



# Tow Bitts



## A HOLIDAY GREETING:

Strategic Moves in 2006  
Align Us with This Mission:  
Provide Customers with Services  
that are Without Equal

**By Gary Faber**

President and Chief Operating Officer

More than any 12 months in the recent history of our company, 2006 was a year in which Foss Maritime moved forward strategically in all areas of our business.

We believe that new courses charted in our harbor services, marine transportation/logistics and shipyard lines of business, while not without risk, will further the growth and success of the company for decades to come.

Amid the complexities of those initiatives, we've come up with a brief mission statement that will enable us to

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**ALWAYS READY**

## INSIDE *Tow Bitts*

### Faber Appointed President and COO

Gary Faber's appointment as president and chief operating officer was announced in October by Foss, with officials of parent company Marine Resources Group citing his record of accomplishment as one of the main reasons for his promotion.

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### Another Tractor-Plus Tug

Foss is adding a drive unit to the tug *Brynn Foss*, making it the third boat in the company's fleet to get a power boost that will improve its ability to handle big, new-generation containerships. Two Foss tugs already have been upgraded with the now-proven "Tractor-Plus" technology.

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### Partnership at PAL

*Tow Bitts* was along for the ride as two giant tankers came together for a crude oil transfer off the coast of Southern California. Foss provides a vessel, personnel and equipment in support of Chevron's Pacific Area Lightering (PAL) operations.

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### Drydock Riddle

Foss Shipyard came up with a complex-but methodical solution to the challenge of disposing of a 200-foot-long drydock that had been laid up on the Lake Washington Ship Canal in Seattle since 1997. Use of an even bigger drydock was part of the answer.

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### On the Cover

Robert Tandecki's watercolor, "Working the Tideflats, Tacoma," was selected for use on the 2006 Foss Holiday Card in the annual Foss art competition. An article about Tandecki, and reproductions of the paintings used in the 2007 Foss calendar, appear on pages 10-11.

# New Foss Logo Symbolizes Vision of Future, Link to Customers' Core Values, Safety Focus

In October, Foss unveiled a new logo that aims to symbolize the company's growth, expansion and vision for the future.

The design is an abstract tow chain link created with two intersecting, stylized versions of the letter "F"

and replaces a logo introduced 20 years ago.

The new symbol is part of a brand marketing effort started in 2006 under the leadership of Marketing Vice President David Hill. Also as part of that effort, Foss recently launched a new web site that features the logo and highlights the company's broader range of services, including the Harbor Marine Group, Foss' full-service marine engineering unit.

*Tow Bitts* and other published and printed materials, including stationery and business cards, also are being updated to include the new logo and reflect a consistent look and feel, Hill said.

"Foss is changing, and we need a new professional look that brings together all aspects of our expanding company," Hill said. "We are proud that Foss has maintained its values, work ethic and dedication to customers for over a hundred years. Now we are growing and expanding and want a

consistent brand that reflects that momentum."

President and Chief Operating Officer Gary Faber said the branding project is part of a larger effort to "get better at telling the Foss story, not just our history, but where we are going and how we are expanding and improving our service."

Hill said the logo was designed to be modern, memorable and distinctive, distinguishing Foss from its competitors. The tow chain link also reflects the work Foss does in maritime transportation and logistics while symbolizing a link between Foss and the core values and safety focus of its customers.

The tilt of the link, according to Hill, denotes movement, "looking to the future, moving our customers forward toward their goals." The web site address is [www.foss.com](http://www.foss.com). The site gives customers a more comprehensive view of Foss' services, ranging from ship assists to vessel construction and international logistics.

The Seattle-based marketing consulting firm Aukema & Associates has been working with Foss on the branding project, including the design of the logo and web site.



## Updated Look for Foss Tow Bitts is Part of Company Branding Project

*Tow Bitts* has a new look, in keeping with a branding project that is bringing consistent design standards to all company publications and printed material.

The cover features a new "masthead" at the top of the page and includes the new Foss logo,

a towing-chain link. Also, text and headlines throughout *Tow Bitts* are printed with an updated type face.

More changes aimed at improving the appearance of *Tow Bitts*, but not affecting the content of the newsletter, are planned for future editions.

# *Tow Bitts*

*Tow Bitts* is published quarterly by Foss Maritime for Foss employees, customers and friends. To make changes to the *Tow Bitts* mailing list, call (206) 281-3958. *Tow Bitts* editor is Bruce Sherman, graphic designer is Barbara Edquist and coordinator of production is Gil Graham, Foss Vice President of Human Resources.

# Faber Is New President and COO, Plans to Double Business in 5 Years

**Gary Faber**, a 33-year veteran of the maritime industry who over the last two years has helped Foss boost its emphasis on safety and move into international logistics, has been appointed president and chief operating officer.

The appointment was announced Oct. 27 by **Paul Stevens**, president and chief executive officer of Foss parent Marine Resources Group, who said Faber was chosen because of his vision, leadership and “extraordinary” track record at Foss.

Faber since February 2005 has been executive vice president for marine transportation and global services, where he oversaw the company’s successful sealifts to Russia’s Sakhalin Island for Exxon Neftegas.

He said one of his principal goals is to keep the company growing.

“Our plan is to double Foss’ size in the next five years, through a combination of acquiring existing tug companies and expanding Foss’ project

work, especially in oil and gas exploration,” Faber said.

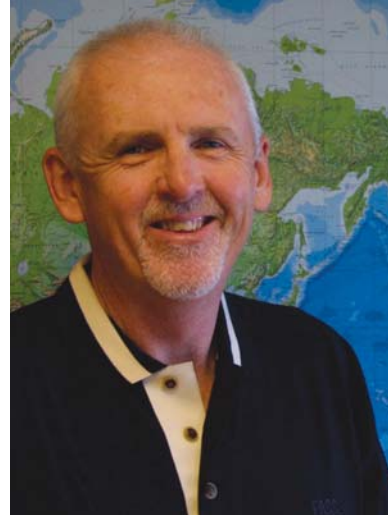
Pointing to the recent acquisition of Constellation Maritime, a Boston-area tug company, Faber said Foss would continue to look for opportunities to extend its expertise in harbor services in the United States and abroad.

