



# Tow Bitts



## ON STATION AT EL SEGUNDO MOORINGS

*The line boat Lucy Foss, foreground, and the Voith-powered tractor tug Brynn Foss, are assigned full-time to service ships berthing at El Segundo Marine Terminal, a tanker mooring in Santa Monica Bay. An article about the Foss El Segundo operation appears on pages 8 and 9.*

## SEATTLE SHIPYARD MOVING INTO NEW CONSTRUCTION BUSINESS

The Foss Seattle Shipyard, which traditionally has focused on maintenance and repair of its own fleet, commercial vessels and large yachts, is going into the new construction business.

The new line of business will get

underway this year with the start of construction of two new 108-foot fire boats for the Port of Long Beach. Foss won the \$51 million contract to build the boats in a competitive bid last fall.

New Construction Director **Hap Richards** said construction of the

*(Continued on page 6)*

INSIDE



**New Construction in Seattle**

Foss Seattle Shipyard craftsmen are excited that they, like their co-employees at Foss Rainier Shipyard, will begin building new vessels this year. The first two new-builds will be fireboats for the Port of Long Beach.

Cover

**Hurricane Sandy Relief**

Experience gained in providing relief supplies to Haiti after its 2010 earthquake served Foss well when it was called to the front lines in November to help remediate the damage in New York and New Jersey caused by Hurricane Sandy.

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**Super Shipwrights**

The Shipwrights' Shop at the Seattle Shipyard boasts a wealth of experience, with many of its craftsmen having 20-30 years of experience. And they are now working on a favorite project—rehabilitating the 82-year-old tug *Henrietta Foss*.

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**Foss Loses 'A Friend and an Asset'**

The unexpected death of Capt. Shawn O'Connor brought sadness to many who knew him. The master of the Tacoma-based *Wedell Foss* was known as a well-qualified tug operator, and a devoted family man who was always ready with help or advice.

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To submit articles for *Tow Bitts*, please contact Bruce Sherman, editor, sherman.b@comcast.net, or Tina Wissmar, coordinator of production, tina@foss.com. The *Tow Bitts* graphic designer is Barbara Hoberecht. *Tow Bitts* is published six times a year by Foss Maritime for employees, customers and friends. Changes to the *Tow Bitts* mailing list should be referred to Colleen Liman, (206) 281-3988 or colleen@foss.com.

# When Emergencies Strike, Foss Lives up to its Motto

By Paul Stevens  
Chief Executive Officer  
Foss Marine Holdings

For years the motto of Foss Maritime was “Always Ready.” This was modified to “Always Safe, Always Ready” a few years ago to acknowledge that the safety of our people must always come first. The “Always Ready” slogan speaks to our preparedness to respond to customers, the environment, and our community.



Paul Stevens

The most recent example of this occurred when hurricane Sandy hit the East Coast. Foss was contacted by the Defense Logistics Agency to supply pumps, generators and support personnel to help out with the devastation. (See story on pages 4 and 5.)

Within 72 hours Foss had 30 pieces of equipment on trucks heading to Lakehurst Naval Air Station, New Jersey, and a team of 20 first responders on the ground. As you know, Sandy devastated parts of New Jersey and New York. We continue to work with various entities on transportation solutions of rubble to landfills so that these states can begin to rebuild.

Following the Haiti earthquake Foss and its subsidiary companies responded by dedicating four barges and four tugs to the relief sealift. In the end Foss had moved 85 percent of all the food aid and 50 percent of the military relief cargo into Haiti. We remain in Haiti today working with the port to ensure continued flow of goods to this devastated nation.

In the last decade our captains and crews have responded to dozens

of calls for rescue or emergency assistance. Two in particular, the rescue of the *Maritrans* crew and tow off North Carolina and *Selendang Ayu* off Dutch Harbor are probably the most memorable (see *Tow Bitts* March 2006 and March 2005). In terrible sea conditions, our mariners did what

they could, and what they were trained to do, to protect life and property.

