



Tow Bitts



SALUTE TO ZIM

The Foss tug Pacific Star fires its water cannons at the Port of Seattle on Aug. 28 in a salute to the Zim Djibouti, believed to be the largest containership, by capacity, ever to enter Puget Sound. The arrival of the 10,000 TEU, 1,145-foot ship, and the Zim Los Angeles on Aug. 12, marked the return of the Zim Integrated Shipping Services to the Pacific Northwest after a three-year absence. Another photo and an article appear on page 9.

FOSS MAKES HISTORY WITH NEW ROUTE ON COLUMBIA RIVER

Foss successfully pioneered a new commercial route deep into Canada on the Columbia River in August, navigating through sometimes fast and shallow water to safely deliver a new 190-ton turbine for British Columbia's largest hydro-electric dam.

Three shallow-draft tugs guided the turbine upriver on a 160-by-40-foot barge equipped with two 300-horsepower thrusters. A jet boat led the procession from Coulee City, just above Grand Coulee Dam, about 368 miles to Shelter Bay, near the Revelstoke Dam. The trip took 11 days. *Continued on page 5*

Making History on the River

Sometimes inching through rapids and fast water running up to 10 knots, Foss successfully pioneered a new commercial route on the upper Columbia River, carrying a 190-ton turbine for British Columbia's largest hydro-electric project.

Cover

Just Add Water

To a Foss tug, that is. That's the suggestion in an advertisement that is part of a clever new campaign put together by former Nike ad man **Denny Strickland**. He says he always tries to put a "twist" of humor into his ads, "like you're talking with your best friend about your company."

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On Board the Lucy Foss

Tow Bitts visited the newest Foss vessel, the *Lucy Foss*, while it helped berth a tanker at El Segundo Moorings in Southern California. The *Lucy* delivers lines to tankers, ferries the lines to mooring buoys, and is the latest product in an alliance between Chevron and Foss.

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Sweating the Safety Details

Foss Safety Assurance Officer **Kent Salo** writes that what appear to be insignificant details can turn into major incidents on tugboats, and he illustrates his point with several "near miss" reports, including one in which a guest on a tug inadvertently bumped a steering control.

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The Brothers Bezona

Foss Capts. **Bob** and **Doug Bezona** were raised on the water in Bellingham, Wash., sons of a plumber and pipefitter. But their uncle was a tugboatman, and today, they can't imagine working anywhere but on the water. Each is a tractor tug operator on Puget Sound.

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Zero-Trace Goal Forces Us to Think about a New Paradigm

Is Zero Trace an achievable goal? Can we reasonably expect that someday we will propel our vessels in ways that will have no adverse impact on the waters we sail or the air we breathe, and that all of the construction materials for our vessels and the supplies we use in our shipyards and offices will be fully recyclable?



Gary Faber

A lofty environmental goal, but certainly not unreasonable, and here's why:

Raising the bar to a height that at first seems unachievable can force us to think about a new paradigm for our business. In setting a Zero-Trace goal, we are, in a sense, removing the boundaries of our thinking, and as we all know, innovation comes from thinkers who know no boundaries.

Take the case of Sony after World War II, for example.

The "Made in Japan" label was a negative, and the country's export products, rightly or wrongly, were thought to be inferior. Sony set a goal to change that and make Japan — not just their own company, but the world's number-one provider of high-tech equipment.

If you had been an insider at Sony at the time, you might have thought the goal was ridiculous, but they did it. And remember, we put men on the moon.

Our Zero-Trace Goal is a long-term target. Unlike financial goals, this isn't something we aim to achieve in the next quarter or the next year. We are unfettered by imposed deadlines or compulsory targets.

Even though many of us may not

see this goal achieved in our working lives, we can be proud every day of the work we are doing that takes us further down this path. We all need to focus on incremental progress and the decisions we make every day to save one more gallon of fuel or recycle one more can. Our goal will not be achieved by company mandate — we need your input and ideas on ways we can work together to achieve this planetary imperative.

We also can be more creative and innovative when it comes to Zero Trace, which frees up our thinking substantially. We can develop and test our ideas in the lab without risk to the environment and our people.

So we are limited only by our vision, which will define our company's future. That vision could be limitless in the right hands and minds. It also could lead us to economic advantage and provide a breath of fresh air at a time when the news is dominated by the current recession in business. I cannot think of a vision more ennobling than a future where all of our employees return safely to their families secure in the knowledge their work caused no environmental harm to the only planet we all inhabit.

Do we succumb to those who think goals like Zero Trace are beyond our grasp? Our space program didn't. And Foss won't either.

President and Chief Operating Officer

Constellation Supports Construction of LNG Terminal; ‘Neptune Project’ is Second off Massachusetts Coast

Constellation Maritime, Foss’ Boston-based subsidiary, put its experience to work this summer, assisting with construction of the second LNG terminal to be built off the Massachusetts coast in the last three years.

The terminal under construction ten miles offshore is known as the Neptune Project. It is not far from another LNG mooring site, the Northeast Gateway Energy Bridge, which Constellation also helped build in 2007.

“It wasn’t quite as challenging this time, because we had a leg up on the learning curve,” said **Bob Manning**, Constellation operations manager. The customer for both jobs was Norway-based Advanced Production & Loading (APL), which markets and installs the buoy and anchoring systems used to moor the ships and offload product.

Beginning in late June, Constellation used a conventionally-powered tug, the *Volans*, to make 16 trips to the site 20 miles from the company base to assist APL in attaching chains to sixteen anchors in about 200 feet of water. The “suction anchors” which weigh as much as 400 tons are inverted cans. After placement, a partial vacuum is created to pull them into the bottom mud.

In mid-July, Constellation assigned the tractor tugs *Leo* and *Orion* to help APL connect the first of the two 200-ton buoys, which look like space capsules, to its anchors. The heavy lift ship *Normand Clipper* placed the buoy in the water and handed off four seven-inch wires to each tug. The tugs held the wires in place while APL used a remotely-operated submersible vehicle (ROV) to attach the wires to the anchor chains on the bottom.

“This is the first time APL has used a submersible to connect the cables to the anchors on the sea floor,” Manning



The tractor tugs *Orion*, in the foreground, and *Leo* hold mooring wires in place at the LNG terminal site while the wires are attached to anchor chains by a submersible vehicle. Between the two tugs is a 200-ton buoy, which will be submerged, serving as both a mooring for ships and a conduit for their cargo.

said. “In 2007, they made the connection on the deck and lowered the whole thing to the bottom.”

Each tug was equipped with a steel structure to secure spreader bars holding the wires. The structures were designed and fabricated for the 2007 Gateway Energy Bridge project.

The *Leo* is a Dolphin-Class tug that had been under charter to Signet Maritime on the Gulf of Mexico. The charter agreement ended just in time for the tug to participate in the Neptune Project.

Foss Supervisor of Vessel Rigging

Joel Altus traveled east to help oversee the early stages of the LNG terminal project.

The Neptune project is designed to accept specially built liquefied natural gas (LNG) ships called shuttle and regasification vessels. The submerged buoy is raised into the bottom of the tanker and serves both as an anchor and a conduit for gas to enter the sub-sea pipeline. LNG is re-gasified on board the ships before being injected through the terminal buoy into a 13-mile, 24-inch sub-sea pipeline built in 2008.

IT Staff Aims to Apply Right Technology for Task While being Approachable, Friendly and Responsive

By *Craig Campbell*,
Vice President, IT Services

The Foss IT Department—keeping it real. I think that little catch phrase captures the mindset of the Foss Information Technology (IT) Services Department. We try to be “real” about what we do.

Our greatest compliment is an employee, or a customer or consultant, telling us that they have had a great experience with the IT team—that we were approachable, friendly, and got them what they needed. We aim to be just that—approachable and responsive, without being encumbered by a lot of red tape or procedural bureaucracy. Our goal is to apply technology for better business results—the right technology for the task.

And we just try to be ourselves—most of the time! Keep the tech-talk down, have some fun with people, and take the job seriously without taking ourselves too seriously.

The IT/computer-related environment at Foss has changed dramatically over the 17-plus years that I have been with Foss.

When I arrived, we didn't use email, but it is now a vital tool for our business. Internet access has evolved from a curiosity to a critical element of our communications ability.

Tugboats now have computers and crews communicate much like office personnel, thanks to cellular data networks. Virtually every office employee has a PC, and traveling employees, both domestic and international, can stay on top of things via their laptops and the internet.