And in line with its acquisition of Harbor Marine Services, a full-service naval architecture firm, Foss will continue to be a leader in innovative technology and design, according to Faber.

But he said the company’s top priority going forward is the safety of people and the environment.

“Our customers are now measuring success based on our safety record,” Faber said. “Today, getting the job done on time is not enough. We must also strive to achieve zero accidents and injuries in all aspects of our business.”

Faber, 55, is a 1973 graduate of the U.S. Merchant Marine Academy and has spent his entire career in the ma-



**Gary Faber**

rine industry, both ashore and afloat.

He joined Foss as senior vice president of engineering, shipyards and project management in 2002.

Stevens said Faber brings three crucial traits to his new job.

“First, he has had great success in implementing sound quality, safety and environmental protection programs” Stevens said. “Second is his deep knowledge of the challenges and opportunities in the maritime industry. Third, Gary is committed to building and maintaining strong relationships with customers.”

## HOLIDAY GREETING

*Continued from Page 1*

maintain focus on just a few things crucial to the success of our company going forward:

*Our mission: to provide marine services without equal. We will deliver unsurpassed customer service by:*

- *Relentlessly pursuing perfection in our health, safety, quality, environment and compliance initiatives.*
- *Maintaining a steadfast focus on our customers’ needs and preferences in everything we do.*
- *Continuing to extend and expand our operations globally.*
- *Retaining our world-class work force by fostering an environment of mutual trust and respect.*

Our remarkable progress in 2006 already has aligned us with this mis-

sion statement and positions us to use it as a maxim for success in the future.

Companywide in the now-closing year, our Operational Excellence Program, with its underlying themes of safety and quality, and our re-charged focus on marketing and the Foss brand, will cement our position among the world’s elite companies in our business sectors.

In the harbor services area, we made the first step toward turning Foss into a bi-coastal company with the purchase of Constellation Maritime, which performs ship-assist and marine support work in the Boston area.

Capitalizing on the Foss name and the introduction of tractor tug technology, Constellation is currently looking to expand significantly.

Our marine transportation/logistics group has undergone a restructuring to spur expansion into worldwide projects in energy development and other areas where we have expertise.

We have proven our strength in worldwide logistics during three oil-field sealifts to Russia’s Sakhalin Island over the last four years, and we aim to use those successes as a springboard to other upcoming projects.

Our shipyards have demonstrated their capabilities in new construction and upgrades, through the Dolphin Class and Tractor-Plus programs, and will significantly expand these activities. Credit for our 2006 successes goes to our employees, our vendors and to our loyal customers.

Happy holidays.

# Foss Warehouseman Expresses Thanks for his Job and Family, Credits Salvation Army for Helping to Turn his Life Around

In 1995 when **John Ramos** was 30 years old, his probation officer gave him a choice: go to prison or go to the Salvation Army men's rehabilitation center in Anaheim, Calif., to get over his addictions. He chose the latter.

"It was the best thing that ever happened to me, other than my wife," said Ramos, who said he had been a skateboarding party animal whose life had become unmanageable as a result of drugs and alcohol.

"At the rehabilitation center, my life was changed forever. I learned about God and Narcotics Anonymous and Alcoholics Anonymous and started tackling my problems. It's taken me to where I am today."

Today, Ramos is a warehouseman for Foss in Seattle. He also is married to the daughter of a Salvation Army officer and has one 2-year-old child and another scheduled to arrive in February.

The pastor at his Salvation Army parish in North Seattle, Capt. **Robert Birks** (All ministers in the Salvation Army are assigned a rank) says it's hard to believe the pre-1995 Ramos was the same man he is today.

"I probably wouldn't recognize him the way he was, because he's always

solid," Birks said. "He's at peace. That's the best way to describe John."

After successfully completing his rehabilitation in Anaheim, Ramos came to the Northwest to work as a counselor and cook at a Salvation Army kids camp in Eatonville, Wash. There, he met his future wife and later got a job with Marine Systems, which supplies engine parts to Foss.

"I delivered to Foss sometimes, and I got to know **Chuck Criss** (Foss Receiving). He told me about this job, just because he liked me, and it's the best job I ever had."

Ramos has manned coin-collection kettles during the holidays for the Salvation Army over the years, but that's just a small part of his volunteering activity. He's also worked at homeless shelters, food banks, and played the guitar and sung at various functions.

He also goes to the Salvation Army rehabilitation center in Downtown Seattle once a month to help out. His experiences help him connect with the men he encounters there.

"I know what they're going through," he said. "I know their struggles. I know they're addicts and alcoholics and that they're desperate. I know that they're there because their



Capt. **Robert Birks**, left, and **John Ramos** outside the Salvation Army's North Seattle Worship Center.

probation officer or their wife sent them, or they walked in on their own because their life had become unmanageable.

"There are so many stories but they're all the same story because they're all drug addicts or alcoholics, and they don't know how to live without their drug of choice. I can just relate."

Volunteer work is fulfilling, Ramos said, "because when I came to the Salvation Army my life was a complete wreck, and I want to give back whenever I can."

## Corbin Crew does 'Heck of a Job' Enduring Lengthy Voyage; Russia, Singapore and China Part of Seven-Month Itinerary

Foss in November gave special recognition to the crew of the *Corbin Foss*, whose return from Sakhalin Island to Seattle was delayed a month when the tug was detoured to Shanghai to pick up four new barges.

One member of the crew, Cook **Chris Miller**, had been on the tug more than seven months, since it departed Seattle for the Sakhalin sealift on March 20. The homecoming in Seattle was Oct. 25.

