldn't reach without them,” Hill said. “That's in line with our environmental and operational excellence goals.”



RED DOG TEAM REPORTS NEAR-RECORD PRODUCTION

Four Foss tugs and two specialized barges returned safely to Seattle in early November after recording the company's third most productive season in 20 years of lightering ore to bulk carriers at the Red Dog Mine in the Alaskan Arctic.

Red Dog Project Manager **Paul Wooden** said that in spite of adverse weather that slowed operations in August and part of September, the Foss team moved 1.37 million tons of ore to 25 ships.

“We had great weather the last

two weeks—it was a good end to a difficult season, as far as the weather was concerned,” Wooden said. The team completed operations on Oct. 18 and headed south through ice-free water.

The Foss barge *Noatak* lighters ore to a ship at Red Dog.



Foss Marine and Shipyard Employees are Learning How to Protect Themselves from Dangerous Falls

Working six feet over the deck or the ground without a railing or other fixed protection? You need a harness, whether you're on a tug or in another working environment. In the shipyard, five feet or above and you need to don a harness.

Because falls present one of the most serious working hazards, Foss has been sponsoring a series of fall-protection demonstrations at its shipyards and for marine personnel. The most recent was at San Francisco Bay headquarters in Richmond on Sept. 22.

Director of Health and Safety **Al Rainsberger** said the Richmond demonstration, led by **Jake Shevik** of Capital Safety, covered inspecting harnesses, how and where to tie off, the different types of lanyards and connectors available, and retrieval of a fallen worker.

Shevik also hoisted and dropped a 250-pound weight attached to a scale, to show how shock absorbing lanyards can reduce the force of a fall by 75 percent.

Previous demonstrations have been held at the shipyards and in Long Beach and Portland.

"I found the fall protection demon-



Jake Shevik of Capital Safety displays one of several types of lanyards that can be used with fall-protection harnesses.

stration to be informative," said Bay Area safety committee chair, Capt. **James Halloran**. "Seeing the various pieces of equipment and their proper use opened my eyes to the hazards of both the fall and not having the correct gear and training.

"Using the information from the demonstration and the JSA (Job Safety Analysis) program, the crew can make a better assessment of a job that may

require fall protection," he added.

Marine Compliance Coordinator **Greg Poettgen** said the presentation was "extremely informative."

"Being able to observe first-hand the forces involved in a fall of even just a few feet was dramatic," Poettgen said. "This demo provided a strong reminder of the necessity of taking the proper precautions in order to prevent injuries."

FOSS ENERGY-SAVING EFFORT IS RECOGNIZED

The Foss headquarters facilities department was recognized by the U.S. Department of Energy recently for reducing power consumption through an effort to install energy-efficient fluorescent lights over the last 10 years.

Facilities Supervisor **Don Kelley** said maintenance personnel had upgraded light fixtures and installed 1,000 to 1,200 new bulbs in the administration building, the warehouse and the shipyard. They also installed a number of motion sensors,

which automatically turn out lights if they detect no motion for about 20 minutes.

The Foss facilities were among 130 plants that earned special recognition from the Department of Energy out of more than 700 across the country that received energy assessments in 2008. Ninety-three, including Foss, received "Energy Saver" awards.

Collectively, the 140 plants saved 6.2 trillion BTUs of energy and more than \$47 million in energy costs.



Don Kelley replaces a fluorescent bulb at Foss headquarters in Seattle.

Calendar Regular Robert Tandecki's Snowy Winter Image on Holiday Card

A watercolor by Sumner, Wash., artist **Robert Tandecki**, depicting a Foss tractor tug guiding a chip barge past a snowy Thea Foss Park in Tacoma, was one of this year's winners in the Foss calendar art contest and

was selected for use on the company holiday card.

"The first 10 years I painted, every one was a snow scene," said Tandecki, whose holiday card image is entitled *Winter Work*. "It's the kid in me —

I can play in it. I love snow."

Tandecki has been a regular on the Foss calendar, and the holiday card is his fourth. His painting was one of 34 entered in this year's contest. Winning artists receive \$500 for reproduction



January, James Williamson, *Jeffrey Foss and Samson Tow – Alaska*



February, Pien Ellis, *When Push Comes to Shove*



March, Julie Creighton, *Home Port*



April, Eugene Erickson, *Departing Port Angeles*



May, Giorgina Candelaria Wells, *Preparing for Mill Trip*



June, Marshall Johnson, *Garth Assisting under Hurricane Ridge*

and retain the rights to sell their paintings.