Video conferencing systems let us

“Today, the IT Department supports 13 office sites and countless remote employees as a part of the MRG system.”

Craig Campbell

to greater demands for service. Today, the IT Department supports 13 office sites and countless remote employees as a part of the MRG system. IT staff members have overlapping skills and share duties to provide a wide variety of technical and support activities.

IT personnel and their general responsibilities are:

- **Nick McDaniel**, senior systems analyst, Portland. Supports AS400 computer system and enterprise programs—dispatch, billing, time entry,

conduct meetings with all four regional Foss offices—without the time and cost of air travel. We also have centralized, off-site hosted systems for finance, vessel inspection, and operations systems, instead of a roomful of equipment at Ewing Street.

Like the other departments at Foss, we have had to adapt

payroll, claims, budget.

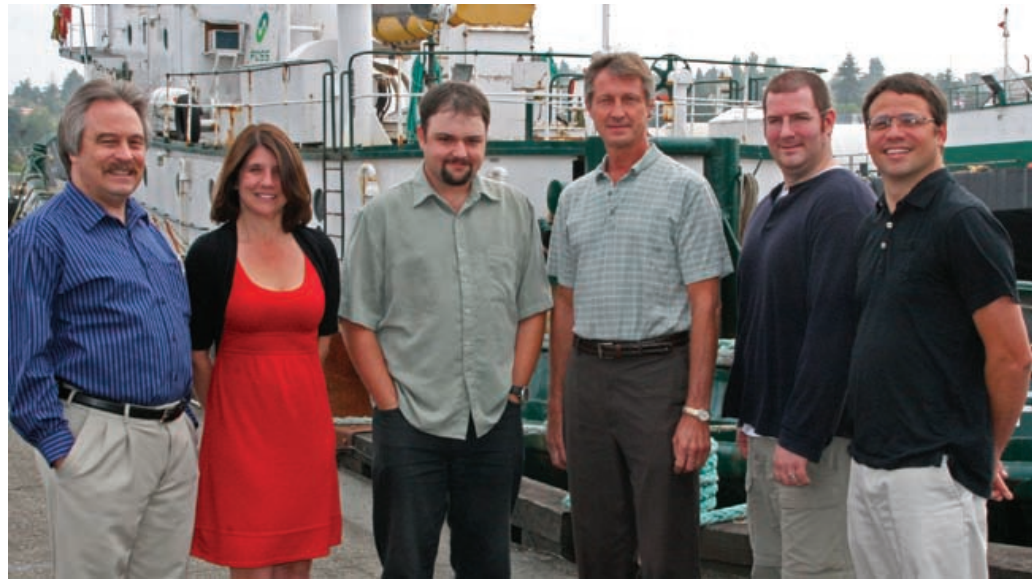
- **Steve Hamill**, manager network services. Focuses on vessel computing and communication systems.

- **Kim Hartzell**, manager, IT services. Manages and works on Help Desk, networks, email/internet, PCs, telephony, cellular services.

- **Gustavo Silva**, network support specialist. Provides technical support for servers, network performance, internet services.

- **Brandon Grooms**, computer hardware and network specialist. Supports PC hardware and software, disc storage and backup-and-restore procedures.

- **Sean Ducharme**, client support specialist. Provides customer support on telephony and through the Help Desk, technical and general PC and peripherals support, general and technical troubleshooting.



Members of the Foss Information Technology staff are, from left, **Steve Hamill, Kim Hartzell, Sean Ducharme, Craig Campbell, Brandon Grooms** and **Gustavo Silva**. A photo of **Nick McDaniel**, who was not available for the group shot, is below.



Nick McDaniel



NEW ROUTE ON COLUMBIA RIVER *(Continued from cover)*

“We put together a great, experienced team with local knowledge, and we know what we’re doing up there,” said **Tim Beyer**, Foss director of regional towing, who managed the move. “Our team is as good as it gets for this kind of job.”

Capt. **Ed Haglund**, former Foss manager in Coeur d’Alene, Idaho, oversaw the marine side of the operation. With Capt. **Sam Landrum**, also a former Foss Coeur d’Alene hand, Haglund made about 10 trips upriver to scout the route over the last four years.

During this summer’s trip, Haglund said the former Foss tugs *Cougar* and *Pine Cat*, now owned by him and Landrum, and the tug *River Chief*, owned by Capt. **Eric Weatherman** of Columbia Navigation in Kettle Falls, fought through currents and rapids running up to 10 knots.

“When you’re running through water like that, you have to be at the right place at the right time, and if you’re not in position you’re in trouble — that’s all there is to it,” Haglund said. “We knew just what we needed to do.”

In 2002, Foss became the first to use the upper Columbia for commercial navigation, towing a 135-ton turbine from Coulee City to Trail, B.C. just north of the border. This summer’s trip was about 155 miles farther upriver.

The voyage took the small convoy up Lake Roosevelt and then through the river to Northport, a relatively mild passage with the exception of a section called Deadman’s Eddy, described as narrow and full of boulders.

After crossing the border, the boats passed Waneta Dam, where the Pend Oreille river flows into the Columbia, then traveled stretches of narrow river below, between and above the Arrow Lakes before arriving in Shelter Bay, where the turbine was unloaded at a ferry landing. It was carried from there over land to the hydro plant by a prime mover.



The Foss convoy passes a rapid on the Columbia River near Northport, Wash., just south of the Canadian border.

The tug skippers were in direct communication with B.C. Hydro representatives, who made the trip possible by regulating the flow of water through three dams above several critical areas to manipulate and minimize currents.

In one section of fast water just north of the border near Trail, Haglund said the speed gauge on his tug went to zero. “We were wondering there for a minute, but we twisted the barge back and forth up through the rapid, and with all the boats and thrusters running full bore, we made her through.”

Farther north, near Rock Island, the convoy hit a back eddy that carried them upstream at about eight knots over the bottom.

“And as soon as you hit the current again, you have to put the coals to her,” Haglund declared.

Later, B.C. Hydro helped the group through Tin Cup Rapids by increasing the flow of the Kootenay River. The Kootenay flows into the Columbia slightly downstream from the rapids, and increasing its volume had the

effect of creating a dam, both deepening the water in the rapids and slowing it down.

Capt. Haglund, Landstrum and Weatherman were joined on the trip by another former Foss veteran, Capt. **Forest Schmeling**. Capt. **Mike Morey** and Capt. **Allan Burkhardt** were on the *River Chief*, Weatherman was the barge pilot, and **Toby Jacobsen** (Foss CSR port captain) ran the jet boat.

“We also had a solid support team,” Beyer said, “with Captain **Tom Alford**, (experienced with z-drives) operating the thruster units, **Mark Troutman**, Foss’ Port Engineer, and **Bill Williams**.”

“We had a lot of fun,” Haglund said. “There were no big bosses. We just worked together and everybody just got the job done”

The journey into Canada was the last leg of a long trip for the turbine. It was manufactured in Brazil, arrived by ship in Vancouver, Wash., and Foss towed it aboard the barge 185 C-3 to Pasco with the tug *Lewiston*. From there, a Prime Mover moved it over land to Coulee City.

Former Nike Ad Man Behind New Foss Campaign



Foss is rolling out a series of advertisements that represent a significant departure from previous campaigns, using planetary images, plain talk and a bit of humor to raise the company's profile as a global maritime services company.

The first ad in the series features an image of the Earth shot from space under the caption, "We're limiting our efforts to this area, for now." A second includes an image of the planet Saturn with the words, "If there's water here, we're ready." A third has a profile of a tug, with "Just add water" in large type beside it.

The campaign is the brainchild of veteran Seattle ad man **Denny Strickland**, working with freelance writer **Palmer Pettersen**. Strickland formerly worked with Nike as a partner at the agency John Brown and Partners, helping to create the shoe company's "There is no finish line" and sports poster campaigns.

Strickland said Foss President and COO **Gary Faber** and Harbor Services Vice President **David Hill** asked him to come up with something different from traditional Foss ads, which have

highlighted particular projects and working tugboats.

"Gary and Dave also wanted the ads to give the company more personality, and to give the impression of Foss as being a worldwide company," Strickland said. "And these ads look at the company in a different way."

As for the humorous component of the ads, Strickland said he always strives for honesty in his ads, but with a "twist... like you're talking with your best friend about your company."

Strickland and Pettersen came up with their water theme after thinking about what Foss does and combining that with the fact that the world is mostly water.