Chief Engineer **Jim Greenlund** boarded the tug in Dutch Harbor on April 1, while it was on the way to Russia. Others switched onto the crew during the season, but also had lengthy stays on board, said **Don McElroy**, senior vice president for marine transportation.

When the *Corbin* arrived in Shanghai, the new barges weren't ready, and the tug spent 17 days at anchor waiting for them to be completed. The run

from Shanghai to Seattle is more than 5,000 miles and took about 30 days.

"They spent a long time at sea," said Marine Transportation Operations Manager **Doug Pearson**. "They did a heck of a job."

After the *Corbin's* return, its sister, the *Lauren Foss*, picked up the barges and towed them through the Panama Canal to their Gulf of Mexico buyer.

The barges were stacked two-high and towed in tandem.

# Third Tug Receiving Tractor-Plus Conversion at Foss Shipyard; Now-Proven Technology Will Help Brynn Assist Biggest Ships

The *Brynn Foss* is undergoing a “Tractor-Plus” conversion at Foss Shipyard, becoming the third of the company’s ship-assist tugs to receive a major power boost through what is now a proven propulsion technology.

The *Brynn*, based in Long Beach, follows the *Wedell Foss* and *Henry Foss* to Tractor-Plus surgery. The first two tugs were converted in 2005 and have received high marks in service on Puget Sound.

The conversion involves adding an azimuthal stern drive (ASD), also called a “Z” drive, to the tugs, which were built about 25 years ago with two Voith Schneider cycloidal propulsion units. A fourth tug of the same class, the Long Beach-based *Pacific Escort*, also is to be converted.

The ASD and Voith propulsion systems are radically different, with ASD drives employing propellers in nozzles

that rotate 360 degrees, and the Voith Schneider drives using vertical rotating blades that sweep the water in the desired direction.

But the systems work well together, adding power needed to handle huge new-generation containerships coming into service in Southern California and the Pacific Northwest.

Puget Sound Port Engineer **John Barrett**, who is acting as owner’s representative for the *Brynn* project, said the tug will pull 115,000 pounds ahead and 89,000 astern after the conversion, compared to its previous 75,000 pounds ahead and 58,000 astern.

The two previous conversions produced comparable results. The *Henry Foss* also was tested for sideways pulling and registered over 58,000 pounds of power. “I think it’s the only tug that’s ever been tested that way,” Barrett said.

While the *Brynn* is in the yard, one of its Voith units is being overhauled. Both of its existing engines also will be upgraded to “Tier I” environmental compliance, a process which requires that they be disassembled and “re-manufactured.”

The new Cummins engine, powering the ASD unit, will meet more stringent “Tier II” requirements.

The tug also will undergo plenty of work to extend its life, Barrett said. For example, salt water cooling systems, with interior piping prone to fouling with barnacles and other growth, will be replaced with heat exchangers. New stern fendering for ship assist work also will be installed.

The project is scheduled to last through the middle of April.

“It’s a lengthy job with a lot of man hours,” Barrett said. “It’s a very big job for our yard.”

Machinists **Darryn Baker**, left, and **Chris Broderson** maneuver a turbo coupler in the engine room of the *Brynn Foss* before it is lifted from the tug to be overhauled.





Chevron's *Cygnus Voyager*, right, approaches the ultra large crude carrier *TI Africa* on a calm October night off the Southern California coast.

## Big Tankers Come Together off the Southern California Coast Foss and Chevron are Partners in Crude Transfer Operations

In a carefully orchestrated dance performed by Chevron Shipping about 100 times a year, two tankers with a total weight of nearly a half million tons are coming together about 50 miles off the coast of Southern California.

The larger of the two is the *TI Africa*, a 1,250-foot ultra-large crude carrier (ULCC) that has just completed a month-long voyage from Saudi Arabia with three million barrels of crude oil. The ship and its three sisters are the world's largest double-hulled tankers.

Overtaking *TI Africa* from behind is Chevron's 900-foot *Cygnus Voyager*, which is specially equipped for this offshore lightering work. The plan is to transfer a million barrels of crude from the ULCC (with a loaded draft of about 80 feet) and carry it to the relatively

shallow waters of El Segundo Moorings, where it will be piped ashore to a refinery.

"Every one of these approaches is a little bit different," says Capt.

**John Wells**, the lightering master who is piloting the *Cygnus Voyager*. "You can't write a procedure that will cover every one."

Though it is after midnight, the sea is calm, and the air is clear, so this approach won't be as challenging as some. If swells

exceed 12 feet, which generally occurs only in the winter, operations are suspended.

With Southern California native

Lightering Master **John Wells**, right, is in charge as the *Cygnus Voyager* closes in on the *TI Africa* (background). Also on the bridge wing are Capt. **Neil Hunt**, center, master of the tanker, and Chief Mate **Bojan Simper**.



## THE FOSS-CHEVRON PAL PARTNERSHIP

Foss has been providing support to Chevron's Pacific Area Lightering (PAL) operations off the coast of Southern California since the spring of 2005. A Foss vessel, the *Strategic Horizon* carries equipment and personnel for Chevron, and Foss supplies riggers for the lightering operation. Foss also maintains lines, hoses, fenders and other gear used by Chevron at PAL. The Foss Tug *Pacific Escort* assists Chevron tankers at El Segundo moorings, where crude oil is piped to a refinery on shore.



A worker on the Chevron tanker *Cygnus Voyager*, foreground, throws a lever activating one of the big winches that draw his ship together with the ultra-large crude carrier *TI Africa*.

Wells on the port bridge wing are *Cygnus* Capt. **Neil Hunt**, a Briton, and Chief Mate **Bojan Simper**, a Croatian, who is guiding the ship based on Wells' commands.

The *Cygnus* is unusually maneuverable for its size, retrofitted a few years ago with a variable-pitch propeller and 5,000 horsepower bow thruster. Also added were special cradles on deck to hold four huge cylindrical pneumatic fenders—33 feet long and 16 feet in diameter—which float between the ships and keep them apart during lightering.

