



A Holiday Greeting

Another holiday season is upon us. This is a special time of the year for reflection, thanksgiving, appreciation and renewal. For me, it is also the perfect opportunity to extend my most sincere wishes for a joyous and happy holiday, and to "Thank you," our employees, retirees, and your families for all the hard work and loyal support. You are the "Always Ready" tradition of service to our customers and the primary reason they place their

trust in us to perform their very important work.

As the year quickly comes to a close, we are completing one of the most challenging years in our company's history. Almost every segment of Foss' businesses has experienced rapid change, critical issues, unique opportunities and demanding schedules.

Your leadership, teamwork and spirit have allowed us to *safely* and *successfully* complete numerous

simultaneous activities including: the SoCal vapor recovery barge conversions, barge *Kivalina* casualty repairs, Teck Cominco dust control project, National Missile Defense tows, Tacoma Narrows Bridge and San Francisco Carquinez Strait Bridge projects, *Lauren Foss* and *Corbin Foss* service introductions, aircraft carrier *Constellation* and *Midway* tows, new double-hull barge construction and the Russian Sakhalin

CONTINUED ON PAGE 3



Inside *TowBitts*

The rescue tug *Barbara Foss* is spending another winter in Neah Bay, at the mouth of the Strait of Juan de Fuca. The Washington State Legislature provided \$1.4 million for the 2003-2004 season.

..... This page

Foss is building two new state-of-the-art bunkering barges, and the first of the double-hull vessels is now at work on San Francisco Bay. The barges are equipped with the latest technology for environmental protection.

..... Page 4

Large ship towing is proving to be big business for Foss, which has acquired a second high-powered tug to accommodate demand. The new tug is the *Corbin Foss*, named for a sixth-generation member of the Foss family.

..... Page 6

Foss historian Mike Skalley details the company's history in aircraft carrier towing, which got its start as the Navy began retiring its big flat-tops following the close of World War II.

..... Page 8

Foss has boosted its tanker escort capabilities in Long Beach and on San Francisco Bay in a three-way tug swap with sister company AmNav Navigation.

..... Page 15

Experience in overhauling research vessels helped Foss Shipyard win a contract to perform drydocking and routine maintenance on the Oregon State University ship *Wecoma* this fall.

..... Page 16

The company's behavioral safety program, implemented October 1 at Foss Shipyard, already appears to have contributed to a reduction in work-related injuries.

..... Page 20

TowBitts

Tow Bitts is published quarterly by Foss Maritime for Foss employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3830. *Tow Bitts* editor is Bruce Sherman, graphic designer is Stacy Mutnick and coordinator of production is Gil Graham, Foss Vice President of Human Resources.

Big Send-Off for Barbara Foss As Tug Heads for Neah Bay

State officials, legislators and others converged on Foss Maritime's Seattle headquarters September 15 to give a rousing sendoff to the *Barbara Foss* as it embarked on its sixth season as rescue tug in Neah Bay at the entrance to the Strait of Juan de Fuca.

Speaker after speaker took the microphone to express support for the rescue-tug program, for which the state Legislature provided \$1.4 million to assure a minimum of six months coverage for the 2003-2004 season.

"This is what can happen when the Legislature, industry and advocacy groups pull together," said State Representative **Mike Cooper**.

State Senator **Harriet Spanel** said all involved "must continue to work to make sure we have the federal dollars to fund this tug."

And State House Speaker **Frank Chopp** warned the group, "It isn't over yet. All of you are going to have to come to the rescue of the rescue tug again."

Nathan Tyler, chairman of the Neah Bay-based Makah Tribe, noted that his community "lives or dies from our resources" and urged funding for a year-round rescue tug.

Dale Jensen, who manages the spills program for the Washington Department of Ecology, expressed appreciation for the Legislature's support of the tug, even in difficult budget times.

"Even small spills are destructive to the environment, and our coastline is particularly unique and sensitive," he said. "We very much appreciate the support for the tug that we have received from Governor (Gary) Locke and the Legislature to avoid the type of environmental disaster



Barbara Foss Captain **Tim Federspiel**, pointing, shows off a computerized navigation system in the pilothouse during tours of the vessel before its departure to Neah Bay. With him, from left, are **Sarah McKinstry**, Outreach Representative for U.S. Senator **Patty Murray**, **Al Brooks**, chairman of the Advisory Council for the Olympic Coast National Marine Sanctuary, and his wife **Ella Brooks**.

they're still recovering from in Prince William Sound."

The rescue tug is under the command of Captains **Bill Archer** and **Tim Federspiel**.

Fifteen billion gallons of oil are carried through the Strait each year via cargo and passenger vessels, oil barges, tankers and fishing vessels. Bad weather often experienced during the fall and winter seasons increases the risk of passage through the area.

Over the past five years, the *Barbara Foss* has assisted 22 vessels.



The Barbara Foss, photographed during a drill on Neah Bay.



*Among those at the Barbara Foss send-off were, from left, State Department of Ecology Interim Director **Linda Hoffman**, Senator **Harriet Spanel**, Representative **Kelli Linville**, Representative **Mike Cooper**, Senator **Jim Horn**, Makah Tribal Chairman **Nathan Tyler**, Senator **Karen Fraser**, and Speaker of the House **Frank Chopp**.*

On the Cover

*Commencement Bay Log Towing, by artist **Michael Spakowsky**, is the painting on this year's Foss holiday card. Mount Rainier and the active industrial area of Tacoma are in the background. Winning paintings in the contest for the 2004 Foss company calendar are reproduced on pages 12 and 13.*



Holiday Greeting

CONTINUED FROM PAGE 1

Island beaching project among many other accomplishments.

You have heard me speak about our "high-energy" capability, but this year illustrates the strength of Foss personnel, afloat and ashore, to exceed the challenge through your strong determination. It also shows the sound support and financial commitment of our shareholders during a period of economic uncertainty, capital constraints and a difficult competitive environment. Obviously, we have a lot to reflect upon and to be thankful for.

It is also with the direct participation and personal commitment of Foss' many customers, alliance partners, suppliers and friends in the maritime community that we mutually share the past year's accomplishment. We look forward to the continuation of our strong business relationships and improving the value and quality of the services we provide. On behalf of all your friends at Foss, we wish you and your families the very best during this holiday season.

As we gather and celebrate this special time with our families and friends, it is once again important to remember our many shipmates who are away at sea continuing the 114 years of service to our customers. Moreover, we should always remember the men and women of our armed forces, especially those who are risking their lives in defense of our homeland.

And to all, a healthy, safe and prosperous voyage into 2004!

First of Two Double-Hull Barges Working On SF Bay; January Delivery for Second

In a typically rainy Northwest ceremony, Foss on October 15 saw the launching of the first of two new double-hulled bunkering barges being built for the company at Zidell Marine Corporation in Portland.

The barge was christened three weeks later, on November 3 at Terminal 3 at the Port of Richmond, California, and went to work the next day on San Francisco Bay.

About 100 people gathered at the Zidell yard on the banks of the Willamette River to witness the traditional champagne-bottle sendoff for the barge *FDH 35-1*. The barge slid into the river where it was safely caught by the Foss tugs *America* and *P.J. Brix*.

"This barge represents the efforts of all of you," Foss President and CEO **Steve Scalzo** told the group of Foss and Zidell employees, who were joined by friends and representatives of Foss customers.

He thanked those customers, noting that the *FDH 35-1* and its sister barge would satisfy their requirements for the latest in technology and environmental safeguards.

Scalzo also congratulated Foss employees for their contributions to the design and construction of the barges, singling out Portland Port Engineer **Mark Troutman**, Foss' on-site representative at Zidell.

He said Foss shareholders and leaders of its parent companies, SaltChuk Resources and Marine Resources Corporation, deserve credit for their "strategic commitment of capital to meet customer needs and competition in the marketplace."

And Scalzo thanked the Zidell team, including Vice President and Chief Operating Officer **Bill Gobel** and **Jay Zidell**, who heads the family-owned company.