"Myself and the writer, we're like a sponge and we soak up all this information and then we start squeezing ourselves—that's the way most really good advertising is done," Strickland



said. "Gary and Dave are, in my opinion, on the leading edge of people who allow someone to do good advertising, and that's a reflection of what the company is."

The ads will begin appearing in trade publications in October.

TUG VISITS HELP SHORESIDE EMPLOYEES UNDERSTAND THE MARINE SIDE OF FOSS

Foss shoreside employees are making regular visits to the company's vessels in a new program designed to improve their understanding of vessel operations, open communications with marine personnel and instill a sense of camaraderie among employees.

Quality Assurance Manager **Jim Peschel**, who is coordinating the vessel visits, said the intent of the program is to have every Foss office employee visit at least two vessels a year.

"Visits can be casual, with the boat either docked or underway," Peschel said. "They can include informal harbor tours, or the office employee might have a chance to watch a tug perform work for a customer."

Also under the program, employees are encouraged to make longer visits, staying on the vessels for 24 hours or more. Senior managers, at the vice-president level, are expected to make at least one overnight visit per year.



Jim Peschel

Corporate Regulatory Analyst **Skye Rubright**, right, made her visit recently to the *Andrew Foss* at Pier 90 in Seattle. With her are Capt. **Danny Warrick**, left, and Cook/Deckhand **Harry Jackson**.

Foss Barges Lead the Way in Southern California; And Tankermen Love their Technology, Equipment

Make the best of technology designed for safety and environmental protection, but don't surrender your judgment to it.

That advice comes from **Daniel Zufferey** and **Joe Sasso**, tankermen who work together on the *FDH 35-4* one of Foss' three new double-hull bunkering barges based in Long Beach. Technologically speaking, the barges are way ahead of the competition.

"This is what we want—this is the best," said Zufferey, a Swiss-born former airplane mechanic and pilot who worked on race cars in Europe before that. "But you never fully trust the technology."

Sasso, a former grocery store worker who is the stepson of Long Beach deckhand **Art Padilla**, said, "You rely on technology to a certain extent, but you have to keep your eyes open."

Of the 10 ship bunkering barges in the Los Angeles/Long Beach Harbor, the three operated by Foss are the only ones that are double-hulled, featuring a void of about four feet between their outer skin and cargo tanks. (Laws requiring all bunkering barges to be double-hulled go into effect Jan. 1, 2015.)

They also are the only bunkering barges in the harbor that have charcoal vapor processing systems to filter the toxic fumes displaced from the cargo tanks when fuel is pumped into them. The barges they replaced, beginning in 2008, had been equipped with vapor processing systems since 2003.

Housed in the air-conditioned offices on the 290-by-62-foot barges are personal computers with software that monitors the loading and off-loading process, the vapor processing, and other barge functions.

And the Series 60 Detroit Diesel engines used to pump oil aboard ships meet Tier 3 environmental standards that won't go into effect until next January.



The *FDH 35-3*, guided by the *Campbell Foss*, moves down a waterway at the Port of Los Angeles.



Joe Sasso, left, and **Daniel Zufferey**, man the bunkering barge *FDH 35-4*, based at the Port of Long Beach.

Nine-year barge veteran Zufferey describes himself as a gearhead who loves working with and maintaining the equipment on the barge. He also claims to have a deliberate approach to safety born from his many years in the aircraft industry.

And Sasso, who has been a tanker man for 3 ½ years, said, "Things that could have gone wrong but didn't make you think more about safety."

Southern California Tankbarge Manager **Ron Costin** said Zufferey and



Joe Sasso uses the barge's crane to line up its product hose with a supply line at an oil terminal at the Port of Los Angeles.

Sasso are typical of the 24 tankermen who work for him and make up what he describes as "the best team in the world."

And as for Foss' investment in technology, which competitors have not made, he said:

"The company we work for, Chevron, only wants to work with companies that do the right thing. And at Foss, we also want to work with companies that have the environment and safety in mind."

Ten Employees Have Gone at Least 20 Years Uninjured

In line with Foss Maritime’s commitment to ensuring safe, environmentally responsible and ethical operations, the company is honoring 10 long-term employees who have worked 20 or more years without being injured.

Frank Williamson, vice president health, safety, quality and general counsel, said the employees, “have exercised safe practices and awareness throughout their years at Foss and exemplify the safety culture that has made Foss a world-class leader in safe practice.”

Foss President and COO **Gary Faber** called the workers’ safety achievements “truly impressive accomplishments—we should all applaud their safety efforts.” He added, “They provide a perfect example of the bottom-line goal of our safety program, to have every Foss employee go home in as good or better condition as when they arrived at work.

The employees and their years without injury are:



Randall Graap



Wayne Sharp



Kirk Wadman



Bradley Warner



Richard Amavisea



Dave Corrie



Thomas Merchant



James Davis Jr.



Donald Butcher



Robert Ringbom

MORE THAN 20 YEARS

- Randall Graap**, *Seattle Shipyard*
- Wayne Sharp**, *PNW Captain*
- Kirk Wadman**, *SoCal Launch Operator*
- Bradley Warner**, *CSR Captain*

MORE THAN 30 YEARS

- Richard Amavisea**, *SoCal Deckhand*
- Dave Corrie**, *PNW Captain*
- Thomas Merchant**, *Seattle Driver*

MORE THAN 35 YEARS

- James Davis Jr.**, *CSR Captain*

MORE THAN 40 YEARS

- Donald Butcher**, *CSR Captain*
- Robert Ringbom**, *CSR Captain*

ALWAYS SAFE

FOSS AWARDED GRANT TO REPLACE AGING ENGINES IN CREW BOATS

Foss Maritime Company will receive a portion of a \$4 million air quality grant awarded to the Port of Long Beach from the U.S. Environmental Protection Agency to repower two crew boats in Southern California.

“Foss is pleased to continue our partnership with the Port of Long Beach and the EPA to improve the air quality of Southern California by repowering vessels with cleaner burning engines,” said **Gary Faber**, President and COO.

Approximately \$388,500 will go toward replacing the engines in the *Caribe Alliance* and *Caribe Horizon* that serve as crew boats for the company’s El Segundo and Pacific Area Lighterage (PAL) operations. Their existing engines will be replaced with Tier 2 certified engines, the best control technology currently available.

The grant was awarded to the Port to replace or retrofit aging technology with more efficient, less polluting technology, and is part of the \$25 million in American Recovery and

Reinvestment Act of 2009 dedicated to reducing diesel exhaust in California.

“We are honored to receive the EPA award in support of our partnership with Foss. It is projects like the upgrades to Foss’ harbor craft engines that help improve air quality in Long Beach and the region,” said **Robert Kanter**, the Port of Long Beach’s Managing Director of Environmental Affairs and Planning.





The *Zim Los Angeles*, inaugurated the new Zim service to the Pacific Northwest with its maiden voyage to Seattle on August 12. The 8,500 TEU containership was led into its berth at the Port of Seattle's Terminal 18 by the *Andrew Foss*.

Zim Back in the Northwest With Two Giant Containerships

Zim Integrated Shipping Services, a ship-assist and line-service customer of Foss Maritime, brought two new mega-ships into the Port of Seattle in August. They were the *Zim Los Angeles*, at 8,300 TEUs, and the *Zim Djibouti*, which at 10,000 TEUs is believed to be the largest containership ever to enter Puget Sound.

The arrival of the vessels marked the return of Zim to the Northwest after a three-year absence. Zim is call-

ing the Port of Seattle as part of its partnership with the Grand Alliance PNX service from East Asia to the West Coast of the United States and Canada.

The mega-ships are the first of 12 being built for Zim by Hyundai SAMHO Shipyards in South Korea. The *Zim Djibouti* is twice the size of Zim's former flag ship.

Idan Ofer, Zim chairman, said, "The world economy is changing, in

particular the shipping market, and when the economic crisis is over, we must be ready with the appropriate fleet to meet the world demand."

CEO **Rafi Danieli** said the mega-vessels are considerably more efficient than the company's existing ships. He added, "The delivery of the new vessels will lay the foundation for positioning Zim as a leading company in the years to come."

FOSS CSR GROUP COMMENDED FOR GOING ONE YEAR WITHOUT SPILLS

The Foss Columbia Snake River division on July 21 passed a significant environmental milestone, going an entire year without a single spill into the water.

Foss Chief Operating Officer **Gary Faber** congratulated the CSR group and said the achievement demonstrates the division's "commitment to

our core value of being custodians of our environment."