As the ships get closer, Foss Riggers **Bob Willis** and **Jeramie Verhelst** walk the decks of the *Cygnus Voyager*, making sure the fenders are deployed properly over the side and that the 14 lines that will hold the ships together have been positioned correctly by the crew and are ready to go.

With about a tenth of a mile separating the ships and the *Cygnus* moving at just under 4 knots, its bow passes to the right of the *TI Africa*'s transom.

"It's always slow from here, but once you get to the house, it races by you," says Wells, as his ship creeps alongside the ULCC. When the bridge of the *Cygnus* is just forward of the *TI Africa*'s house, Wells matches the

bigger tanker's speed and begins to slide his ship to the left.

Capt. Hunt explains that speed is kept to the minimum while still enabling control, minimizing the hydrodynamic effect between the ships that could otherwise suck them together.

As the distance between the ships slowly closes, the crewmembers get ready with the lines. Wells (he explained later) uses left rudder to keep the stern away from the big ship while the bow thruster controls the lateral movement of the forward part of the ship.

To keep his ship's speed the same as the *TI Africa*'s, Wells picks a couple of range points on the ULCC's deck. If their relative position changes, the *Cygnus* is going too fast or too slow.

Concluding a process that has taken about 40 minutes, the forward fender on the *Cygnus* nudges the *TI Africa*. Starting at the bow, crewmembers toss lines to the big ship and then draw the two vessels snugly together with big steam-powered winches on the *Cygnus*.

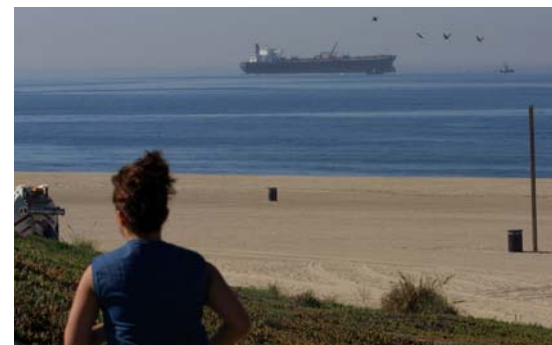
Willis and Verhelst are then hoisted to the *TI Africa* with a "Billy Pugh" personnel net and set to work attaching the two 12-inch hoses that will carry crude onto the *Cygnus*. A third, 16-inch hose carries vapors, displaced as the

crude is loaded, back to the ULCC.

The transfer takes about 18 hours, as the tethered ships lumber along at about a knot. Then the entire coupling process is reversed and the *Cygnus* departs for the six-hour trip to El Segundo. Some of the cargo will be discharged there, and then the tanker will make a 30-hour run to the Chevron refinery in Richmond, Calif., to pump off the rest.

Another Chevron lightering ship will take a second million barrels from the *TI Africa* beginning in a few hours, and then the *Cygnus* will return for the rest.

So far, the job has gone flawlessly. "With this ship, it's easy, because these guys are so well trained," said Willis.



A jogger follows a path along the beach as the *Cygnus Voyager* unloads crude oil at the El Segundo Moorings.

## Teamwork, Positive Approach, Help Foss Maintain Excellence While Providing Equipment and Personnel to Chevron at PAL

Operational Excellence is a key component in Pacific Area Lightering (PAL) operations for both Foss and Chevron Shipping.

Under a contract initiated in the spring of 2005, Foss provides support in the offshore lightering area, where Chevron transfers oil from Ultra Large Crude Carriers (ULCCs) and Very Large Crude Carriers (VLCCs) to smaller tankers for transport to refineries in El Segundo and Richmond.

Foss owns a 130-foot launch, the *Strategic Horizon*, which is dedicated to the service and carries gear, riggers (who are Foss employees) and Chevron lightering masters to the PAL transfer area.

Foss also services the rigging used to hold the ships together during lightering, stores and tests the hoses used to transfer crude and vapor between the tankers and maintains the 30-by-16-foot pneumatic fenders that float between the ships during transfers.

Twelve Foss employees work full-time on the PAL Program. They include five riggers, two captains, two engineers, two deckhands, and Superintendent **Paul Hendriks**.

Throughout its operations, Foss has introduced the Operational Excellence concept, which emphasizes striving for zero accidents and injuries.

“We try to promote Operational Excellence as a team and with a positive message,” said Hendriks. “It’s one thing to present something like the Ten Commandments in terms of Operational Excellence. It’s another thing to have people buy into it. The way our people buy into it is that we’ve been told, and we believe, that we are responsible for each other’s safety.”

Before being tapped to head the PAL service for Chevron, Hendriks

was a tug captain, and he believes that experience is helping him in his management role.

“Every improvement we have made on the boat is the result of team input,” he said. “I am just a collector of good ideas that we filter into the absolute best product.”

**Jimmy Eduljee**, Southwest region operations coordinator for Chevron Shipping, said Foss and Chevron are a good match as strategic partners at PAL and elsewhere on the West Coast.

“Foss has been a fantastic partner, as I see it,” Eduljee said. “I’ve been in the Gulf and have worked with lots of companies, and I think our ideology is well synchronized with Foss in terms of Operational Excellence.”

Describing PAL operations as a “high-risk endeavor,” Eduljee said the Operational Excellence challenge there is to maintain safety of people and the environment.

“It’s a constantly changing environment out there—Every situation is different and unique,” he said, “We have to stay focused and committed to those two concepts.”



At Chevron Shipping’s office in El Segundo are, from left, **Jules Vik**, Chevron Southwest Region Voyage Manager, **Jimmy Eduljee**, Chevron Southwest Region Operations Coordinator, and **Paul Hendriks**, PAL Superintendent for Foss.