Sponsoring the barge at the launching was **Terry Breshears**, widow of



Terry Breshears was launching sponsor for the first of two new Foss bunkering barges at Zidell Marine in Portland October 15. Mrs. Breshears is the widow of Zidell Manager of Marine Construction Jack Breshears. Foss President Steve Scalzo is holding the umbrella.

Zidell Manager of Marine Construction **Jack Breshears**, who died from a heart attack on August 13. Breshears was a



The FDH 35-1 hits the water for the first time after sliding down the ways at Zidell Marine in Portland October 15.

28-year Zidell employee who oversaw construction of a number of Foss grain and petroleum barges in Portland.

Foss chose Zidell to build the double-hull bunkering barges based on the success of the earlier projects. Foss Senior Vice President for Harbor Services and Regional Towing **Tom Coburn** said Zidell did “a very high quality job” on the latest additions to the Foss fleet.

The sponsor at the christening in Richmond was **Michele Swanson**, Advisor to the President of Fuel and Marine Marketing (FAMM), the marine fuels division of ChevronTexaco Corporation. About 130 people attended the ceremony.

Swanson assists the FAMM President in all corporate matters pertaining to the company’s worldwide operations, including strategic initiatives and global business activities.

Among the speakers in Richmond were Scalzo, **Scott Merritt**, Foss San Francisco Bay Area Regional Director, **Steve Swinburn**, Marine Manager for ChevronTexaco Shipping Company, and **Andrew Tong**, Vice President, Fuels-Americas, FAMM.

The second barge is due for delivery in January 2004, and will also be deployed in the San Francisco Bay area.

Merritt said the barges would serve FAMM and other customers as part of the region’s bunkering fleet.

In the *FDH 35-1* designation, the “FDH” stands for “Foss Double Hull,” while “35” is for the 35,000-barrel capacity of the barge and “1” means it’s the first in its class. The barge measures 240 by 60 by 24 feet.

Bay Area Tank Barge Superintendent **Walt Partika** said the new class of barges reflects industry efforts to improve the safety and efficiency of moving petroleum products.

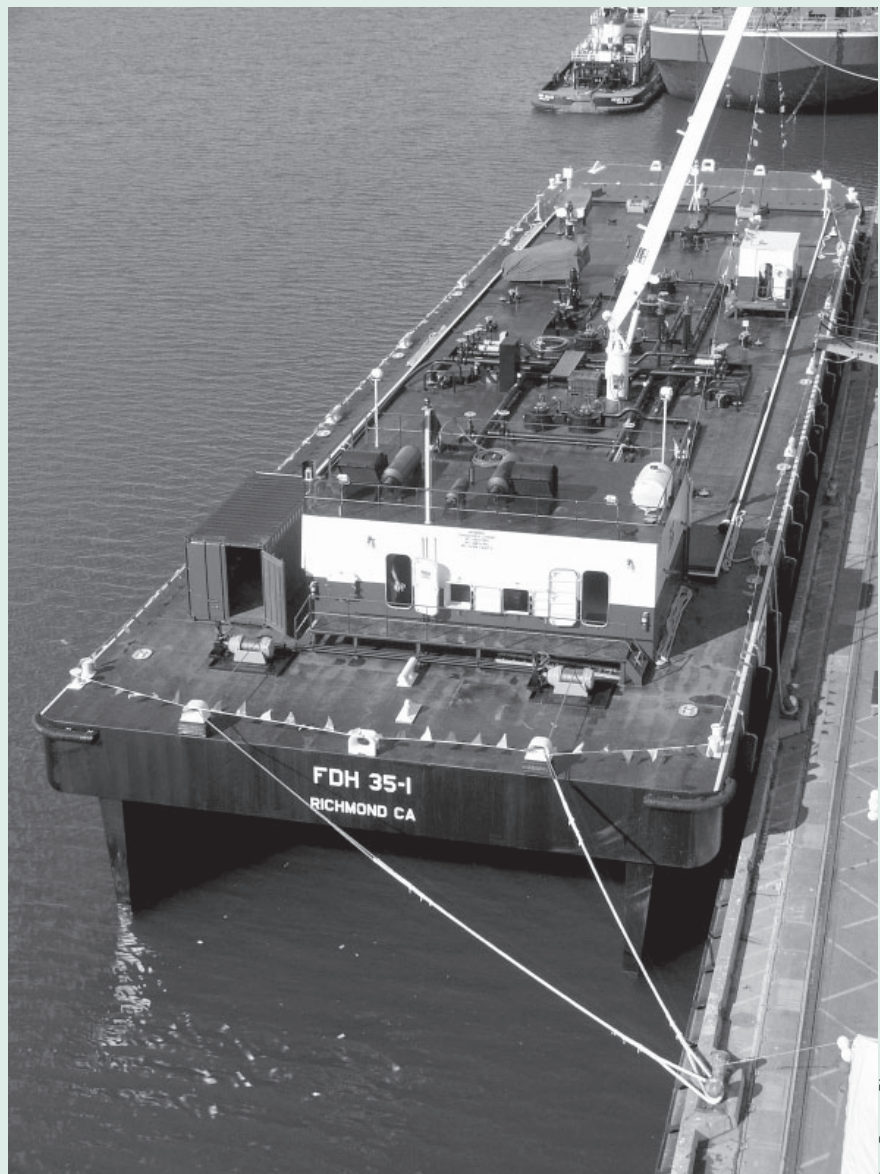
The barges include:

- Detroit Series 60 environmentally friendly engines.
- Quadruple redundancy in overfill protection, with a laser gauging computer, gauging tape systems, 95 and 98 percent alarms and rising-stick overfill devices.
- Vapor recovery systems for both clean and dirty product vapors.
- Hydraulic winches with plasma mooring lines on all four corners.



Dan Porter Photo

Michele Swanson, Advisor to the President of Fuel and Marine Marketing (FAMM), christened the new FDH 35-1 November 3 in Richmond. Joining her was Scott Merritt, Foss San Francisco Bay Area Regional Director. Below, this view from above shows the FDH 35-1 at the Terminal 3 berth where it was christened.



Dan Porter Photo

Large-Vessel Transport Business Is Taking Off; Foss Acquires Second Big Tug to Accommodate Demand

Amid strong success and increasing demand following just six months in the large-vessel ocean towing business, Foss has acquired a second big tug capable of handling aircraft carriers and other big vessels.

The second tug is the *Corbin Foss*, acquired from Sun Towing in Louisiana. At 8,200 horsepower and 150 feet long, the *Corbin* is identical to the *Lauren Foss*, which joined the Foss fleet in March 2003.

The acquisition of the *Corbin Foss* came during a flurry of big-ship business for Foss. From September through November, the company executed ocean deliveries of five decommissioned Navy vessels, including the venerable aircraft carriers *Constellation* and *Midway*.