Tandecki's favorite subjects are the rural and marine environment of the Pacific Northwest and Alaska. Most of his paintings are cool scenes of winter, like this year's card image, for which he is best known.

Robert Tandecki, left, and Foss Vice President for Harbor Services **David Hill**, with Tandecki's painting that is reproduced on the 2009 holiday card.



July, Sally Ohlsen, *America at the Tug Races*



August, Mike Corcoran, *Wedell Brakes*



September, Doughas Michie, *Andrew Foss*



October, Byron Birdsall, *Carolyn Dorothy*



November, Austin Dwyer, *Preparation for a Difficult Passage*



December, Charles Fawcett, *Midnight Tow*



Ross McDonald photo

HEADED FOR PORTLAND

*In the photo above, the tug Andrew Foss under the command of Capt. **Loren Stout**, provided breaking power as the National Oceanic and Atmospheric Administration ship Rainier was moved through Seattle's Montlake Cut on Nov. 9. The 231-foot ship had been moored at NOAA's Sand Point base on Lake Washington and was headed for an extended overhaul by Vigor Industrial in Portland. The Andrew Foss handed the ship off to the ocean-going tug, Barbara Foss, with Capt. **Clare Nelson** in charge, for the two-day transit to the Columbia River. In the photo below, the Barbara is leading the way up the Willamette River on Nov. 11, with the Portland-based Betsy L, skippered by Capt. **Ron Everman**, behind the ship.*

FORKLIFT COWBOY



Ron Cochran of the Foss Seattle Shipyard eased a load into a small slot on a high rack during the state finals of the Forklift Rodeo competition Oct. 7 at the Tacoma Convention Center. Cochran qualified for the finals by finishing eighth among 22 competitors at the Seattle regional event August 22. Competitors negotiate an obstacle course, make precision load placements, roll basketballs from a pallet through a hoop and perform other feats of skill. It was Cochran's second trip to the finals, where he finished eighth among 15 competitors this year. "I would like to thank all of my supporters," Cochran said. "I enjoyed competing against the best forklift drivers. It was a great experience and a privilege to be able to participate." Foss Director of Safety and Health **Al Rainsberger** is chairman of the Material Handling Panel of the Governor's Industrial Safety and Health Advisory Board, which sponsors the Forklift Rodeo.

SHARING INFORMATION ON SAFETY

Representatives of the marine unit of the Long Beach Fire Department met with the Southern California Regional Safety Committee on Nov. 11 to talk about how the Fire Department would respond to emergencies at Foss and about resources Foss could provide in the event of an emergency elsewhere. Director of Safety and Health **Al Rainsberger** said he hoped to set up similar meetings at other Foss ports, noting, "It was a great opportunity to share information about things that deal with safety." The fire fighters also toured two tugs, spoke with crews, and the entire group enjoyed a sausage and swordfish barbecue put together by Marine Personnel Director **Dave Rodin**.



HELPING SOLDIERS KEEP ARMY STRONG

A group of soldiers who are part of a public health unit at Fort Lewis, Wash., visited Foss Shipyard on Nov. 18 for a professional development seminar hosted by Director of Safety and Health **Al Rainsberger** and Shipyard Safety Coordinator **Ron Sykes**. OSHA representatives also attended the gathering, which covered maritime health and safety and the role of OSHA. The soldiers are attached to the Army Center for Health Promotion and Preventive Medicine. The unit trains and dispatches industrial hygienists, safety specialists, environmental scientists and other specialists, all over the world to address issues such as the noise and lead levels of firing ranges, the purity of water systems, and causes of diseases.