Foss Riggers **Bob Willis**, left, and **Jeramie Verhelst** are responsible for lashing the ships together and connecting the hoses that carry crude between the ships. The *TI Africa* is in the background.







Foss team members gathered on the bow of the *Strategic Horizon* are, from left, Riggers **Jeramie Verhelst** and **Troy Jones**, Rigging Foreman **Howie Howerton**, Rigger **James Varley**, Engineer **Alison Williams**, Capt. **Don Williams**, Superintendent **Paul Hendriks**, Rigger **Robert Willis** and Deckhand **Vincent Pereira**.

## Lightering Masters are Seasoned Mariners who Oversee Ship-to-Ship Dockings of Tankers and Crude Oil Transfers

Capt. **Lawson Ellison** jokes that he has a professional interest in surfing, which consumes much of his leisure time when he isn't piloting Chevron tankers at the Pacific Area Lightering (PAL) site off Southern California.

"If I go to the beach every day, I can tell what the sea is doing," Ellison said, claiming to be a strong paddler even though he's in his mid-50s.

Ellison and Capt. **John Wells** are sharing watches as lightering masters aboard the *Cygnus Voyager* as it transfers a million barrels of Saudi oil from the ultra-large crude carrier *TI Africa*.

They are among nine seasoned masters—four U.S. citizens and five of international citizenship—who oversee lightering operations for Chevron in various areas of the world where the biggest tankers draw too much water to come into port.

Lightering masters generally have about five years of training piloting tankers into El Segundo Moorings, where oil is pumped ashore to the refinery just north of Manhattan Beach, before being given responsibility for



Lightering Master **Lawson Ellison** stands watch on the bridge of the Chevron Tanker *Cygnus Voyager*

the dockings at PAL.

Ellison and Wells, both Southern California natives, started their careers as unlicensed mariners in the mid-1970s, and "came up through the fo'c'sle," earning licenses without going to a maritime academy. Both sailed on a variety of ships, including tankers, before joining Chevron.

Ellison said Chevron has been lightering in the Gulf of Mexico since the early 1980s with two dedicated lightering ships, finding that the process was

cost-effective and enabled Chevron to control the transfer operation.

"What we're most proud of is the gear that we use, which is maintained by Foss to the highest quality standards for operations and safety," Ellison said. "Some of the other companies haven't elevated themselves to using these types of wire tails and consistently maintaining the hooks and releases. This stuff is really important in wintertime."

# Thirty Artists Submit Paintings in Foss Competition for Slots in Calendar and Image on Holiday Card

A watercolor by marine artist **Robert Tandecki**, depicting a Foss tractor tug towing a cargo barge by a peaceful beach at the Port of Tacoma, was selected for the 2006 holiday card in the company's annual art competition.

Tandecki's painting, reproduced on the cover of *Tow Bitts* and at right, was one of 36 entries from 30 artists competing to have their paintings chosen for the card and for the Foss calendar. Tandecki lives in Sumner, Wash., and

the others are based in the Northwest and California.

Tandecki's favorite subjects are the rural and marine environment of the Pacific Northwest and Alaska. Most of his paintings are cool scenes of winter,



January

Gene Erickson, *Barbara Foss*



April

Sally Ohlsen, *Tractor, Tug Skill*



February

Austin Dwyer, *A Foss Welcome Home*



May

Marshall Perrow, *Tall Ship Palladia with Benjamin Foss*



March

J. H. Christensen, *Gateway*



June

James R. Williamson, *Sakhalin Barge Assist*

for which he is best known.

He said he gravitated to painting marine scenes because he's spent most of his life around Puget Sound and enjoys boats and the water.

"I like the mood and the weather, especially the bad weather," he said. "And when it's bad weather like we've had the last couple of weeks, I'm usu-

ally out running around."

Tandecki said his paintings have been in the calendar about a dozen times, and the 2006 holiday card is his third.

The winning artists receive a \$500 reproduction fee and retain the right to sell their paintings.



Robert Tandecki's *Working the Tide Flats, Tacoma*



July Nancy Peach-Turner, *Oakland Bridge Passing*



October Bob Williams, *Sunset in the Sound*



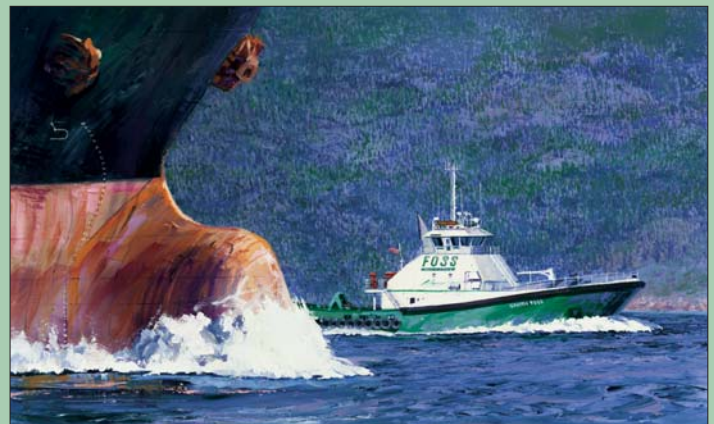
August Julie Creighton, *The Fleet Arrives*



November Giorgina Candelaria, *Wells Towing to Destination*



September Mike Corcoran, *Morning Muscle, Henry Foss*



December Marshall Johnson, *Guidance by Garth Foss*

# Shipyard Resolves a Nine-Year-Old Riddle: How Do You Get Rid of an Old, 200-foot, 1,600-ton Drydock?

In a job as challenging as it was complex, Foss Shipyard this fall transported a 200-by-65 foot drydock ashore and demolished it. The drydock served the company for 49 years but had been laid up on the Lake Washington Ship Canal since 1997.

Several earlier plans to dispose of the wooden behemoth—including

scuttling it in deep water or turning it into a floating warehouse—had fallen through since it was taken out of service. So **Jim Stewart**, Shipyard Director, said it was time to bite the bullet.