Senior Vice President Operations **Scott Merritt** also commended the group, saying that the achievement "is clearly the result of hard work and moves us closer to creating a zero-incident environment."

CSR Regional Operations Manager

Mike Walker credited both marine personnel and shop mechanics for reaching the milestone. "With a combination of training, awareness and mechanical enhancements such as fuel fill and vent systems modifications, I commend all of our CSR employees with a well-deserved achievement," Walker said.

On Board the Lucy Foss at El Segundo Moorings; Line Boat Improves Efficiency, Service for Chevron

On the misty morning of Aug. 18 on Santa Monica Bay, the *Lucy Foss* was alongside the 678-foot Liberian-flagged tanker *Aliakmon*, which was set to deliver 360,000 barrels of gas oil to Chevron's El Segundo Refinery.

Capt. **Tom Frankforter** was on the foredeck of the 65-foot *Lucy*, working the buttons and dials of a remote control to turn a huge spool feeding mooring line from the *Lucy* to the tanker. Deckhand **Allen Ryle** guided the line through a chock on the *Lucy's* bow as tanker crewmembers hauled it aboard their ship.

The *Lucy* would pay out four of the 300-foot pennants to the tanker, which would use them to supplement six of its own, for a total of 10 lines, plus the ship's two anchors, needed to secure it in the berth at Chevron's El Segundo Moorings.

The tractor tug *Brynn Foss* assisted the tanker into the horseshoe-shaped system of buoys a mile and a half off the El Segundo beach, and then held the ship into position while the *Lucy Foss* ferried the lines one-by-one to the buoys.

Once secure, the tanker began pumping its cargo through a pipeline along the ocean bottom, as the *Lucy* stood by.

And so it goes for the newest vessel in the Foss fleet. The *Lucy* was built at Foss Rainier Shipyard in Oregon to Chevron's requirements. It was launched on the Columbia River in early May and christened in late June in Long Beach.

The boat is a significant upgrade from its predecessor, the *Keith K*. The old "line boat" as they are called, was not capable of carrying spare mooring lines, so they had to be ferried to the tankers in big buckets. The *Lucy* also carries 1,000 feet of containment boom, has state of the art navigation systems and was built with comfortable accommodations for the crew.

In addition to being Foss'



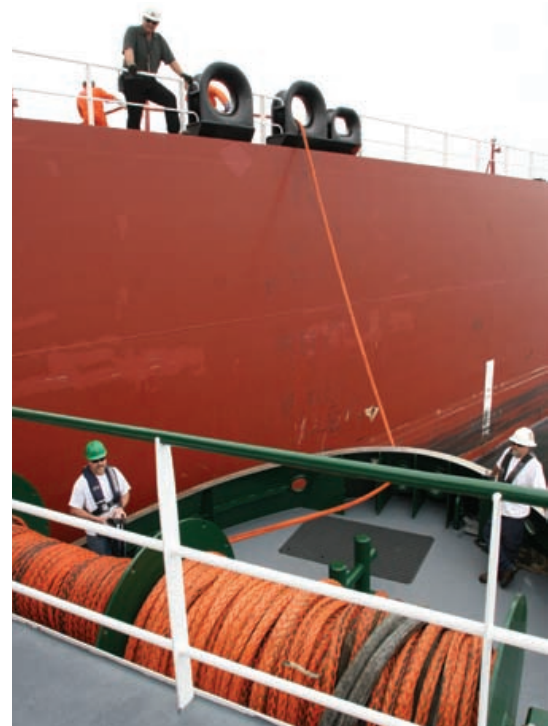
Allen Ryle takes a line from the tanker *Aliakmon* before the *Lucy Foss* carries it to one of the 10 buoys at El Segundo Moorings. With him on the afterdeck is Capt. **Dave McMurray**.

newest boat, it is the latest product of a longstanding relationship known as the "Chevron Alliance," through which Foss and the oil company collaborate on operational requirements, equipment needs and safety. Foss services Chevron Shipping in Southern California and in the Bay Area and also operates the West Coast's largest fleet of double-hull bunkering barges, used to fuel cargo ships for Chevron.

"Chevron's relationship with Foss is important here, because we are running a critical and safe operation and the idea is to have someone working with us who has the same values with regard to safety and environmental responsibility that we do," said **Subir Bector**, Southwest region operations manager for Chevron Shipping.

"Foss has great people and expertise in their areas and the businesses they are running," Bector continued, "and we have an opportunity here to utilize that expertise and to help safely moor the ships in the El Segundo Moorings."

He said the *Lucy Foss* is an example



Capt. **Tom Frankforter**, left, handles the remote control, lower left, feeding a mooring penant from the *Lucy Foss* to the tanker *Aliakmon*. Deckhand **Allen Ryle** is at right, and looking down from the tanker deck is **Tom Osborne**, Chevron environmental cargo officer.



The *Brynn Foss* holds the tanker in position, while the *Lucy Foss* approaches the ship to fetch a mooring line.

of how the alliance enables both Chevron and Foss to provide input on operational requirements, which can then be passed to Foss engineers and naval architects to develop a boat.

Paul Hendricks, superintendent of lightering operations for Foss, said the *Lucy's* line-handling system and crew accommodations improve both safety and the level of service Foss provides to Chevron.

Storing the lines on reels means they're always ready to go and improves safety because dispensing the lines requires less physical work than it formerly did. The *Lucy's* bunks and galley mean the line crews, which must stand by during the oil transfers, no longer have to climb sometimes tricky ladders to board the tanker to sleep and eat. And keeping them on board means the *Lucy* is always ready to go if the lines need tending.

"Having a live-aboard boat is a huge advantage," Hendricks said.

Offloading the gas oil from the *Aliakmon* would take about 40 hours, so Frankforter, Ryle and Capt. Dave



Allen Ryle demonstrates the emergency kick bar which can be used to shut down the *Lucy's* line reels if something or someone were to get caught in them.

McMurray would spend more than a day and a half at the moorings on this job.

"I like the way everything's laid out on this boat, both in the wheelhouse and in the engine room," Frankforter said, "We have good equipment here."



Subir Bector, Southwest region operations manager for Chevron Shipping, said the *Lucy Foss* is a product of the long-term alliance between his company and Foss.



At the gathering for the Teamster group were, seated from left, **Ron Sykes**, shipyard health and safety coordinator, **Arnie Backman**, Teamster warehouse foreman, **Tom Merchant**, Teamster driver and assistant foreman and **Chuck Criss**, Teamster warehouseman and assistant foreman. Standing, from left, are **Steve Richard**, purchasing manager, **Frank Williamson**, vice president, health, safety, quality and general counsel, **Steve Hausseke**, Teamster driver, **Mike Carew**, Teamster warehouseman, **Andy Lindbo**, Teamster driver, **Ron Cochran**, Teamster warehouseman, **Clark Smith**, Senior buyer and supervisor of material control and **Andy Stephens**, vice president, shipyards and engineering.

Warehousemen and Drivers Recognized for Safety Record

The Teamster warehousemen and drivers in the Foss purchasing and materials group in Seattle were treated to lunch and given bonuses Monday, Aug. 31, for going 10 years without a lost-time injury.

“These guys have plenty of opportunities to hurt themselves, moving and lifting heavy items and driving on the highways,” said **Andy Stephens**, vice president shipyards and engineering,

complimenting the men for their safety record. “I don’t think there’s a finer group in the company, in caring about the company, doing a good job and showing their skills day in and day out.”

Frank Williamson, vice president health, safety, quality and general counsel, said, “No group in Foss has come anywhere near 10 years without a lost-time injury.”

The lunch was held in the Thea Foss Conference Room at company headquarters. The Teamster group mans the warehouse in Seattle where materials and supplies are marshaled for Foss vessels, shipyards and offices, and operates a fleet of vehicles.