VIEW THROUGH A CHOCK

*A chock on the U.S. Navy cargo ship Cape Fear framed the Foss tug America which joined the tugs Lynn Marie and Marshall Foss in a job at the Suisan Bay Reserve Fleet ship storage area at the north end of San Francisco Bay on Sept. 24. The tugs moved the 670-foot oiler Andrew J. Higgins out of the facility and had to hold it in position while ballast was added so it would clear the Union Pacific Railroad bridge near Benicia. Foss then towed the Higgins to the central bay and handed it off to an ocean-going tug that towed it to a yard for a re-fit prior to delivery to the Chilean Navy. The tugs then moved the Cape Fear, in for a 72-hour layup, into the space vacated by the Higgins. In the photo below, the America pushes on the venerable retired battleship USS Iowa to make way for the moves. San Francisco Bay Area Regional Operations Manager **Dan Massey** coordinated the job.*

Drew Arenth photos



Mega-Yachts Boost Business At Foss Shipyard in Seattle

The mega-yacht *Itasca*, in drydock at Foss Shipyard for five weeks, is giving the yard a welcome boost at a time when the ship-repair business is in a slow mode as a result of the recession and its effect on the maritime industry.

The 175-foot-long yacht, with a beam of 34.5 feet, is undergoing bi-annual maintenance, including replacing some hull plating, installation of a stern thruster, rebuilding several generators, painting of the bottom and the topsides and other work.

Another mega-yacht, the 175-foot *Ice Bear* came into the yard in early November for drydocking. The *Ice Bear* is a longtime customer of Foss Shipyard.

Ship Repair Superintendent **Jim Leupold** said the *Itasca* would remain at the yard dockside for about two months after the drydocking for the high-end topside painting job by a contractor.

"It's a big job for us," Leupold said.

The *Itasca's* captain, **Dale Winlow**, said the yacht is the property of a family-owned corporation called 21st Century Maritime. Out of respect for the privacy of the owners, he declined to identify the family.

The *Itasca* has a colorful history.

It was built in Holland as a salvage tug in 1961 and converted into a yacht in 1980 and 1981.

In 1994, the late **William E. Simon**, the former Treasury secretary and Wall Street investor, used the vessel to complete a 3,000-mile, west-to-east trip through the Northwest Passage across the top of Canada.

Winlow said the yacht has been around the world "who knows how many times."

In the last year, it traveled from the Great Lakes to Florida, the Falkland Islands, Chile, the Galapagos Islands, through the Panama Canal twice and to Alaska and spent time cruising the



The *Itasca*, above, was drydocked at Foss Shipyard for five weeks, followed by the *Ice Bear*, shown in a drydock being nudged into Foss Shipyard. The drydock had been moved out of its berth into deeper water for the operation so it could be submerged enough to accommodate the *Itasca*.

waters of British Columbia before its lay-up at Foss Shipyard.

The yacht carries a crew of 12 and

up to 10 guests, according to Winlow.

"It should look beautiful when it leaves here," he declared.

Maritime Training Program Up and Running, In Costa Mesa, Thanks to Foss Captain, Managers

Foss Maritime's southern California group is assisting Orange Coast College in building a maritime education program to help young people navigate their way into the industry.

Capt. **Scott Culver**, an instructor at the state junior college in Costa Mesa before he joined Foss nine years ago, gives lectures about the industry to the students, who also take field trips to the company's Long Beach facilities and ride working tugs.

Foss also provided paid internships for two students last summer. And Culver, Southern California Regional Operations Manager **Bob Gregory** and Superintendent of Lightering Operations **Paul Hendriks** are on the program's Advisory Board.

Culver explained that when he was working at the college, the program was geared to directing students toward jobs on yachts and other small boats or toward learning to operate their own boats. He was one of several faculty members who took students offshore on a 65-foot sailing vessel that had been donated to the college.

But after Culver joined Foss and heard about the need for training programs to attract young people to towboating, he and others began

looking at ways Orange Coast College could meet that need.

"At Foss, our age group is fairly old, and it's the same with most companies in the industry," Culver said.

In addition to the Foss people, the committee that helped plan the program included representatives from yacht service companies, Catalina ferry services, the Los Angeles Pilots and other maritime firms.

The one-year-program commenced in the 2008-2009 school year with such courses as boat handling, seamanship and basic navigation. Students who complete the program also receive an STCW (Standards of Training and Watch Keeping) certificate from the U.S. Coast Guard.

Thirty students enrolled in the program the first year, and it is maxed out at 32 this year.

"Basically, they get exposure to the skills you need if you want to work on a commercial work boat,



Capt. **Scott Culver**, right was at the controls as a group of students from Orange Coast College went for a tug ride recently.

but also what it takes to get on a megayacht," Culver said. "Both industries are short on people."