“We just came to the conclusion that we needed to get this vessel taken care of, disposed of, and this was the time to do it,” Stewart said.

Depositing the 1,600-ton drydock, known as *Old No. 2*, on the tarmac of Foss Terminal was no easy task.

First, a chartered Manson barge was raised in an even bigger drydock (600 by 93 feet) at Seattle’s Todd Pacific Shipyard across town on Harbor Island. Holes were cut in the barge, and it sank when the big drydock was lowered.

Then the *Old No. 2*, which had been towed through the Hiram Chittenden Locks from Foss, was moved over the sunken barge in the Todd drydock. As the big drydock was raised, *Old No. 2* settled onto the deck of the Manson

barge. The holes in the barge were then patched, it was refloated with the drydock on its deck, and both were towed back to Foss.

The drydock was lifted and hauled from the barge on 16 hydraulic, remote controlled jacks, each mounted on eight wheels. Once ashore, it took four weeks to demolish the vessel.

Stewart said the plan to scuttle the drydock was itself scuttled because the shipyard wasn’t certain that *Old No. 2* was sturdy enough to be towed to the offshore disposal site.

And no one could be found to pursue Stewart’s idea of building a roof on trusses between the drydock’s wing walls and using it as a floating warehouse.

The drydock was built in 1943, and Foss purchased it from the U.S. Navy in 1948. It was put into service in Tacoma but was moved north when Foss consolidated its shipyard in Seattle in the early 1970s.



*Old No. 2* sits on a barge inside a bigger drydock at Todd Shipyard. The barge and its cargo were towed back to Foss. Next door was a drydocked Washington state ferry.



The drydock was mounted on 16 jacks, each with eight wheels, and towed from the barge to Foss Terminal. **Ron Becker** monitors the towing mechanism.



Level wooden runways were built at Foss Terminal to support the old drydock as it rolled slowly from the barge.



Project Manager **Van Vorwerk** shoots a photo as the month-long demolition process begins.



## A 140-TON FLIP

The *Foss 300* derrick made some waves Oct. 6 when it flipped a 140-ton house boat foundation. The 30-by-40-foot concrete float, for a home to be located on Seattle's Lake Union, was built upside-down at the Foss Terminal and launched by the *Foss 300* with assistance from a Ness crane. Then, using two straps run under the float to pick points on the far side, the derrick lifted until the float was vertical and then tumbled over into the water, top-side-up. **John Tarabochia** was operator on the *Foss 300*, and **Steve Imhoff** was the steam engineer and rigger. Trend Construction of Redmond, Wash., built the float.



## DESERT-BOUND

Foss loaded this fiberglass tank, about 18 feet high and 12 feet in diameter, onto a trailer headed to eastern Washington on Sept. 26 for use with the drinking water system in a residential development in Cle Elum. Foss Shipyard originally intended to use the tank as part of a storm water collection system finished about five years ago, but the tank has been surplus since then. Holding the tag line, at right, is Rigger Foreman **Jim Mosman**. The tank weighed about 17,000 pounds.

# Justine Foss and Crew Win Prestigious Award for Atlantic Rescue; AOTOS Honors go to Company for Second Consecutive Year

For the second year in a row, a Foss tug and its crew have won the prestigious Admiral of the Ocean Seas (AOTOS) Award presented by the United Seaman's Service for outstanding seamanship in rescue operations.

This year's award went to Capt. **Sam Nelson** and the crew of the *Justine Foss*. It is the latest in a string of honors earned by the crew for the rescue of five crewmembers from a sinking tug off the coast of North Carolina on Jan. 18, 2006.

The award was presented at a banquet held Nov. 3 at the Sheraton New York Hotel and Towers.

The master and crew of the *Sea-Land Commitment* also were honored at the banquet for their part in the same rescue.

The *Sidney Foss* and its crew received the AOTOS award in 2005 for the tug's dramatic attempt to save the powerless cargo ship *Selendang Ayu* near Dutch Harbor, Alaska, in December 2004.

Paul Stephen, Wilmington Star News



The *Justine Foss* tows the oil barge it lassoed into the Port of Wilmington, N.C.

## Arctic Team Sets Red Dog Record In Spite of Shortened Season; Two Barges, Four Tugs Move More than 1.3 Million Tons of Ore

Foss handled a record amount of ore at the Red Dog Mine port in the Alaskan arctic during the 2006 season completed in late October, in spite of spotty weather and the latest start in 17 years

**Don McElroy**, senior vice president for marine transportation said the specialized barges *Noatak* and *Kivalina* carried a total of 1,373,000 tons of zinc and lead ore to 24 bulk carriers waiting in deep water. That broke the previous record by 13,000 tons.

The barges also loaded the largest ore carrier ever to call the port, an 800-foot bulker.

"They didn't get started until July 20 because of late ice, and some people were a little nervous about whether they could get it all done," McElroy said. "But they did a fabulous job and got every pound out."

Handling the two barges were the tugs *Iver Foss*, *Jeffrey Foss*, *Sandra Foss* and *Stacey Foss*.



The *Stacey Foss*, near the Red Dog Mine port.

## John Lewis Mans the Tacoma Office While Son, Ryan, Learns to Walk on Logs

John and Ryan Lewis both hung around the waterfront when they were kids. John was a Sea Scout and Navy Sea Cadet, and Ryan tagged along when his dad went to work and enjoyed rides on Foss tugs during Tacoma Harbor Days.

Today, they both work for the company, though Ryan signed on 28 years after his dad. John is a senior customer service coordinator, the lead Foss employee in Tacoma, and Ryan is a deckhand trainee working log boats in the Tacoma harbor.

“Foss has been very good to me and my family,” said Lewis, obviously proud that his son, at least temporarily, is following in his footsteps. “Foss has been a career, and tugboats equal dinner, a house and a car for me.”