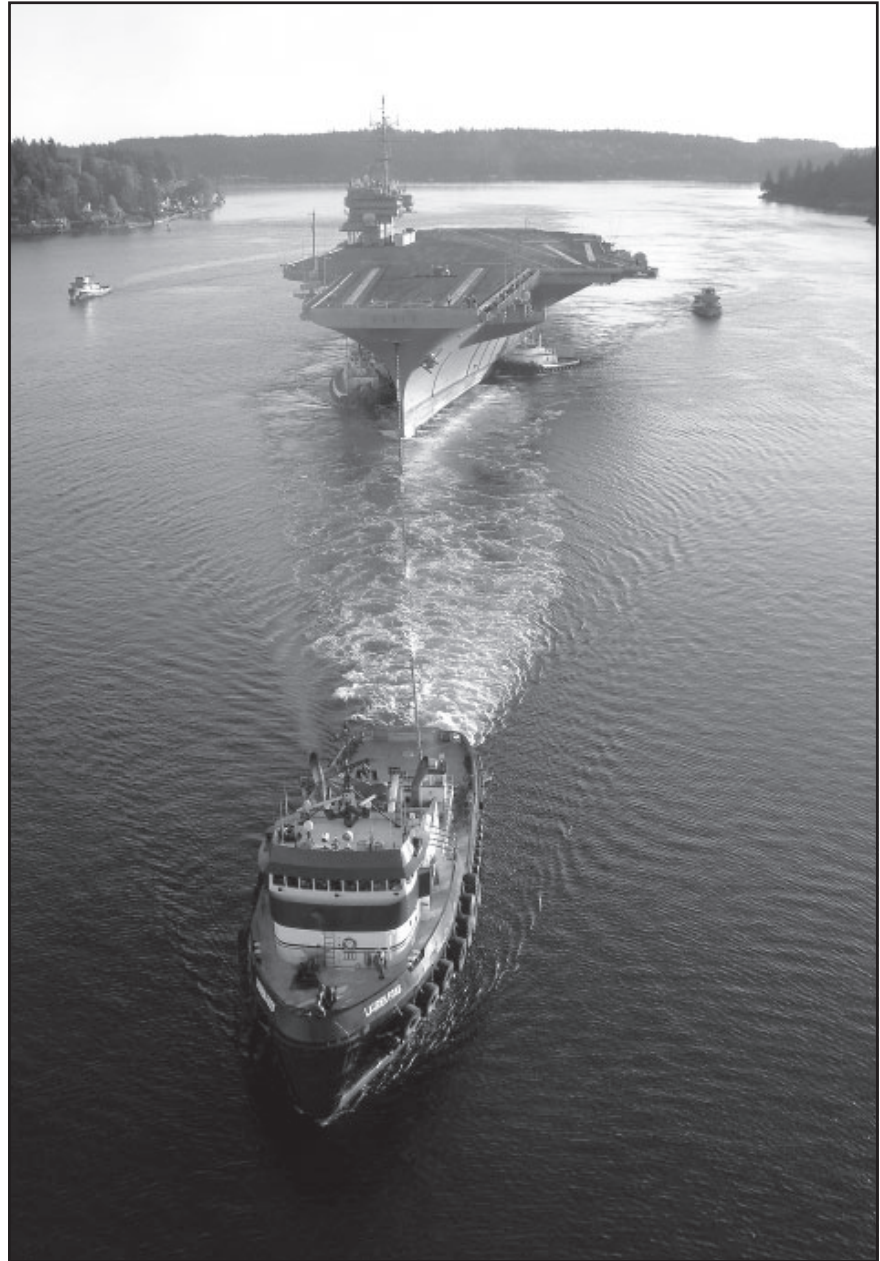
“The *Constellation* was the first really large ship tow since we’ve had the *Lauren*, and it was our first opportunity to show what she could do,” said Paul Gallagher, Foss Director of Business Development for the Marine Transportation Division. “She performed very well”

The *Constellation*, 1074 feet long and 61,000 tons, was decommissioned in San Diego on August 7 following 41 years of Navy service. Foss picked the ship up September 7 and delivered it to the Puget Sound Naval Shipyard in Bremerton on September 27, averaging an impressive 4.9 knots over the journey.

Gallagher said the Navy was so pleased with the job that Commander **Al Cuellar**, who supervised it, made personal calls to *Lauren* Captains **Billy Jacobsen** and **Don Smith** at their homes to thank them.

With the *Constellation* job under its belt, the *Lauren* re-provisioned, switched captains and went back to Bremerton 24 hours later under the command of Captain **Herb Gazeley** to pick up the *Midway*.

Commissioned in 1945 shortly after the Japanese surrender, the *Midway* left



Bill Sutton Photo

The *Lauren Foss* tows the aircraft carrier *Constellation* through Rich Passage, toward Bremerton following its decommissioning in San Diego. The *Andrew Foss*, left, and *Shelley Foss* are against the hull, and two Navy tugs are providing an escort.

Navy service in 1992. The *Midway* is 979 feet long and 51,000 tons.

Assisting with the departure from Bremerton were the *Lindsey Foss*, *Henry Foss* and *Shelley Foss*. The

Lauren averaged 6.9 knots during the tow to Oakland, where the *Midway* is undergoing cosmetic repairs before Foss delivers it to San Diego late this year for display at an aircraft carrier museum.

Meeting the ship in Oakland were the *Brynn Foss* and *Arthur Foss*, along with the tugs *Lynn Marie*, formerly of Foss sister company AmNav but now with Foss.

The *Corbin Foss*' first assignment was delivery of the Destroyer *Callaghan* from Bremerton to Charleston, South Carolina, beginning October 15. The 563-foot ship was originally U.S.-built for the Iranian Navy in the 1970s and taken over by the U.S. Navy following the fall of the Shah of Iran. Decommissioned in 1998, the *Callaghan* will be transferred to the Taiwanese government.

The *Lauren* towed a sister of the *Callaghan*, the *Chandler*, from Bremerton to Charleston beginning October 18. The *Chandler* also was originally built for the Iranian Navy, transferred to the U.S. Navy, decommissioned in 1999, and is headed for Taiwan.

In mid-November, Foss towed the cruiser *Englund* from the Navy's inactive ship facility in Suisun Bay near San Francisco to International Ship Breaking in Brownsville Texas. The *Sidney Foss* was assigned to the job.

Gallagher said Foss' two big new tugs put the company into a market the Navy calls "capital ship towing," which requires tugs that have in excess of 7,000 horsepower.

"There are only a handful of these tugs on the West Coast," Gallagher said. "The most important thing is being in the right place at the right time and being in position to help the Navy."

CONTINUED ON PAGE 9

Guiding Principle

We commit resources on an on-going basis to seek out opportunities in market segments not now served by Foss to identify our customers of the future.

— From the Foss "Looking to the Future" Guiding Principle.

Newest Foss Tug Takes Name From 6th Generation Member of Company's Founding Family

The Marine Transportation Division's newest tug, the *Corbin Foss*, is named for **Corbin Foss Hansen**, the great, great, great grandson of company founders Thea and Andrew Foss.

Corbin was born on March 5, 2002, and is the son of **Wendy** and **Dane Hansen**. Wendy's father is **Pete Campbell**, great grandson of the founders. Campbell retired from Foss as Director of Business Development three years ago.

The *Corbin* is identical to the *Lauren Foss*, which began operations for the company in March 2003. Each tug is 8,200 horsepower, 150 feet long, 40 feet wide and has an operational draft of 17 feet.

SaltChuk Resources, which acquired Foss Maritime in 1987, has maintained the tradition of naming vessels after members of the founding family.



Corbin Foss Hansen poses with grandfather **Pete Campbell** in front of the toddler's namesake tug at Foss headquarters in Seattle.



The tugs *Brynn Foss*, in the foreground, and *Arthur Foss* spin the *Midway*, preparing to push it into a temporary berth at Howard Terminal, background. Partly visible under the deck is the *Lynn Marie*, then with Foss sister company AmNav Navigation, but now with Foss.

111th Aerial Photography Squadron

A 57-Year History Plus One Very Harrowing Moment for Foss While Transporting Retired Navy Flat-Tops

By Mike Skalley

Foss' entry into the aircraft carrier towing business began shortly after World War II when the U.S. Navy hired the company to tow the 872-foot aircraft carrier *USS Lexington (CV-16)*, from the Bremerton Navy Yard to the U.S. Government reserve fleet in Everett.

The 1,200 horsepower *Barbara Foss* and the 800 horsepower steam tug *Wanderer* were dispatched to Bremerton on a June day in 1946. With the assistance of several Navy tugs, the carrier was shifted out of its berth in Bremerton and proceeded under tow of the two Foss tugs on the 37-mile voyage to Everett.

Prior to entry in Everett Harbor, two additional Foss tugs, the *Foss No.*

18, and the *George W* joined the *Lexington* for the assist into the lay-up berth. The *Lexington* was decommissioned in 1947. Numerous other carrier moves were made in the Puget Sound area supporting the U.S. Navy in the late 1940s and again before and after the Korean War.