Mary Menninger, program coordinator for the college, said the help from Foss with planning, hosting field trips and providing the internships has been invaluable in getting the program on its feet.

"For the students to get on a tug and go out and watch the crew do a job is absolutely phenomenal," she said. "It creates enthusiasm among the students and takes the participation to a whole new level. To go on this field trip and see the industry in action really pulls it together for them."



EAGLE ASSIST IN BOSTON

*The Dolphin-class tug Leo, operated by Foss subsidiary Constellation Maritime and skippered by Capt. **Chris McKay**, assisted the U.S. Coast Guard Training Ship Eagle in July in Boston Harbor. The 295-foot Eagle docked at the Charlestown Navy Yard as part of Sail Boston, an event that hosted cadets and crews from more than 40 tall ships and naval vessels.*

USCG Anti-Terrorism Team ‘Assaults’ Constellation Tugs

A Coast Guard anti-terrorism team performed mock assaults on tugs operated by Foss subsidiary Constellation Maritime in September, training for missions that have included protection for nuclear subs, Superbowls and tall ships parades.

As many as four tugs, three Coast Guard 25-footers and more than 30 Coast Guardsmen were involved in the exercises in Boston Harbor. Constellation Operations Manager **Bob Manning** said the Coast Guard boarded tugs underway and stormed tugs dockside.

The Coast Guard personnel are armed with MK 18 machine guns loaded with “simunition,” which are paint filled bullets.

The Coast Guard unit was a Boston-based Maritime Safety and Security Team (MSST), one of 13 similar units spread throughout the continental United States, Alaska and Hawaii.

“The tugs provided for our assault teams a new and not-seen-before environment in which to practice boat assault techniques,” said **Phil Whitney**,



Coast Guard Marine Safety and Security Team boats in Boston Harbor.

training coordinator for the Boston group. “The tugs also provided an excellent practice platform for our boat drivers to remain sharp while making approaches to vessels of different sizes and speeds.”

In the first day of training on Sept. 22, three Coast Guard vessels performed touch-and-go and boarding exercises with the *Leo*, under the

command of Capt. **Rick Villa**, who performed evasive actions to challenge the small-boat operators. A similar exercise was held on Sept. 29 using the tug *Orion*, commanded by Capt. **Doug Richmond**.

On Sept. 25, the MSST unit used the tugs *Orion*, *Tucana*, *Lynx* and *Cygnus* for pierside tactical boarding and search training.

BAY CLEANUP BOUNTY: FROM FLIP FLOPS TO OLD TIRES



Foss Bay Area employees teamed up with Chevron employees to participate in the 25th annual California Coastal Cleanup Day on Saturday, Sept. 19. After their effort, the group posed in front of the garbage they picked from the water around the Foss Home Dock. The debris ranged from candy wrappers and soda cans to flip flops, old tires and fish nets. The cleanup is one of the state's premier volunteer activities, drawing tens of thousands of volunteers each year to the state's beaches and inland shorelines. In the photo are, adults, left to right, **Garrett Hoffman** (Chevron), **Eric Weintraub**, **Bob Quine** (Chevron), **Eric Osen** (Chevron), **Dan Massey**, **Nancy Massey**, **Laura Rosenberg**, **John Butcher**, **Gerry Butcher**, **Carl Turner**, **Jennifer Campbell** and **John Marcantonio**. The kids, from left, are **Carolyn Osen**, **Dustin Rosenberg**, **David Osen**, **Sophie** and **Ryan Turner**, and **Aries** and **Alejandro Ceja** (friends of the Turners). **Warren Smith** also participated but is not in the photo. In the photo at right, **Laura Rosenberg** works a bank.

Father-and-Son Captains at Constellation Maritime Are Exactly where they Want to Be: On the Water

As lobster fishermen, tugboat captains and father-and-son, **Jeff and Chris McKay** have spent their lives on the water. Both now work at Constellation Maritime, Foss' Boston-based subsidiary, with Jeff being captain of the tractor tug *Orion*, and Chris skippering the Dolphin-class tug *Leo*.

"I've always had a job on a tugboat," said father Jeff, with "always" meaning 42 of his 65 years. "Every day, it's never the same, and it has afforded me the opportunity to go lobstering."

Said son Chris, "Even when it's rough and nasty out on the water, I never feel like I should be at home or in some office building. I feel like I'm exactly where I should be."