The elder Lewis, a native of Everett, Wash., joined Foss after serving in the Coast Guard, where his last assignment was with the Vessel Traffic Service in Seattle.

“It was ideal training for a tug dispatcher, because I learned the names of all the boats on the Sound and what they did, plus all the geographical features of the Sound,” said Lewis, who joined Foss after leaving the Coast Guard and worked his way up.

Ryan, 20, came by a different path, studying at the Art Institute of Seattle but leaving the school after finding that it didn't fit with his plan to pursue film making. He worked in a coffee shop for two years before joining the deckhand training program established by Foss in conjunction with the Inland Boatmen's Union.

“The pay is about double here, and it will be more when I'm through training,” he said. “Working outside is great. It's hard and there's a lot to learn, but it's rewarding.”

One of the biggest challenges so far has been learning to walk on floating

logs, which he attempted on his first day of work when asked to go open a shackle.

He is also learning such skills as knot tying, making lines fast to a bit or cleat and checking the engine.

Ryan wants to go back to art school, but the possibility that tugboating could turn into a career isn't lost on him.

“I'd love to travel and this is a great way to do that,” he said. “Who wouldn't want to go to the other side of the world and get paid for it?”



Ryan Lewis, left, and his father John on the porch of the Foss office in Tacoma

Ryan Lewis heaves a line from the tug *Peggy Foss*. The Tacoma Narrows bridges are in the background.





The tugs *Wedell Foss* and *Henry Foss* maneuver a bulk carrier away from the TEMCO terminal in Tacoma while a rain cover was under construction at the terminal berth. Foss provided support for the construction project, completed in September, ferrying about 100 bargeloads of steelwork about a half mile to the terminal from a staging site on the Foss Waterway.

## Foss Customer Builds Rain Cover Over Tacoma Grain Terminal Berth

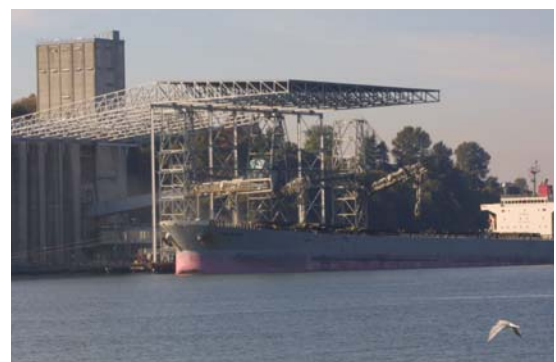
The winter storms of the Pacific Northwest will no longer force suspension of grain-loading operations at the TEMCO terminal in Tacoma, now that the company has installed an 264-by-150-foot roof over the facility's ship berthing area.

Foss provided support for the construction project, ferrying steelwork about a half mile to the terminal from a staging site on the Foss Waterway. **John Lewis**, senior customer service coordinator in Tacoma, said the *Diane*

*Foss* and *Benjamin Foss* hauled about 100 bargeloads to the site from the end of July through September.

Keeping the work on schedule was important, because the terminal had to be shut down while fabrication was underway directly over the berth. That part of the project took three and a half weeks.

The job was tricky for Foss, according to Lewis, because the 286-foot barge had to be maneuvered into shallow water inside the row of dolphins



The finished berth cover at TEMCO.

where ships moor parallel to the shore. The small, log boats *Joe Foss* and *Peggy Foss* assisted the bigger tugs there, Lewis said.

## TUGBOAT CATCH

Capt. **Mike Hedlund** of the *Benjamin Foss* nudges the partially completed tug *Mikiona* into its berth at J.M. Martinac Shipbuilding in Tacoma after the *Benjamin* "caught" the new vessel as it was launched Oct. 7. Martinac is building the *Mikiona* and another tug of the same class for Sause Bros. Inc. of Coos Bay, Ore. The ocean-going tugs are 128 feet long and 35 feet in beam, and Sause Bros. plans to use them to tow fuel barges in California, according to Martinac President **Joe Martinac, Jr.**

Mike Stork





# Joseph T. 'Saves Day' During Fierce Storm

The Foss tug *Joseph T.* went to the aid of the 180-foot fishing vessel *Woodbine* on Nov. 15 after the converted Coast Guard cutter's bow line broke loose at the Port of Astoria during a fierce windstorm.

Port Operations Director **Ron Larsen** was quoted in the *Daily Astorian* newspaper as saying the *Joseph T.* "saved the day," when the *Woodbine* swung out from its berth, hit another fishing vessel and nearly crashed into the oil spill cleanup ship *Oregon Responder*.

"The stern lines held, but it was 90 degrees to the berth pointed right at the *Oregon Responder*," said Larsen, "It was a major catastrophe happening."

Larsen called Foss, which dispatched the *Joseph T.* to help the Port's work boat push the *Woodbine* back into the berth.

"We couldn't have done it without it (the tug)," he said. "It had to push it all the way back against the wind, back to the dock to be secured."



Laura Rosenberg

## TOWERING TUG HOUSE

The San Francisco Bay tug *Point Vicente* has a new steering station, which puts the operator's eye level at 41 feet, following a re-fit that also gave the tug upgraded Markey deck winches that enable both pushing and hip-towing (towing alongside). The tug also has two new 100 kw diesel generators, replacing a generator driven by the main engine, plus new keel coolers and engineroom piping. Workers also installed new steering rams, air compressors, a new washer-dryer, refrigerator and freezer. The new house will help the tug handle the Bay Area group's big bunker barges, FDH 35-1 and FDH 35-2. Marine Operations Manager **Dan Massey** coordinated the work.

### SATISFACTION GUARANTEED

A negative attitude cancels out all positive skills.

— From *Satisfaction Guaranteed*  
By Byrd Baggett

## COLD-WATER TRAINING

Fremont Maritime Services Trainer **Lonnie "Walt" Walters**, right, led five cold-water survival training sessions for Foss employees on San Francisco Bay during the fall. The classes included instruction on donning survival suits and survival swimming as well as activating and flipping over life rafts.