The first record of Foss towing a carrier in offshore waters occurred in 1958



Captain **Erskine Nicol**, aboard the *Agnes Foss*, at the Naval Shipyard in Bremerton, prepares to depart with the *USS Core* for Portland Oregon in 1958.

when the *Agnes Foss* (1,500 horsepower) towed the *USS Core (CVE-13)* from Bremerton to Portland. The 496-foot by 111-foot *Core* was classed as an escort carrier and nicknamed a “baby flat-top.” The 78 escort carriers, built between 1941 and 1945 did routine patrol work, scouting, and escorting of convoys that the larger carriers could not do.

The “CVEs” provided fighter and close air support for amphibious landings and also served as aircraft transports moving from one theatre of action to another. These vessels were lightly armored, slower than the fleet carriers and had less defensive armament and aircraft capacity.

Within a year of the ending of WW II many of the escort carriers had been mothballed at numerous locations around the United States. The *USS Core*, was mothballed in Bremerton in 1946, and remained there until towed out by the *Agnes Foss* in 1958. Captain **Erskine “Nic” Nicol** and his fourteen-man crew of the *Agnes* made the trip to Portland in three days with light seas at an average speed of 5 knots.

The second recorded coastwise tow was another escort carrier, this time the *USS Badoeng Strait (CVE-116)*. The 4,000 horsepower *Craig Foss* towed the twenty-seven-year-old vessel from Bremerton to Portland for scrapping in June of 1972. The *Badoeng Strait* had been built in Tacoma in 1945 and served in both WW II and the Korean War. After several peacetime deployments it was decommissioned in Bremerton in May 1957, and sold for scrapping in May 1972.

The first recorded coastwise tow of a “full-fledged” aircraft carrier by a Foss tug was in April 1971. Foss was contracted by Zidell Corp. of Tacoma to tow the former U.S. Navy carrier, *Philippine Sea* from the Navy reserve fleet in San Diego to Tacoma for scrapping. The *Philippine Sea (CV-47)*, completed in 1945, was the first flat-top ordered from the U.S. to Korea at the outset of the Korean War in July 1950. Her planes flew 7,243 combat sorties and she’s believed to have had more landings than

CONTINUED ON PAGE 10

Large Vessel Transport

CONTINUED FROM PAGE 7

Crewmembers on the first four tows were:

Lauren Foss, towing the *Constellation* from San Diego. Captain **Bill Jacobsen**, Captain **Don Smith**, Chief Mate **Doug Lee**, Engineer **Jim Greenlund**, Engineer **Dave Atkins**, Able-Bodied Seamen **Bob Wingle** and **Joe McGimpsy**, Ordinary Seaman **Dan McGrath** and Cook **Alphonso Davis**.

Lauren Foss towing the *Midway* from Bremerton. Captain **Herb Gazeley**, Captain **Todd Wilson**,

Chief Mate **Doug Lee**, Engineer **Jim Greenlund**, Engineer **Steven Lunn**, Able-Bodied Seamen **Bob Wingle** and **John Hagey**, Ordinary Seaman **Dan McGrath** and Cook **Hugo Padilla**.

Corbin Foss towing the *Callaghan* from Bremerton. Captain **Nate Collier**, Mate **Greg Johnson**, Engineer **Jaye Brodie**, Able-Bodied Seamen **Les Holtzworth** and **Glen McVicker** and Cook **Hugo Padilla**.

Lauren Foss towing the *Chandler* from Bremerton: Captain **Bill Jacobsen**, Mate **Jeff Coxwell**, Engineer **Dave Atkins**, Able-Bodied Seamen **Nick Marinelli** and **John Hagen** and Cook **George Holden**.



The Garth Foss and a Navy tug maneuver the Constellation near the Puget Sound Naval Shipyard in Bremerton.

BIG-SHIP TOWING

Long History

CONTINUED FROM PAGE 9

any other carrier off Korea. She was decommissioned in December 1958.

The 5,000 horsepower *Arthur Foss*, with veteran Foss skipper **Guy Johnson** in command, departed San Diego on April 6, beginning the 1,350-mile tow. At the time, in 1971, Foss management commented that “this may be the largest tow undertaken, in size, by a single Foss tug. The “*Sea*” is 855 feet in length, with a beam of 93 feet, and registers a displacement of 27,100 tons.

At the conclusion of the voyage, on April 19, Captain Johnson reported a top speed of 4.8 knots, and no significant problems. Weather held, for the most part. At one interval, the winds

gusted to 40 knots out of the Southwest. He reported it was like a “donkey tugging at an elephant.” The *Arthur* maintained a course 100 miles offshore for the duration of the voyage. On arrival in Tacoma, the *Arthur* was relieved of her charge, and eight other Foss tugs eased the giant into Zidell’s berth. The tugs assigned to the docking were the *Shelley*, *Shannon*, *David*, *Diane*, *Brynn*, *Peter*, *Myrtle*, and *Sea Queen*.

On the morning of July 25 an unusual event occurred, as recorded in the official log.

Two months later on June 29, 1971, a local Seattle newspaper reported, “Chalk up a second record breaking tow for the *Arthur Foss*. Once again they made it look easy. It’s previous tow, the

Philippine Sea, was heralded as the biggest one-tug tow in history. Yesterday (June 28) the *Arthur* brought in an even larger one, this time the *USS Princeton*.”

The *Princeton* (CV-37), was commissioned in November of 1945, and with the exception of a two-year period from 1948 to 1950, she remained on the active roster of the U.S. Navy until decommissioning in late 1969. The *Princeton*’s final claim to fame was being designated as the prime recovery ship for Apollo 10, the lunar mission that paved the way for Apollo 11, the first landing on the moon.

The *Arthur*, once again under the command of Captain Guy Johnson experienced more moderate weather on the tow of the *Princeton*. Even though the displacement was greater, at 33,000 tons, they beat their own towing time of the *Philippine Sea* by twelve hours.

Two years later, another carrier towing opportunity arose for Foss. Zidell had purchased the *USS Bunker*



The 5,000 horsepower *Arthur Foss* enters the Strait of Juan de Fuca with the aircraft carrier *Philippine Sea* in 1971.

Hill (CV-17) for scrap from the Navy in May of 1973. The *Bunker Hill* was one of the *Essex*-class carriers commissioned in May of 1943. She measured 872 by 93 feet, with a displacement of 27,100 tons. It was of the same class and tonnage as the *Philippine Sea*. The *Bunker Hill* had been in active service for only four years when it was placed “out of commission, in reserve” in San Diego in January 1947.

The *Craig Foss*, under the guiding hand of Captain **Chuck May** departed San Diego July 19, 1973, towing the *Bunker Hill*. The voyage proceeded uneventfully for the first 6 days. However, on the morning of July 25 an unusual event

occurred, as recorded in the official log:

“0800 noticed large bulk carrier overtaking *Craig* about 60 degrees abaft the starboard beam, and heading right for the *Craig*. They are about 7 miles away with no change in bearing. At 0815 called the first mate and began blowing whistles and blinking both searchlights. Rang general alarm at 0820. Bulk carrier port stern collided with the starboard bow of the *Bunker Hill* at 0830.”

There was no damage to the *Craig*, but an area just below the flight deck on the *Bunker Hill* was damaged. The ship continued on its course after striking the carrier. It wasn’t until 1100 that the *Craig* was able to raise the bulk carrier via VHF radio. They reported damage to their port quarter above the waterline but fortunately no injuries.

The remainder of the voyage was uneventful, ending in Tacoma on August 4, after seventeen days at an average speed of 3.6 knots. The *Bunker Hill* was safely moored alongside Zidell’s dismantling dock by the *Craig*, *Deborah*, *Shannon*, *Brynn* and *Erik Foss*.



From left to right are the Foss tugs *Barbara Foss*, *Wanderer*, *Foss No. 18*, and *George W.*, heading northbound for Everett with the *USS Lexington* in 1946.