The McKays live in Plymouth, Mass., a waterfront town about a half hour's drive south of Boston and best known as the landing place of the Pilgrims on the *Mayflower* in 1620. Today, Plymouth harbor is home to about 30 lobster boats, including the 27-footer Jeff McKay built himself.

As a kid in Plymouth, the son of a plumber, McKay got his start in lobstering by helping out on a boat run by their next-door neighbor, still alive today and 96 years old. "I liked being on the water and doing my own thing, but it was always part-time," he said.

McKay actually intended to become a Boston pilot, as was one of his uncles, and was moving up the list when he was drafted in 1965. After a couple of years in the service, he joined Boston Towing as a deckhand and got his captain's license soon thereafter.

This head of a tugboating family even met his wife, **Valerie**, on a tug. Her father was working at Boston Towing after retiring from a career as a deep-sea captain. He brought her to work one day, introduced her to Jeff McKay, and the rest is history.

Chris, now 40, also fished for lobster as well as tuna as a young man, but



Chris McKay, left, and his father Jeff.

also had an opportunity to join Boston Towing in 1992. He studied, got his captain's license and progressed from there.

"When I'm at work, I don't feel like I'm at work," he said. "I can spend 12 hours on a tug, and it doesn't phase me. I used to work as a mechanic, and you're looking at the clock all day and can't wait to leave."

Both McKays moved over to Constellation about five years ago, two years before it was purchased by Foss. Early in 2006, Constellation entered the age of the tractor, receiving the Voith-powered *Orion* and the brand-new ASD Dolphin tug, the *Leo*.

"We had never seen a Voith tug, it

was probably the only one on the East Coast, said the elder McKay, who was tabbed to train on the *Orion*. "I was a little petrified of it, but running it didn't turn out to be as different as I originally thought."

The McKay's still have time for their lobstering avocation, and a second son actually makes his living fishing. Mother Valerie, a teacher and social worker, also goes out on her husband's boat from time to time.

As for Constellation, Jeff McKay said, "It's a very good company to work for—very honest, straight forward, and everything is cut and dried. You always know where you stand."



SHIP CANAL CLEANUP

Foss employees, along with several family members and friends, gathered at Seattle's Fishermen's Terminal to participate in the annual Lake Washington Ship Canal Cleanup on Saturday, Oct. 4. The Foss group and other volunteers boarded small boats to comb all manner of debris from the canal and its shores from the Ballard Locks to Lake Union. The cleanup, followed by a barbecue, is sponsored by the Seattle Marine Business Coalition. In the photo at left are, front, Cami Osbjornsen, middle row, from left, Tracey Osbjornsen, Mindy Osbjornsen and Shelly Rieger, and back row, from left, Andy Stephens, Ross McDonald and Bob Wilkinson. In the photo at right, Stephens snags a piece of debris.

DAY OF CARING AT MAGNUSON PARK IN SEATTLE

Eight employees from Foss headquarters in Seattle tended an orchard in the Community Garden at Magnuson Park on Friday, Sept. 11, as part of United Way's annual Day of Caring. From left, are park volunteer coordinators Kathy Dugaw and Jerry Packard and Foss employees Angie Upchurch, Shawna McLean, Tina Wissmar, Ross McDonald, Anna Yabes, Bob Wilkinson, Patricia Fulnecky and Justin Borland.



PEOPLE NEWS

NEW EMPLOYEES

Ed McCain
Regional Operations Manager,
Southern California

NEW ASSIGNMENTS

Robert Gregory
Southern California Regional
Operations Manager to San Francisco
Bay Area Regional Operations
Manager

Daniel Massey
San Francisco Bay Area Regional
Operations Manager to Pacific
Northwest Regional Operations
Manager

Paul Gallagher
Pacific Northwest Regional Operations
Manager to Global Transportation
Division Projects and Account
Management

PASSINGS

Capt. Brian Gjerde
Retired Marine Transportation Captain

Paul Makarczyk
Retired Tankerman,
San Francisco Bay Area





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Cheryl Knowles

SUNSET ON THE STRAIT

With a striking sunset as a backdrop, the Andrew Foss cruised recently across the Strait of Juan de Fuca. The Andrew Foss measures 107 feet long, has a beam of 38 feet, is rated at 4,000 horsepower and has two Voith-Schneider cycloidal propulsion units.