BAY AREA SPILL DRILL

*Foss Bay Area personnel coordinated with state and federal agencies and spill response contractors on June 16 to successfully battle a simulated spill of about 3,000 barrels of oil from a bunkering barge. The annual table-top drill, held at Foss headquarters in Richmond, tested the company’s ability to set up a command post, manage an incident, operate in the incident command structure, and handle media relations. In the drill scenario, the spill occurred when the barge FDH 35-2 grounded on Castro Rocks, near the east side of the Richmond-San Rafael bridge. Foss Bay Area Operations Manager **Dan Massey** was the incident commander. In the photo, counterclockwise from right, are **Laura Rosenberg**, **Dan Eddleston**, **John Butcher**, and **Greg Poettgen** from Foss, **Dan Former** and **Charles Greer** from contractor NRC Environmental Services, and **Barry Kevan** and **Adam Chrismer** from Marine Spill Response Corp. Also participating from Foss were **Igor Loch**, **Jerry Allen**, **John Marcantonio**, **Shawn Bennett**, **Walt Partika**, **Raymond Macedo**, **Patrick Mulcahy** and **Ross McDonald**. Government agencies participating were the U.S. Coast Guard, and the California Office of Spill Prevention and Response.*



Puget Sound Area Shipyards Sign Pact with OSHA That Aims to Improve the Safety of Craftsmen

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

Foss Director of Health and Safety **Al Rainsberger**, who is president of the Puget Sound Shipbuilders Association (PSSA), and OSHA Bellevue (Wash.) office Director **David Baker** signed the agreement during a PSSA meeting July 17 at Foss headquarters in Seattle.

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

Until several years ago, Rainsberger said OSHA was perceived as an enforcement and compliance agency, but over the last few years has taken a more collaborative approach.

“We have a great amount of

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

Baker told the safety managers at the PSSA meeting that they share a common goal with OSHA, to make sure workers go home without being hurt.

“Yes, I’m the enforcement guy,” he said. “But if you need help, give me a call. It won’t trigger an investigation.”

Under the two-year alliance agreement, PSSA and OSHA will share information on safety and health,



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

develop and implement training and education programs and improve communication.

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

SAN FRANCISCO AND SOUTHERN CALIFORNIA DIVISIONS PASS NO-LOST-TIME-INJURY MILESTONES IN JULY

Two regional divisions of Foss Maritime celebrated important safety milestones July 31. Southern California and El Segundo operations passed a year without a lost-time injury, and San Francisco Bay operations passed a year and a half.

“This industry has historically focused on getting the job done and has accepted the notion that injuries are sometimes part of the cost of doing business,” said **Gary Faber**, president and chief operating officer of Foss. “At Foss we have rejected that attitude and have a stated goal of zero injuries. The impressive achievement of the Southern California and San Francisco regions is a very important

step toward that goal.”

Safety improvements can be attributed to the company’s wide-ranging safety programs, stepped up training and an “all-hands-on-deck” attitude toward instilling a safety culture in every aspect of every job, said **Frank Williamson**, vice president of health, safety, and quality and general counsel.

Williamson reported that injury rates continue to decline in all areas of the company and are now at historic lows. “Sending our employees home to their families in as good or better condition than when they began their shift is Foss’ highest priority,” Williamson said.

“Without every employee taking an

active role in their personal safety and the safety of their fellow employees, reaching this milestone would not have been possible,” **Bob Gregory**, Southern California regional operations manager, said. “This milestone involved 100 percent participation from every employee to reach the common goal of getting home safely at the end of the day.”

“The team in San Francisco embraced the concept of zero injuries and ran with it. We came to realize that our success was not based on luck—it was the result of hard work by all of our employees,” said **Dan Massey**, San Francisco regional operations manager.

Building a Safety Culture Requires Attention To Detail

By *Kent Salo*
Marine Assurance Officer

When it comes to marine safety, the devil is in the details. Red flags should start flying when we hear ship-mates shrug off potential hazards with remarks like, “That’s just a blip on my radar,” or “I’m a big picture guy,” or worse yet, “Don’t sweat the small stuff.”

Remember, the blip on the radar screen can become a collision; big and beautiful pictures are made up of intricate and sometimes nightmarish detail; and for those who don’t sweat the little things, Murphy’s Law is lurking—what can go wrong will go wrong.

Over the last year, as we continued our effort to implement a safety culture at Foss, a number of our mariners have shed light for me, during meetings, personal experiences, and in reports, on the need to pay continuing attention to details.

One of them was Capt. **Jim Van Wormer**, marine transportation operations manager, who met with me and offered some priceless advice for our mariners:

- When you see a safety issue, you own it until it is resolved.
- “Good enough” is never enough. Take the time to do the job right the first time, every time.
- Be serious about your job-safety analyses, performed before every job, and take time out for safety.

A few months ago, Capt. **Dwaine Whitney** of the *Lauren Foss* submitted a near-miss report on an incident that could have led to a fire. Chief Engineer **Jay Brodie** noticed a burning odor in the main cabin, and Whitney told him that the hot water heater was not getting hot.

Brodie immediately inspected the hot water tank, discovered a melted

thermostat and burned insulation and replaced the thermostat and wiring. His close coordination with his captain and quick reaction might have prevented a catastrophic fire. Jay noticed a safety issue and owned that issue until it was resolved.

Synthetic fiber line snaps back at about 700 feet per second or over 470 mph. When a failure occurs, the results can be deadly for anyone standing near the failure or in the snapback zone. Capt. **Bob Farrell** and Mates **Brian Hole** and **Chuck Hammer** submitted a near-miss report on an incident that could have had grave consequences.

“While maneuvering (a barge) to the dock in Banjul, The Gambia, the first spring line parted,” they wrote. “There were many more people on the dock than were necessary for the evolution (tie-up).

“It was basically pure luck that the snapback of the line did not injure one or more of these bystanders. Many of the people on the dock appeared not to be aware of the dangers of snapback.” Captain Farrell and his team went on to state that only necessary personnel for tying up the barge should be in the vicinity.

Capt. **Phillip Mosher** took the time to submit a report of a near-miss that had the potential to result in a grounding or worse. He was heading up the Columbia River with a barge tow in the vicinity of Multnomah Falls. The passenger sitting in the extra wheelhouse chair inadvertently bumped the steering controls, which resulted in a minor course change.

This course change went unnoticed for 30 seconds. Fortunately, Mosher was able to take action to get the vessel back on course. To prevent this



Kent Salo

from happening again, he instructed a crew member to install a cover on the control.

We have reviewed many more job safety analyses and reports of near misses over the past year that demonstrate the hard work and thought that our mariners have put into changing our culture and improving our operations.

Details matter, their voices matter, and together we continue to work to make our safety vision a reality.

Editor’s Note: This is the second in a series of columns on safety by the company’s front-line safety managers.

ALWAYS SAFE

Red Dog Team Expects to Load Mine's Entire Production

The Foss team at the Red Dog Mine in the Alaska arctic is on track for a productive season.

Red Dog Project Manager **Paul Wooden** said the weather hadn't been perfect but allowed the four tugs and two lightering barges to move 708,262 tons by mid-August. Foss is in its 20th season carrying ore from the mine port to bulk carriers anchored offshore.

Wooden said the estimated total for the season is 1,360,500 tons, which isn't a record but is the mine's total annual production.

This year's Red Dog tug and barge crewmembers were:

- *Sandra Foss.* **Jeff Crooks** (Captain), **Dean Pappas** (Mate), **Justin Earl** (Mate), **Jake Rosenberg** (Chief), **Aaron Brown** (AB), **Scott Cameron** (AB), **Doug Bender** (Cook), **Steve Hoffman** (OS). Relief: **Jack Finney** (Captain), **Mark Bechtel** (Mate), **Robby Ackerman** (CSR Mate) and **Peter Roney** (AB).
- *Jeffrey Foss.* **Mark McKinley** (Captain), **Eric Skewis** (Mate), **Dave Black** (Mate), **Russ Barker** (Chief), **Tyee Robinson** (AB), **Patrick Miller** (AB), **Greg Rankin** (Cook). Relief: **Glen McVicker** (Mate), **Dennis Howell** (AB) and **Rolan McCune** (AB).
- *Iver Foss.* **Gary May** (Captain), **Nate Jansma** (Mate), **Steve Winter** (Mate),



The *Sandra Foss*, left, the *Jeffrey Foss* and the barge *Noatak* load a ship at the Red Dog anchorage.

Barry Tibbitts

Don Daigle (Chief), **Mike Helt** (AB), **Jeff Hedges** (AB), **Ron Wolf** (AB/Cook). Relief: **Ricky Edwards** (AB), **Gary Trupiano** (Cook). Relief: **Todd Wilson** (Captain), **Mike Thompson** (Captain), **Roger Fallon** (Chief), **Nathan Nelson** (AB) and **Jeff Martin** (Cook).

• *Stacey Foss.* **Stan Stromme** (Captain), **Eric Watson** (Mate), **Tim Spencer** (Mate), **Darren Baker** (Chief), **Chad Moen** (AB), **Steve Creech** (AB), **Tom Gibbons** (Cook) and **Jacob Blackson** (OS).