It was all quiet in the aircraft carrier towing business until September 1994 when Foss was awarded the tow of the decommissioned carrier *Hornet (CV-12)*, from Bremerton to Long Beach. The 27,100-ton *Hornet* was completed in time to see service in the final year of WW II. It was decommissioned in 1947 and was re-commissioned in 1953 as an attack aircraft carrier (*CVA-12*).

The *Hornet* remained on active duty until July of 1970 when it was decommissioned in Bremerton for the final time. It was sold for scrap in April 1993, and was towed out of Bremerton on September 10, 1994, by the *Craig Foss*, with an assist from the *Garth Foss* and *Shelley Foss*.

Captain **Art Hines** reported an average speed of 3.8 knots for the fourteen-day trip. The weather “had its moments” as reported by Captain Hines. It was a slow and tedious journey for the tug and its crew.

As an interesting sidelight to the story, the *Hornet* was never scrapped. The following year the *Hornet* was towed north (by another tug company)

to Alameda where it was put on display as part of the Alameda Naval Air Station base closure historical preservation process. At the same time the “Aircraft Carrier *Hornet* Foundation” was formed to save it from eventual demolition.

Their efforts were rewarded in 1996 when the foundation submitted a formal proposal to operate the *Hornet* as a museum. The proposal was accepted by the Navy shortly thereafter, and the ship was opened to the public at Pier 3, Alameda, in 1998.

As for the *Craig*, it had an additional aircraft carrier assignment. This time, the tug provided escort services for the 226-foot Navy tug *Navajo* towing the decommissioned 1,036-foot carrier *Ranger (CV-61)* from Long Beach to Bremerton beginning September 25, 1993.

Editor’s Note: Mike Skalley is Foss’ Manager of Customer Service in the Pacific Northwest, the company’s historian and the author of “Foss — 90 years of Towboating.”

Vashon Island Artist Submits Top Entry in The Annual Foss Maritime Art Competition

A painting of the tug *David Foss* towing logs across Puget Sound's Commencement Bay, with Mount Rainier in the background, was the top

pick in this year's competition for publication on the Foss holiday card and in the company's calendar.

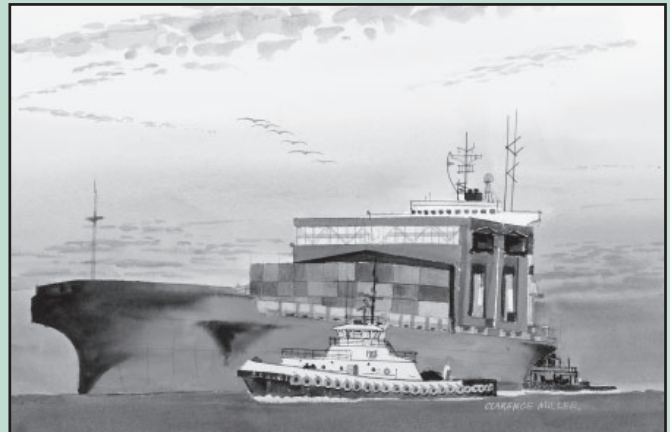
The painting by **Michael Spakowsky**

of Vashon Island, Washington, appears on the holiday card. Another of Spakowsky's paintings, entitled *Setting a Caisson for the New Narrows Bridge* was one of the



January

Mike Grygiel, *Morning Run*



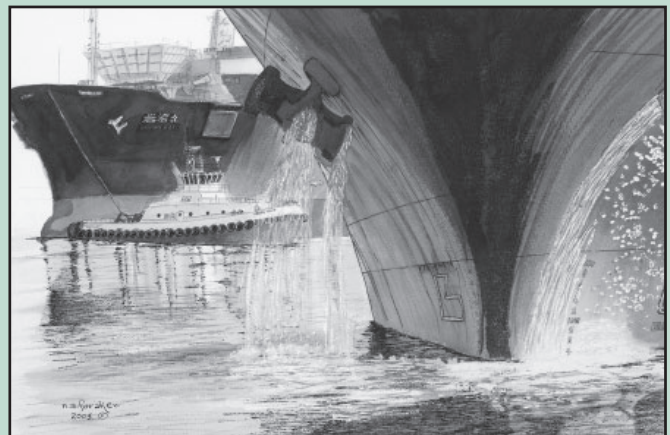
April

Clarence Miller, *Early Morning Arrival*



February

Hung Nguyen, *Assisting a Big Friend*



May

N.A. Foraker, *Henry Foss Ship Assist*



March

James R. Williamson, *"Shall Not Perish" Return of the Abraham Lincoln*



June

Michael Spakowsky, *Setting a Caisson for the New Narrows Bridge*

12 artworks selected for the calendar.

He was the only artist with two winning entries. A total of 36 paintings were entered in the contest.

Spakowsky has lived and painted on Vashon Island for most of his life. He is well known for his watercolors of fishing and working boats on Puget Sound and has exhibited widely. He

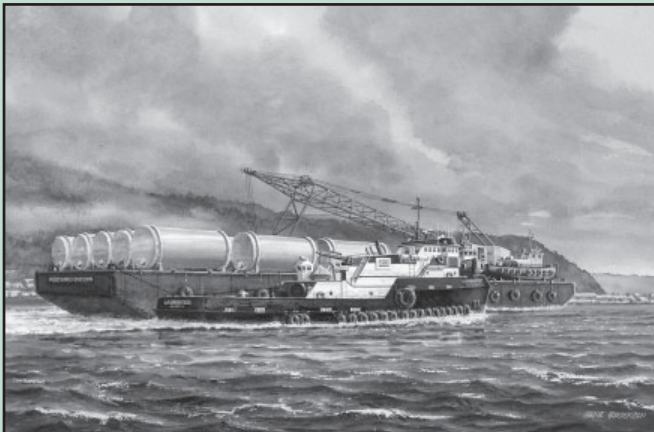
is a member of the American Society of Marine artists.

Foss Coeur d'Alene, Idaho, Office Manager **Helen Stephenson** has a painting in the calendar for the second time this year. Her winning entry is entitled *Early Morning Greeting*. She has worked in pen and ink, oils and watercolor for more than 20 years

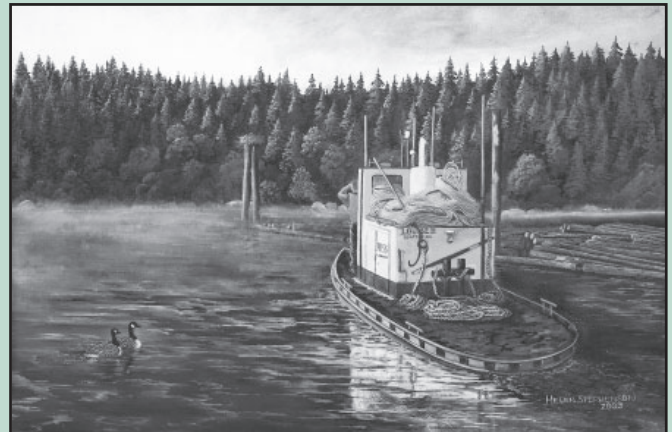
and especially enjoys using an opaque watercolor technique.

Winning artists receive a \$500 publication fee and retain the right to sell their paintings.

The calendars are distributed to Foss employees, customers and friends. They also are available from the Foss Webstore at www.foss.com.