Laura Rosenberg

# Teeple and Habiger Stride Seattle Streets, Help Bi-Coastal Team Raise \$45,000 for Breast Cancer Cure Research

Two Foss employees were part of a bi-coastal team that raised \$45,000 Oct. 15 in the Making Strides Against Breast Cancer walk sponsored by the American Cancer Society.

Accounting Manager **Kayte Teeple** and Operations Analyst **Jane Habiger** walked five miles in Seattle's Sunset Hills neighborhood, joined by Teeple's friend **Linda Nordness** and Habiger's dog **Hoshi**. By themselves, the three women raised \$1,550 in contributions, many from Foss co-workers.

They were part of a team captained by Teeple's sister, **Cindy Teeple**, a nurse practitioner cancer specialist in a clinic associated with New York Medical College in Westchester County, N.Y. The East Coast contingent did its walking in Purchase, N.Y., the location for one of many ACS walks around the country.

"They walked at 9 a.m. back there, and we walked at the same time, at 6 a.m. here, and we had cell phones going between us," said Kayte Teeple, "It's been a good way for me to have



**Jane Habiger's** dog, **Hoshi**, gives her a lick before the Seattle team sets out on its walk for cancer research. With Habiger and Hoshi are **Linda Nordness**, center, and **Kate Teeple**.

contact with my sister and get involved in a very good cause."

Named Team Mittleman after Cindy Teeple's boss, **Dr. Abraham Mittleman**, the group finished third in

fundraising among about 350 teams in the Purchase walk. The team had 36 members, among about 13,000 participants who raised a total of about \$1.2 million.

## GOLFER GIPSON

Ship Repair Superintendent **Danny Gipson**, second from right, retired Sept. 29 after more than 39 years at Foss and was photographed with a set of golf clubs that were among the gifts presented to him by the company. Gipson was promoted from outside machinist to superintendent in 1989 and this year received a Top Mariner award for leading teams that refurbished eight big cranes for the U.S. Navy over the last few years. At left in the photo are Shipyard Production Manager **Hap Richards** and Gipson's wife, **Evelyn**, and at right is Shipyard Director **Jim Stewart**.



# Retired Teacher Mike Stork Writing Book on Foss Maritime Company

**Mike Stork**, a retired elementary school teacher and photographer whose pictures appear regularly in *Tow Bitts*, has begun work on a book about Foss Maritime for South Carolina-based Arcadia Publishing.

Stork, who lives in Gig Harbor, Wash., has a long-standing relationship with Foss, being the son of a 30-year captain. The company is opening its archives of photographs and material to Stork, who also plans to make use of other historical collec-

tions and has asked Foss employees for anything that might help him with the book.

Arcadia Publishing claims to be the leading local-history publisher in the United States, with more than 3,000 titles in print and hundreds of new books released every year. The company lists 33 books on Washington State historical topics among its titles.

Foss Customer Service Manager and Historian **Mike Skalley** will be the company liaison for the project.



**Mike Stork**, left, and **Pete Campbell** go over material for Stork's upcoming book, Campbell is the great grandson of the company founders and the retired director of business development at Foss.

## Foss and "K" Line Sign Two Year Ship-Assist Contract for SoCal

Foss and "K" Line America have reached a two-year agreement for ship-assist services in the Port of San Diego and the Los Angeles/Long Beach Harbor. "K" Line America is one of Foss' largest customers in each port.

Southern California Sales Manager

**Ron Bates** said the two companies are a good match. "Each has high standards in today's diverse and technologically advanced environment and wants to do business with like companies," Bates said. "We are very pleased to continue this good

business relationship."

Foss provides ship-assist services for "K" Line containerships, bulk carriers and auto ships in the two harbors. The vessels will utilize about 650 tugs per year.

## Winds Force Cancellation of Foss-Sponsored Regatta

Foss was one of the key sponsors of the Head of the Lake rowing regatta, scheduled for Sunday, Nov. 12 in Seattle. About 2,500 rowers from as far away as Massachusetts, New York and North Carolina, however, went home safe but disappointed when the event was canceled because of bad weather for the first time in its 25-year history.

Pacific Northwest Port Captain

**Steve Kimmel** said Foss provided two 300-foot strings of logs to create a lane protecting the racing shells from the weather as they passed through the most exposed area of Lake Union. "The wind was so strong it was blowing the log booms out of place," Kimmel said.

## PEOPLE NEWS

### NEW EMPLOYEES

#### **Allen Rainsberger**

Director of Health & Safety

### PROMOTIONS

#### **Gary Faber**

Executive Vice President for Marine Transportation and Global Services to President and Chief Operating Officer

### RETIREMENTS

#### **Norm Manly**

Marine Personnel Manager, PNW

#### **Ed Woodfield**

Director of Global Services Marketing

### PASSINGS

#### **Burel Rennick**

Retired Captain, PNW

## Woodfield Retires

**Ed Woodfield**, director of global services marketing, retired Oct. 27 after a 42-year career in maritime sales. Woodfield joined Foss in 1993 with the acquisition of Brix Maritime. He previously worked for Shaver Transportation and Crowley Maritime. He was appointed to the global services position in February 2006 and previously served as Gulf Coast commercial director for Foss parent Marine Resources Group. Earlier positions at Foss included director of PNW regional contract sales and PNW regional director, harbor services.



Ed Woodfield



## PARTNERSHIP AT PAL

Foss' 130-foot service craft, *Strategic Horizon*, cruises in the background alongside the ultra-large cruise carrier *TI Africa* in the Pacific Area Lightering (PAL) zone off the coast of Southern California. Foss provides support for Chevron lightering operations in the zone, including supplying riggers for the lightering operation and ferrying equipment and personnel to the zone. Articles and more photos appear beginning on page 6.



**FOSS**

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