• Barge Crews. **Neftali Alas**, **Val Alonzo**, **Greg Alman**, **Gilford Barr**, **Dave Buckley**, **Jaye Brodie Jr.**, **Brandon Carter**, **Travis Coalman**, **Corey Coxon**, **Wynn Davis**, **Ken DeFrancesco**, **Bogdan Fetsek**, **Vitaliy Fetsek**, **Carl Foster Jr.** and **Matthew Harris**.

Also on Barge Crews. **Nathan Henry**, **Carl Horten**, **William Kennedy**, **Oleg Kravchenko**, **Cody Pearson**, **John Routh**, **Bob Rowan**, **Mitch Russeff**, **Josh Shalan**, **Anthony Sezer**, **Seth Sorg**, **Mark Worsham** and **William Arey**

TWENTY-TWO FOSS VESSELS WIN DEVLIN SAFETY AWARDS

Foss Maritime Company's commitment to maintaining a safe working environment for its employees has been recognized by a top maritime organization, which cited 22 vessels for outstanding safety records, an increase from 18 vessels over 2008.

The Chamber of Shipping of America (CSA) presented the Foss vessels with Jones F. Devlin Awards at the Annual Safety Awards Luncheon in Houston, Texas. The coveted awards are given to self-propelled merchant vessels that have operated for two full years or more without a crewmember

losing a full turn at watch because of an occupational injury.

Altogether, the Foss vessels achieved the equivalent of 112 years without a lost-time injury.

"Foss has again set a precedent with its safety record," said **Gary Faber**, Foss president and COO. "Safety is the keystone of our company's culture. We are proud to be recognized by the Chamber of Shipping of America for our outstanding efforts."

Foss Devlin vessels honored (and the number of years they have been injury free, were): *American River* (two

years); *Arrow 2* (eight years); *Betsy L* (four years); *Campbell Foss* (two years); *Dorothy L Sylvester* (ten years); *Drew Foss* (four years); *Howard Olsen* (three years); *Jim Moore* (eleven years); *Keith K* (three years); *Lindsey Foss* (three years); *Lynn Marie* (three years); *Marshall Foss* (three years); *Pacific Queen* (three years); *Pacific Viking* (three years); *Peggy Foss* (three years); *Point Fermin* (ten years); *Point Vicente* (ten years); *Sam Foss* (nine years); *San Joaquin River* (eight years); *Sandra Foss* (two years); *Stacey Foss* (six years); *William R* (two years).



Jereme Ruhl

PILOT BOAT NEARLY READY FOR SERVICE

A new station boat for the San Francisco Bar Pilots was nearing completion in mid-September at the Foss Rainier Shipyard on the Columbia River in Rainier, Ore. The 104-by-28 foot craft is the first boat for an outside customer built at the yard, which previously had been turning out Dolphin-class tugs for Foss and its sister companies. In the photo at left, a truck on August 14 carried the nearly fully-fabricated, 93,000-pound, steel house for the pilot boat to the yard's ship ways, where it was lifted by a crane into position on the hull, right photo.



ON TRACK FOR VALDEZ

Dock workers on July 21 loaded a 66,000-pound crane track on the barge Foss 343 at a terminal on the Duwamish River in Seattle. The track and other pieces of the high-capacity Lampson crane were then towed by the Foss tug Howard Olsen under the command of Captains Ray Freel and Scotty Parker to Surrey, B.C., where a crude tower assembly was loaded onto the barge. The tug then towed the barge to Valdez, Alaska, where the crane and tower were transferred to the Petro Star Valdez Refinery. Foss' customer was Carlile Transportation Systems. The crane was used to hoist the tower into position, replacing a tower that was damaged in a fire in December 2008.



READY TO HEAD NORTH

The Foss 300 derrick flies a life raft onto the F/V Baranof on July 10 at Foss Terminal in Seattle. The vessel was taking on supplies and equipment at the terminal in preparation for its departure for Alaska to fish for Pacific Cod. The Baranof is owned by the Romanzof Fishing Co. of Seattle.

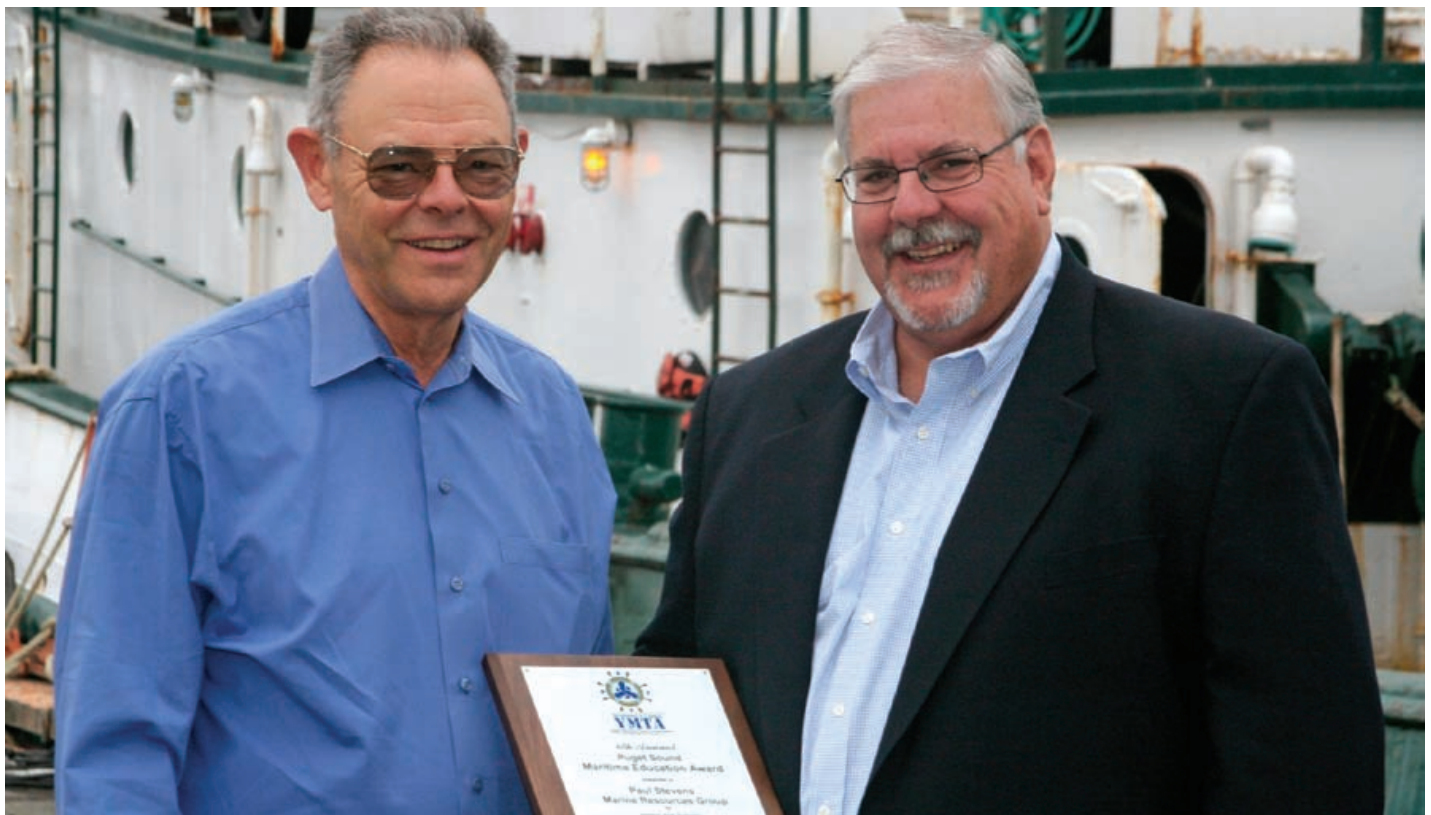
FOUR BARGELOADS FOR AUSTRALIA

The Foss tug Jim Moore eased the barge Seattle alongside the cargo ship Eemsgracht at the Port of Vancouver, Wash., in late July to unload pieces of an enormous dragline excavator. The excavator was carried from Northern Alberta by truck and rail to Lewiston, Idaho, on the Snake River, where it was loaded on four barges and transported by Foss 340 miles downriver. The excavator features a 90-yard bucket, capable of scooping up the rough equivalent of eight dump truck loads. The Eemsgracht was carrying it to Australia for the worldwide mining group Xstrata.