July Gene Erickson, *End of Journey*



October Helen Stephenson, *Early Morning Greeting*



August Richard Bagguley, *Marshall Foss & Pacific Escort*



November Robert Tandecki, *Sharing the Waters*



September J.H. Christensen, *Bridge of the Gods*



December Marshall Johnson, *Side By Side*



Dan Porter Photos

Destroyer Delivery

*The tugs Richard Foss and Arthur Foss delivered the decommissioned destroyer John Young from the U.S. Navy's Suisun Bay inactive ship facility near San Francisco to a Navy tug waiting near the Golden Gate Bridge on September 3. In the lower left photo, the Richard makes up to the ship. In the pilothouse is Captain **Tim Holl**, while Able-Bodied Seaman **Jennifer Woodruf** passes a line to Line Handlers **Mark LaCroix**, right, and **William Golson**. In the lower right photo, the destroyer clears the west span of the Richmond-San Rafael Bridge with Foss Captain **Jim Halloran**, right, who was in charge of the move, and Line Handler **Lee Coleman** on board. In the top photo, the Arthur Foss provides braking power as the ship approaches the hazy Golden Gate. The 564-foot Young was decommissioned in 2002.*

Tanker Capabilities Improved in Three-Way Tug Swap Between Long Beach, Bay Area

A three-way tug swap is giving Foss a high-horsepower muscle machine on San Francisco Bay and creating “twin” tugs in Long Beach for increased escort capabilities.

Under the vessel exchange, the two-year-old 6,250 horsepower ASD tug *Lynn Marie* has been transferred to Foss’ Bay Area fleet from sister company AmNav Navigation.

Foss has dispatched the 3,000 horsepower *Brynn Foss* from the Bay Area to Long Beach, where it will be matched with a sister, the *Pacific Escort*. Both are cycloidal propulsion tractor tugs.

To complete the swap, Foss Long Beach transferred the 3,300 horsepower ASD tug *Peter Foss* to the Bay area, where it will be put to work for AmNav.

Bay Area Regional Director **Scott Merritt** said the *Lynn Marie* gives his operation a tug with high bollard pull and far greater escort capability.

“It makes a huge difference in filling out our fleet,” he said. “A lot of

the tankers we escort are in the 150,000- to 200,000-deadweight-ton class — big ones. When they call San Francisco Bay they are not fully loaded due to the available depth of water. This can create problems because of the large amount of surface area exposed to the winds of the Bay.”

The *Lynn Marie* is named for the wife of **Mike Garvey**, a principal owner of Foss parent company SaltChuk Resources. It is a sister of the *Marshall Foss*, which has been stationed in Long Beach since entering service there in January 2002.

Long Beach Marine Operations manager **Wendell Koi** said that while he’ll miss the *Peter Foss*, which he



Dan Porter Photo

The Lynn Marie, a two-year-old ASD tug that is the sister of the Marshall Foss, is now part of the Foss fleet on San Francisco Bay. Captain Dan Tynan is at the controls in this photo of the tug sporting its new paint job near Foss headquarters in Richmond.

described as “an excellent harbor ASD boat,” Long Beach gains with the *Brynn Foss*.

“Teaming it up with the *Pacific Escort*, we will have matching tugs and will have the ability to apply for alternate compliance in tanker escort, where two tugs can be matched for increased escort capabilities.”

In an unrelated move, the 40-foot *Sam Foss*, formerly used as a log tug in the Pacific Northwest, has been moved to the company’s Bay Area fleet. Merritt said the tug will be helping out with construction work as well as sand dredging and lightering. It’s 3,000-gallon-per-minute fire pump also will help Foss fulfill firefighting requirements for local refineries.

“It’s a boat that has fulfilled its useful life in the log business,” Merritt said. “And it’s a nice tool for us.”



The Foss 300 derrick lifted the tug Sam Foss onto a barge in Seattle recently for transport to San Francisco Bay, where the 40-foot boat will help out in a variety of work areas.

Shipyard Completes Month-Long Overhaul Of Oregon State University Research Vessel

A 185-foot research vessel operated by Oregon State University spent nearly a month in Foss Shipyard beginning October 11, undergoing drydocking and routine maintenance. Up to 30 shipyard workers were assigned to the job.

In an unusual twist, the contract for work on the *R/V Wecoma* was awarded based not on price, but on a “best-value” assessment of proposals. Project Manager **Van Vorwerk** said Foss won the project even though its price wasn’t the lowest.

“They used a point system, and experience with this type of vessel was highly valued,” Vorwerk said. “Price was secondary.”

Foss previously has performed maintenance and upgrades on the University of Washington research vessel *Thomas G. Thompson* and the Woods Hole Oceanographic Institute’s *Atlantis*.



A shipyard worker inspects the bow thruster of the research vessel Wecoma, which has a new paint job and is nearly ready to leave the drydock.



*Rigger Assistant Foreman **Terry Dawley** gets ready to hoist the Wecoma’s “monkey rudder” into position, on mounts attached to the kort nozzle that surrounds the vessel’s controllable-pitch propeller.*

“We had good results with those projects, so those customers had good stories to tell the people at Oregon State,” Vorwerk said. He explained that the university elected to switch to a best-value bidding process, “because the last time they drydocked the vessel, at another yard, it was a nightmare.”

Vorwerk added that the best-value process gives the latitude to award the contract “based on what makes the most sense for Oregon State Univer-

sity, rather than being forced to award to the lowest bidder.”

The semi-annual project included sandblasting the entire hull, including freeboard, and applying a new paint system. The shipyard also pulled the propeller shaft for maintenance and overhauled the vessel’s nozzle-style bow thruster.

Other work included typical drydock dependent “shave-and-haircut” category items such as sea valves, and zinc anodes.

Foss also prepared and coated the ship’s mast, cleaned and coated the chain locker, fresh water tanks and sewage tanks, overhauled “A” frames and installed new heat exchangers.

The yard also removed and overhauled the ship’s 15-ton, dual-drive turret crane, which weighs 26,000 pounds.

Greg Schaut was the Ship Repair Superintendent assigned to the project. **Hal Gray** was the vessel Port Engineer.

Rainier Yard Building Barge For Portland Dredge Work

Foss Rainier Shipyard in Oregon this fall built a 30-by-60-foot barge that will be used as a tender for maintenance dredging operations at the Port of Portland.

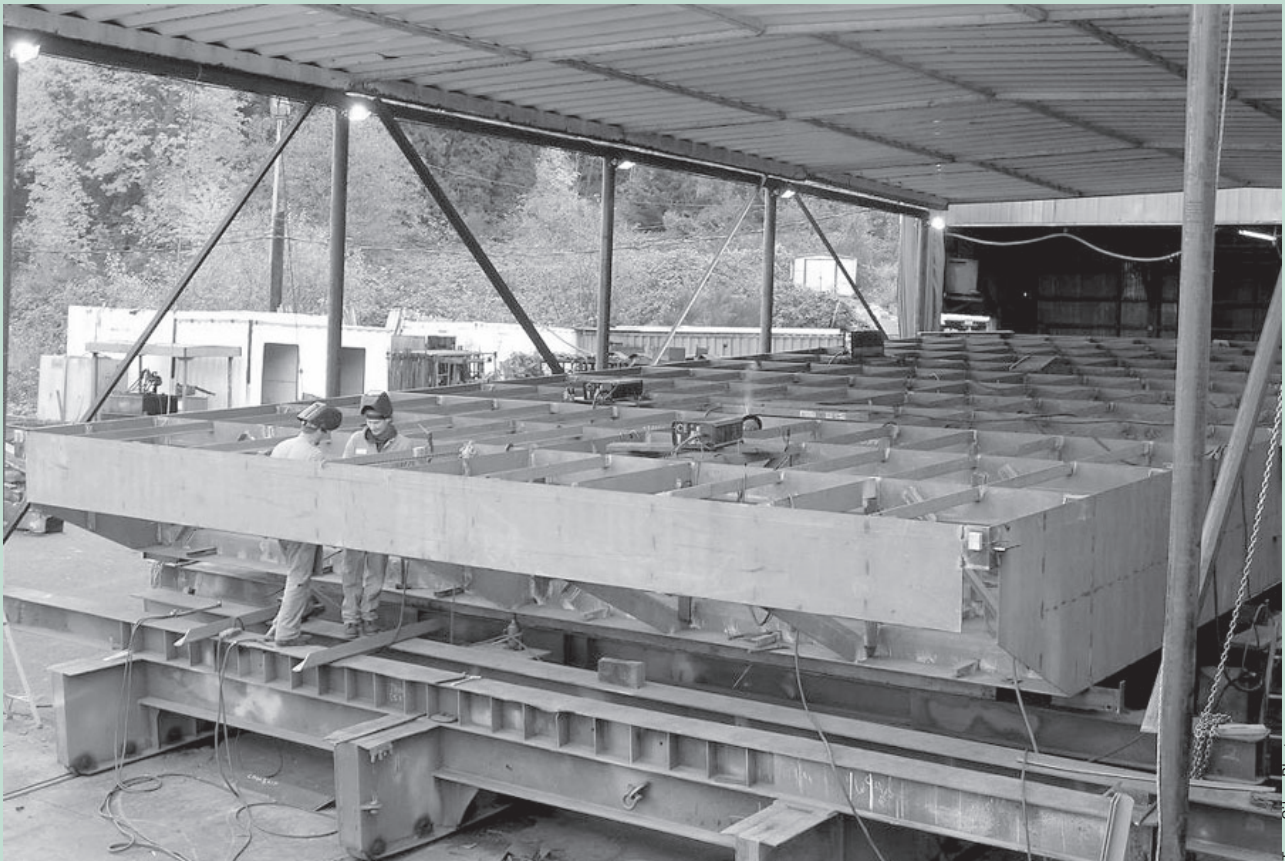
Foss won the barge construction job in a competitive bidding process

against five other yards. About 12 craftsmen worked on the barge, built on shipways under a cover fabricated for protection from the weather.

Shipyard Superintendent **Tony Silva** said the barge is “basically a platform,” just four feet deep.

Mounted on the barge will be a swivel elbow that will enable dredge spoils to be diverted to disposal sites in either Oregon or Washington. The barge also will house a two-drum winch for anchoring during pumping operations.

The shipyard began preliminary work on the project on October 15, and Silva said it would be completed by the second week in December.



Tony Silva Photo

*A barge that will be used as a dredge tender at the Port of Portland takes shape at Foss Rainier Shipyard. The welders in the photo are Leadman **Troy Schreiner**, foreground, and Journeyman **Corey Cook**.*

Four Foss Craft Join Annual Canal Cleanup

About 116 volunteers manned more than 30 vessels, ranging from kayaks to tugs and work boats up to 60 feet, and filled 11 dumpsters with debris in the annual Lake Washington Ship Canal Cleanup October 18 in Seattle.

Foss Maritime and Foss Environmental Services were well represented, with about 17 employees, children and friends on four vessels. Among them was the *Henrietta Foss*, a restored 1930 tug loaned for the event by owner **Mike Garvey**, one of the principals of Foss parent SaltChuk Resources.

The volunteers combed the shores of the Ship Canal for garbage, and came up with such treasures as a large traffic-caution sign, a shopping cart, a stuffed toy monkey and a full can of beer. Less glamorous “loot” included an assortment of scrap wood, chunks of foam, and several dead-head logs.

The event is sponsored by the Seattle Marine Business Coalition in partnership with the Puget Sound-keeper Alliance, Port of Seattle, Seattle Public Utilities and the U.S. Army Corps of Engineers.



Paul Gallagher, on the dock, takes hold of a sign discovered near the Fremont Bridge. Hoisting the sign from the deck of the Henrietta Foss are Bob Wilkinson, right, and Paul Flynn.



Gary Stauffer, aboard the Henrietta Foss, used a dip net to fish debris from the Lake Washington Ship Canal. A friend of Norm Manly's, Stauffer is Director of the Resource Assessment and Conservation Engineering Division of the Alaska Fisheries Science Center of the National Marine Fisheries Service.



Members of the Foss team at the Lake Washington Ship Canal Cleanup, gathered on the bow of the Henrietta Foss are, standing from left, Norm Manly, Don Hoge, John Crawford, Linda Nordness (friend of Kayte Teeple), Kayte Teeple, unidentified woman, Andy Stephens, Bob Wilkinson and Paul Flynn (friend of Jane Habiger). Seated from left are Jane Habiger, Hannah Stephens (Andy Stephens' daughter), Malia Yamane (friend of Hannah), Mindy Osbjornsen and Dave Herring.

Tugs are a Profession, Bikes are a Passion for The Foss Motorcycle Man of Portland, Oregon



Mark Troutman's favorite motorcycle is this 1973 BMW R/75-5, 750 cc model, which is parked on one of two pneumatic lifts in his shop.

It's not unusual for towboating people to be into motorcycles. Port Captains in both Seattle and Portland have them, for example.

And then there is **Mark Troutman**, Port Engineer for the Columbia Snake River region.

You know something is up when you enter the shop behind his home in West Linn, south of Portland. Inside are 16 motorcycles, mainly vintage Honda scramblers and BMWs, all but a couple of them in nearly new and rideable condition.

One wall is neatly lined with plastic bins full of parts. Tires and motorcycle gas tanks hang in orderly rows from the ceiling. He has two pneumatic lifts for servicing the bikes, plus

tools for all required tasks, with the exception of machining.

As if that weren't enough, Troutman tells you he has 35 more bikes stored in two shipping containers at a friend's construction yard in Southeast Portland.

"Lots of guys go hunting and they have to have a \$40,000 truck and everything that goes with it," Troutman said, surveying his shop. "This is my passion."

It's more than that, wife DeeAnn quips, "It's an obsession. He goes to bed reading technical manuals, and if they're not on tugboats, they're on motorcycles."

The towboating industry runs deep in Troutman's veins.

His father and both of his uncles were tug captains. Motorcycles are a more recent affliction.

CONTINUED ON PAGE 21



Troutman displays some of the 16 motorcycles he keeps in the shop at his home. All but a couple of the bikes are in nearly-new and rideable condition.

Behavioral Safety Program Takes Hold at Shipyard; Reduced Injuries are Reported

The committee overseeing implementation of a new safety program at Foss Shipyard reported success in its first month, with a decline in on-the-job injuries and general acceptance of the program by the workforce.

Work task observations, a key part of the new “behavioral safety” program, began October 1 in the shipyard. As of November 7, 70 work tasks had been observed, 83 percent of the total planned.

The trained observers, themselves shipyard workers, took note of 627 actions within those tasks and found 103 to be “unsafe or questionable.” The committee pronounced those findings positive, noting the action taken “eliminates hazards from our workplace, making Foss Shipyard a safer place to work.”

The committee reported that the observations were having a “positive effect on our work environment.”

“People are taking time to plan and do jobs in a safe way,” the committee said in its report. “On-the-job injuries for October were much less than usual. Although this is only a short period of time, it is a good start.”

Shipyard Director **Jim Stewart** said he was “extremely pleased” with the shipyard crew’s attitude about the new safety effort.

“We’ve got a way to go,” Stewart declared, “but we’re off to a good start.”

Safety and Quality Assurance Director **Mike Sutton** complimented Stewart for a “serious management commitment” to the effort and noted that it “isn’t just another of ‘those’ safety programs, but it is an instilling of a safety culture that is quite contrary to conventional safety programs.”

“Now that we have demonstrated that this program can be successfully implemented in a difficult work environment, the next challenge will be to implement safety behavior in our fleet,” Sutton added. “The key is to keep the momentum going and the positive results will follow. The best way to do that is to complete the action items identified during the observation process.”



Mindy Osbjornsen Photo

Stores Department Foreman **Arnie Backman**, right, takes notes during a safety observation at Foss Shipyard. Rigger Assistant Foreman **Terry Dawley**, left, is overseeing the removal of an engine/generator set in the background.

Fall Delivery Made to Shemya; No Problems or Delays In Reaching Unprotected Harbor

The *Sidney Foss* in mid-October completed the company’s third tow in 2003 of National Missile Defense system cargo to Shemya Island near the tip of Alaska’s Aleutian chain. A fourth tow was possible this winter.

Foss is working for Samson Tug and Barge on the project. In making the fall deliveries, Foss overcame claims by competitors that access to Shemya’s unprotected harbor was possible only in summer.