GOLDEN ARRIVAL

On June 29, 2009, after 58 days at sea, the California Maritime Academy training ship *Golden Bear* made its arrival into the Los Angeles harbor. The ship was assisted by the Foss tug *Carolyn Dorothy* with Capt. **Mike Lonich** at the helm. This was a special job for Lonich because his son **Stephen**, a CMA sophomore, was aboard the ship. Lonich's wife **Janet** was a guest on the *Carolyn Dorothy*. And the crew was deckhand **Zack Villanueva** and engineer **Tom Summers**. The arrival completed the *Golden Bear*'s first training cruise of the summer. The ship traveled 11,045 nautical miles, making port calls in Balboa, Panama, Valparaiso, Chile, Guayaquil, Ecuador, and Puerto Vallarta, Mexico.



EDUCATION AWARD FOR FOSS CHIEF

Paul E. Stevens, right, chairman and CEO of Foss Maritime and Foss parent company Marine Resources Group, recently was named the 2009 winner of the Maritime Education Award, presented by the Seattle-based Youth Maritime Training Association (YMTA). Stevens was cited for his company's longtime support of maritime education programs, and for allowing employees time to participate in those programs. He also was credited with providing sound leadership as president of the board of the Friends of Maritime, an educational cooperative on the Seattle waterfront. With Stevens in the photo is YMTA President **Gary Stauffer**.

Foss Shipyards Receive Federal Stimulus Grants

Foss Maritime Company's shipyards in Seattle and Rainier, Ore., were among recipients of 70 federal stimulus grants totaling \$98 million announced August 18 by the U.S. Maritime Administration. The grants will be used to improve small shipyards throughout the United States.

Foss Rainier Shipyard will receive \$707,550 that will be used to purchase hydraulic dollies and a 90-ton crane. The yard in Seattle will receive \$621,761 for lifts, forklifts, a brake press, bridge crane, welding machines and hydraulic dollies.

Andy Stephens, Foss vice president

for shipyards and engineering, said the company was "thrilled" to have been among those selected for the grants.

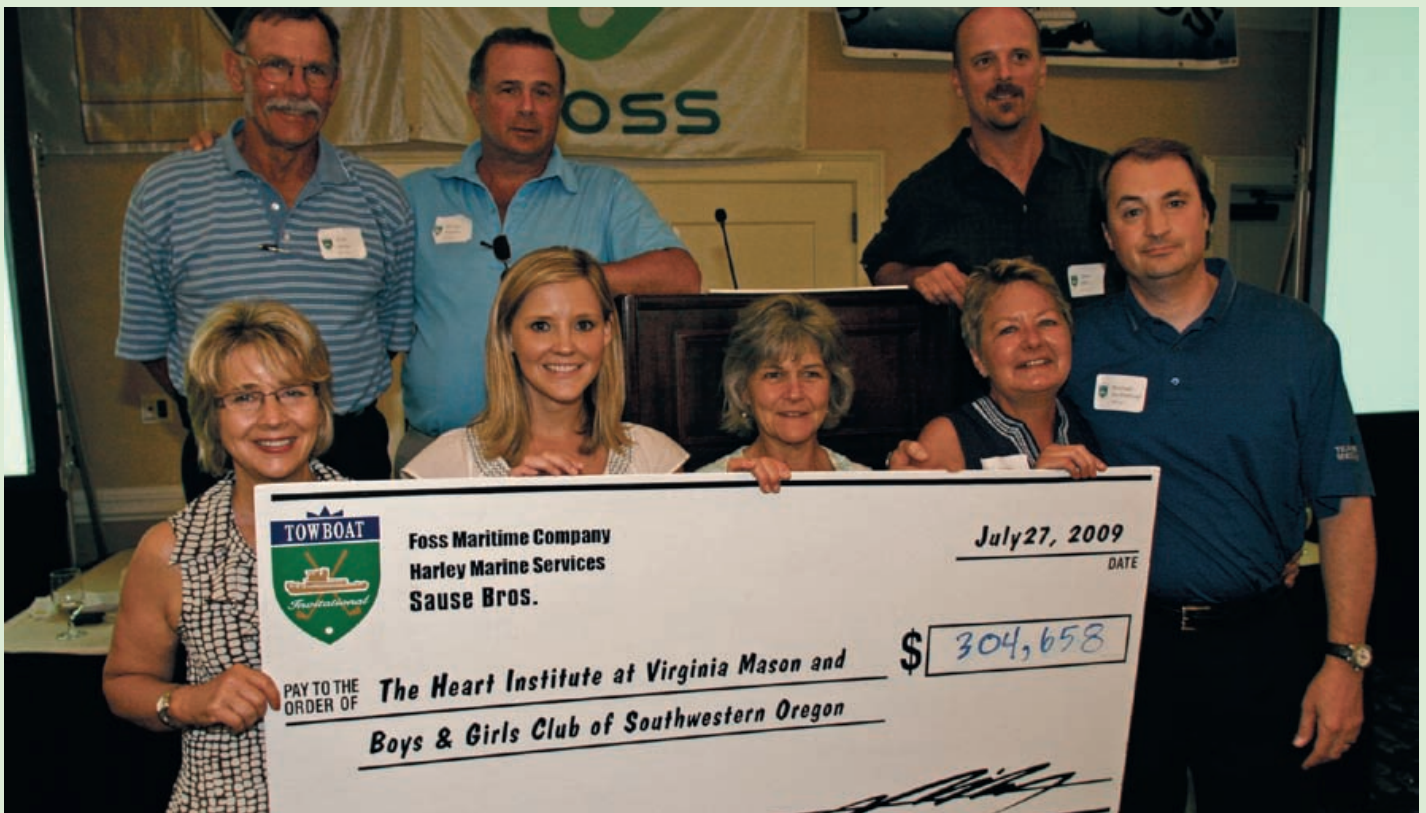
"We firmly believe the acquisition of this new equipment will increase efficiency, cost effectiveness and employment levels so we stay at the front in this highly competitive business," Stephens said.

While the yards had a robust first half of 2009, Stephens said he expects some slight weakening in the market over the next six months.

"Despite the short-term dip, we remain very optimistic about industry activity levels picking up substantially

by the first part of next year," Stephens added, "and we know that our experienced and skilled craftsmen will continue to be an attraction for our customer base."

The shipyard grants were provided through the American Recovery and Reinvestment Act and aim to help create and preserve jobs, provide valuable employment training and make much needed improvements to shipyards across the country.



GOLF TOURNAMENT NETS \$304,658 FOR CHARITIES

The 10th Annual Towboat Open Golf Tournament was held July 27 at the Golf Club at Newcastle, east of Seattle, raising \$304,658 for the Heart Institute at Virginia Mason in Seattle and the Boys & Girls Club of Southwestern Oregon. About 260 golfers participated in the event, which also included a reception, dinner and live and silent auctions. Title sponsors were Foss, Sause Bros. and Harley Marine Services. In the front row, from left, are **Denise Gould** from the Boys & Girls Club, **Stephanie Wright** of Harley Marine Services, **Julie Woodman** from Sause Bros., **Laurie Zuvich** from Foss and **Michael VanDerhoeft** from Virginia Mason. In the back row, from left, are **Dick Lauer** from Sause, **Harley Franco** from Harley Marine Services and **Dave Hill** from Foss.

THE TOOLS OF SAFETY

Safety product vendors who work with Foss displayed their wares at the Seattle and Tacoma customer appreciation barbecues Aug. 11 and 25. Foss Director of Safety and Health **Al Rainsberger** said having the vendors at the picnic aimed to send a message about the importance of safety at Foss, and interacting with the vendors might have helped customers improve their own safety focus. Products on display included fall-protection harnesses, respirators, flotation devices, eye protection, gloves and other personal protective equipment. In the photo at the Seattle gathering were, from left, **James Harrald**, **Gene Bessell**, **Dick Zugschwerdt**, **Rick Maurice**, **Tom Irish**, **Jim Olympius** and **Dave Jensen**.



Wayne Martin

CANINE CARGO

Sue Newmeyer's Yorkshire terrier, **Harley**, complete with a personal flotation device, rode the barge behind Newmeyer's tug, the **Dorothy Mackenzie**, at the 2009 Foss Cup radio-controlled model tug competition Aug. 15 at Downtown Park in Bellevue, Wash. Newmeyer, who lives in Chemainus, B.C., won the event, overcoming competition from 35 other boats operated by skippers from eastern and western Washington, California, Oregon, British Columbia and Texas. Among the judges of competitors' navigation skills were retired Foss captains **Andy Andrews** and **Jim Martin**. Also judging was **Ron Burchett** of Ladysmith, B.C.