“We’ve been in and out without any problems and with minimum delays,” said **Paul Gallagher**, Director of Business Development for Marine Transportation. “We have the right equipment, and because of their experience, our people are very good at reading the weather.”

Crewmembers on the three-week trip in October were: Captain **Sam Nelson**, Mate **Terry Williams**, Engineer **Jef Durette**, Able-Bodied Seamen **Dave Jankowski** and **Larry Funner** and Cook **Chris Cory**.

Motorcycle Man

CONTINUED FROM PAGE 19

After some riding and casual road-racing of BMWs in the early 1970s, Troutman got busy working and raising a family. "I didn't put a leg over a motorcycle between 1979 and 1995," he recalls.

Then, while building a 1963 Honda Scrambler from scavenged parts as a gift for his brother, Troutman hooked up with the vintage Honda crowd.

"I discovered that we had a common interest and it was a group of people I related to, and it all went on from there," he said.

Troutman rarely sells a finished motorcycle, but he finances his hobby by selling parts through a partner on eBay, the Internet auction site. Since 1997, he reckons he has bought several hundred old bikes, broken them down and bagged, tagged and shipped the parts. The business supports his BMW habit.

He started out with two bikes in 1997. Among the 16 in his shop today are a "brand new" 1976 R/90-6, 900 cc BMW he built from parts last summer. There's also a 1969 Honda 450 police bike with an electro-magnetic "clock-and-lock" speedometer.

Then there's a like-new "Enfield" 350 with turn-down handle bars, built in the 1970s in Madras, India, where the bikes were used by the British military.

He has a number of Honda Scramblers and Superhawks. The Hondas are all pre-1974, while his BMWs range from 1955 to 1997.

"Usually, I pick out three bikes a year and insure them and ride them," Troutman said. The BMWs are his favorite machines.

"To me, it's the epitome of a motorcycle," he declared. "That will make the Harley guys laugh in their sleeve. But to me, the Harley is just a bad design they've made tolerable."



Red Dog: 'A Job Well Done'

*The lightering barge Kivalina, with the Stacey Foss alongside, top, loads ore to a bulk carrier near the Red Dog Mine Port in northwest Alaska this summer. Bottom, the returning Kivalina is nudged into its berth November 3 at the Foss Terminal in Seattle by the tug Henry Foss. The Kivalina and its sister barge Noatak, assisted by the tugs Iver Foss, Sandra Foss, Stacey Foss and Jeffrey Foss, lightered 1.35 million tons of ore onto 25 ships during Foss' 14th season at Red Dog. The operation was a success in spite of intermittent storms that regularly shut down work for up to several days at a time. Dust control systems installed on the barges last winter were effective and well received by the customer and regulatory groups that oversee the operation, said **Don McElroy**, Foss Vice President for Marine Transportation and Petroleum. He congratulated Lightering Operations Manager **Bob Fellows**, Vessel Operations Manager **Jim Van Wormer**, and all tug and barge crews for "a job well done."*



Revvng Up for Foss Career

*Ryan McLean, left, is a senior at Gig Harbor (Washington) High School and hopes someday to be a tugboat captain for Foss. He visited Foss Maritime headquarters on October 29 as part of a senior project and is shown above in the engine room of the Andrew Foss with Chief Engineer **Ken Corbin**. Ryan already has signed up to join the U.S. Coast Guard after his graduation next spring. Following his Coast Guard service, he plans to attend Seattle Maritime Academy. Benjamin Foss Captain **Blaine Hall**, also from Gig Harbor, is acting as Ryan's mentor through his senior project.*

Cash and Prizes Awarded in Program Targeting Solo Drivers

Thirteen Foss employees won cash and other prizes through their participation in a Commute Trip Reduction promotion held in August in conjunction with other nearby Seattle businesses.

To be eligible for the drawing, participants traveled to work without driving alone for two days during the week-long promotion. Winners were:

Foss-contributed \$20 cash prizes — **Clay King, Clark Smith, Jane Habiger, Lori Biles and Jeannie Louie.**

Metro Transit-contributed \$20 commuter bonus coupons — **Leila Louie, Johnny Warnes, Jim Mosman, Doug Johnson and Efrén Esguerra.**

Metro Transit-contributed stainless steel vacuum flash — **Mindy Osbjornsen, Don Kelley, and Matt Brown.**



Bay Hero Award Winner

***John Lewis**, right, Senior Customer Service Representative in Tacoma, received an award from Citizens for a Healthy Bay on November 6, for helping to avert a spill of thousands of gallons of diesel fuel and hazardous materials into Commencement Bay in May 2002. From the Foss Tacoma office, Lewis determined that an anchored derelict 100-foot vessel was sinking. He alerted authorities, who pumped water out of the retired Navy craft and removed 3,000 gallons of diesel fuel, 500 gallons of paint and a cylinder of highly toxic chlorine gas. Lewis is shown receiving the Bay Hero Award for Citizen Excellence from **Lee Roussel**, president of the board of the advocacy group. The Washington Department of Ecology previously honored him for the same deed. The derelict, the *Victoria M.* was recently removed from its anchoring site and towed to a yard for disposal.*



Evergreen Award to Foss

Foss' Long Beach division recently received a Vendor of the Year award from Evergreen America Corporation, for whom Foss performs ship assist services. In the photo, from left, are **Dave Selga**, Foss Southern California Regional Director, **Ron Bates**, Foss Southern California Sales Manager, and **Wesley Brunson**, Executive Vice President, Pacific Southwest Region, Evergreen America Corporation. This is the second year in a row Foss has received the award from Evergreen.



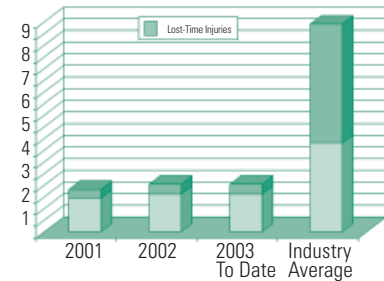
Schneider is 'NOBUG' V.P.

Julie Schneider, Manager of Networking and Telecommunications for Foss in Portland, recently was elected vice president of the Northern Oregon BackOffice Users Group. NOBUG, as the group is known, is an association of 20 to 30 systems administrators whose companies use Microsoft server products. The group meets monthly to share information, view demonstrations and review new Microsoft products. Schneider has been with Foss for nine years and has been in her current position for three years.

Spotlight on Safety

Injuries

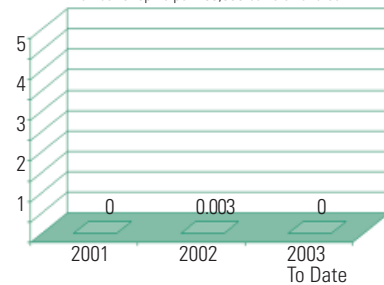
Rate of recordable injuries per 100 workers, per year



- Recordable injuries are injuries requiring medical treatment.
- Lost-time injuries are injuries which cause a worker to miss time on the job.

Spills

Number of spills per 100,000 barrels handled



- A spill is defined as any spilled material that produces a visible sheen on the water.
- Spills reported on the chart are those occurring during oil cargo transfers.

People News

NEW EMPLOYEES

David Black

Chief Mate, Marine Transportation

Edwin Nelson

Chief Mate, Marine Transportation

PASSINGS

Don Adkins

Loading Supervisor, Red Dog Project

Richard Glidersleeve

Retired Chief Engineer, Marine Transportation

Guy Johnson

Retired Captain, Marine Transportation

Happy Holidays!

FOSS
MARITIME



Dan Porter Photo

Bay Panorama

The Anna Foss, pushing the barge Foss Oiler, glides through the Richmond Channel on San Francisco Bay in this recent photo looking to the southwest. In the foreground is the Brickyard Cove Marina. (The Foss Richmond facilities are to the left, out of the photograph.) Points of interest in the background are, from left, Yerba Buena Island, the west span of the San Francisco-Oakland Bay Bridge, downtown San Francisco and, on the right, Point Blunt, which forms the east end of Angel Island.



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