Bezona Brothers Have Spent Their Lives on the Water And They Can't Imagine Working Anywhere Else

Meet the Bezona brothers, **Bob** and **Doug**.

Both are Foss captains, Bob on the *Henry Foss* and Doug on the *Andrew Foss*, and neither can imagine working anywhere else but on the water.

"I don't know anything different," said Doug who grew up with Bob in a waterfront home on Gooseberry Point in Bellingham.

"Our dad was a plumber and pipe fitter, and that's what I was going to do," said Bob, "but Foss was looking for people, and I decided I'd rather go tugboating than plumbing."

Bob, now 55, and Doug, 53, were always playing on and around the water when they were kids, running skiffs with and without outboards and riding with their uncle **Fred Filbert** on one of the small tugs he used in a "log patrol" business.

Log patrolling is hunting waterways and beaches for stray logs, which could be sold. Filbert also towed logs for Georgia Pacific, which operated a large mill in Bellingham until 2007.

Bob started working summers for his uncle when he was 12 for \$1 an hour, painting boats and otherwise helping out. Doug followed suit, and eventually, both were running the boats. They also were partners in a salmon fishing boat beginning in 1974.

That was the same year Bob took a job at Foss, where he has worked since, with the exception of an eight-year hiatus when he worked for Crowley. Doug joined Foss in 1976.

"We knew Fred wouldn't be in business forever," Bob said. "The logs were dying and there wasn't anything he could pass down to us."

Both "came up through the hawse pipe," which means they rose through the ranks to become deck officers.

"You'd learn everything you could on deck, get a license and learn everything you could as mate,"



Doug Bezona, left, and brother **Bob** in the pilothouse of the *Henry Foss*

Bob said. "And then you would move to the captain's position.

"But you'd have to wait your turn for years, working as a mate during the summer or for relief and mainly as a deckhand in the winter, waiting for someone to retire, or for attrition."

Both Bezonas, who still live in the Bellingham area, are glad they

ended up with Foss.

"Foss is a pretty good company to work for," Bob said. "They take care of their people, and they keep you working."



FOSS

HYBRID TUG IS A MODERN MARVEL

A film crew shot footage of the Foss hybrid tug Carolyn Dorothy early in June for a future episode of the Modern Marvels documentary series, which airs on the History Channel. The 78-foot vessel is the world's first true, hybrid-powered tugboat, with a combined diesel and electric propulsion system that results in lower emissions and improved fuel consumption. Foss tugs have been featured on the Modern Marvels show several times.

Jim Russell Photo



FOUR WIN 2009 SCHOLARSHIPS FOR CHILDREN OF FOSS EMPLOYEES

Four college-aged young people recently were named 2009 winners of annual scholarships for children of Foss employees. Two of the parents work in the Puget Sound region, one is on the Columbia River, and one is in Southern California.

Dana Dill is the son of Capt. **Donn Dill**, who is based in Long Beach. Dana Dill will be a senior this year at Biola University in La Mirada, Calif., where he is studying Christian ministry. He is on the dean's list in college, is an assistant youth director at a church and is a graduate of San Clemente High School.

Jami Kovatch is the daughter of **Ken Kovatch**, a Puget Sound deckhand. She is a graduate of Peninsula High School in Gig Harbor, Wash., where she was senior class president and a two-year captain of the cheer squad. She will

attend the University of Washington, Tacoma, as a freshman this year to study toward a degree in pharmacy.

Daniel Mershon is the stepson of **Ken Aman**, a deckhand based in Portland. He will be a senior this year at Washington State University in Pullman, where he is studying math. He is on the honor roll, likes to work out, hike, ski and swim, and is a graduate of Stevenson High School in Stevenson, Wash.

Jesse Triplett, son of Seattle-based Marine Transportation deckhand **David Jankowski**, planned to enter Massachusetts Institute of Technology this fall as a freshman majoring in math. He is a graduate of Nevada Union High School in Grass Valley, Calif., where he was prom king and active in the Thespian Society.



Dana Dill



Jami Kovatch



Daniel Mershon



Jesse Triplett

PEOPLE NEWS

RETIRED

Robert Ringbom
Rainier Captain

Don Butcher
Portland Captain

Michael Hays
Portland Captain

Clyde Montgomery
Portland Deckhand

PASSINGS

Loren "Nat" Oliver
Retired PNW Deckhand/Engineer

Mel Rosten
Retired PNW Chief Engineer



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By *Byrd Baggett*

Fire on Old Wooden Tugs with Diesel Stoves Was a Greater Threat Than It is on Today's Boats

By Mike Skalley

Fire at sea can be one of the most feared events in the life of a mariner. Unfortunately in the 120 year existence of Foss Launch & Tug Company and Foss Maritime, several Foss tugs have been damaged by fire under various circumstances and from a multitude of causes.

Fire aboard the older wooden tugs with diesel burning stoves caused a greater threat of fire with more potential for severe damage. A good lesson for all mariners of today can be had from a letter to all Foss captains from senior management at Foss Launch & Tug in December of 1943. The letter reads in part:

“You are undoubtedly aware of a serious fire aboard the *Barbara Foss* recently. Prior to this we have had serious fires on the following vessels, *Drew Foss*, *Peter Foss*, *Baer*, *Diamond B*, *Arthur Foss*, and *Foss No. 12*. We would like to guard against all potential fire hazards, to reduce the possibility of property loss and above all the chance of injury to yourself or your crew.

“We believe it is of the utmost importance to check all your fire fighting equipment. Make sure it is in good operating condition and that you have an over supply rather than a shortage.

“While it is important to fight fire efficiently, your greatest concern should be to avoid the possibility of fire breaking out. We believe the most important item is cleanliness, and generally keeping your vessel shipshape. Avoid accumulation of oily rags and empty waste containers regularly.

“Please make a careful inspection throughout your vessels and eliminate all possible fire traps, following this by periodic inspections to maintain the highest possible standards. Our port engineers will assist you in every way possible and discuss with you any



The tug *Barbara Foss* burned and sank after a fire flared up in the engine room on March 31, 1942.

shortage of fire fighting equipment and see that any additional equipment will be furnished.

“Remember, in fighting a fire, do not exhaust all your extinguishers unless absolutely necessary, as a fire that is apparently out may flare up again. Never trust a fire to stay out—watch for several hours to make sure it is really out.”

At the time of the writing of this letter in December 1943, the most recent fire, as stated, was aboard the 53-foot, *Barbara Foss*. The 120 horsepower, *Barbara*, was towing an empty gasoline barge, the *Union Oil #3* from the Union Oil dock in Port Townsend to Seattle on March 31, 1942.

The crew believed that sparks from the generator ignited oil around the engine base, and the rising flames set fire to the overhead paint. Capt. **Hank Hall**, noticing the smoke, stopped the engine and rushed down to the engine room with hand held extinguishers and smothered the flames.

However, shortly after getting

underway again the fire flared up. To the crew's dismay all the extinguishers had been used up and with no other fire fighting apparatus aboard, the fire spread out of control. With the tug dead in the water, the towline snagged on the bottom, and the empty gasoline barge came right up to the stern of the burning tug. By this time the deck of the *Barbara* was too hot to walk on, and the crew jumped aboard the gas barge and with pike poles pushed the burning tug slightly away from the barge.

Shortly thereafter a U.S. Army tug arrived alongside and removed the crew from the barge just before the tug now fully engulfed in flames sank about a mile southeast of Marrowstone Island. Fortunately in this fire and most of the other fires aboard Foss tugs in the past 120 years, there have been no deaths and very few injuries.

Editor's Note: Mike Skalley is the Foss company historian and author of "Foss, Ninety Years of Towboating."



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EMMA FOSS ON THE PENOBSCOT RIVER

The Emma Foss (in the lower, left-middle portion of the photo) tended the barge Columbia Boston on Aug. 7 as modules were loaded on the barge for the Motiva Port Arthur Refinery in Texas. The load-out site is a manufacturing facility operated by steel fabricator Cianbro on the Penobscot River near Bangor, Maine. The Emma completed her third trip from Maine to Port Arthur on Aug. 25 and is scheduled to sail on trip four on Oct. 2. The Emma is being operated by Foss' Boston-based subsidiary Constellation Maritime, which also has chartered the Drew Foss for the Motiva project. The Drew was scheduled to leave Charleston, S.C., in mid-September with modules for Port Arthur.