This ability to respond is no accident. Foss has one of the most knowledgeable and experienced workforces in the industry, averaging well over 20 years per person. Each mariner participates in annual safety training and depending on their position, attends deck officer, engineer, tankerman, or deckhand seminars designed to provide position specific training. Crews drill on emergency towing techniques, often with our customers (see *Tow Bitts*, March 2011) and have annual incident command drills to verify their readiness. Response equipment such as pumps, emergency tow gear, blowers, etc. are staged at Foss operating locations and on many of our vessel to ensure we are ready to respond to an emergency.

The combination of Foss experience, equipment and training ensures our employees are ready to perform difficult tasks safely in the worst weather conditions. This allows Foss to live up to the high standard set by “Always Safe, Always Ready”.

We all should be proud that this is part of our value system and character. I look forward to working with all of you in making 2013 a safe and successful year.

# Shell Declares Commitment to Arctic Oil Exploration

By *Drew Arentz*

A Shell Oil executive declared his company's unwavering commitment to Arctic oil exploration in January, two weeks after the grounding of a Shell drill rig near Kodiak Island. Foss participated in the rescue of the rig.

"The (rig) *Kulluk* will live to drill another day," declared Pete Slaiby, vice president of Shell Alaska, at a town hall meeting in Anchorage on Jan. 16, making it clear that the rig can and will be repaired.

The grounding occurred after the drill rig broke away from its primary towing vessel (*Aiviq*) and multiple assist vessels on Dec. 3. It was strategically directed to a gravel embankment on Sitkalidak Island, near Kodiak to mitigate potential damage to the hull. None of those vessels were operated by Foss.

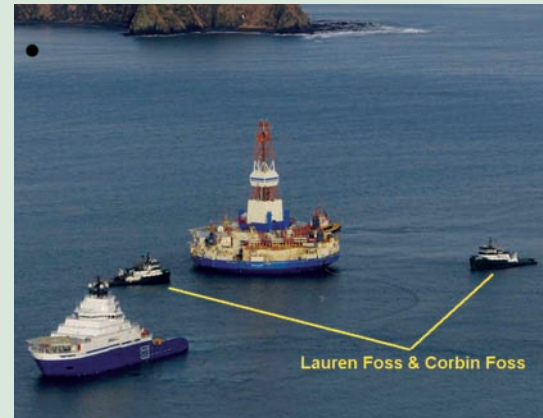
The *Lauren Foss* had been dispatched on the night of Dec. 30 to

assist the *Aiviq*s as it struggled with its tow in high seas and winds, but the *Lauren* arrived after the grounding. On the day after the grounding, Foss sent the *Corbin Foss* to the scene, along with the tug *Natoma* and barge *Tuuq*.

The *Kulluk* was removed from the beach and was being held in a safe harbor in Kiliuda Bay, on Kodiak Island. Shell is conducting rigorous topside and underwater inspections.

Shell has committed to keep the *Kulluk* in the bay until the close of the Kodiak Island Tanner Crab season, as crab pots quickly lined the entrance of Kiliuda bay on opening day Jan. 16. The *Lauren* and the *Corbin* are standing by with the rig and might be used as escort vessels when it comes time to relocate the *Kulluk* to a safe berth.

Should the repairs extend into the 2013 drilling season, Shell has a contract with another drill ship in South America, and it can be made



The *Lauren Foss* and *Corbin Foss* provided towing support for the drill rig *Kulluk* after it was removed from a beach near Kodiak Island.

Shell Alaska

available to support the Arctic project.

Investigations by Shell, the U.S. Coast Guard, the National Transportation Safety Board, the Bureau of Offshore Energy Management and many others will continue.

## FOUR TUGS, TWO BARGES, DEDICATED TO ARCTIC SEALIFT PROJECT

Foss will deliver two barge loads of modular equipment from the Pacific Northwest to an oil field development project near Point Thomson, Alaska, during the summer of 2013 using two Foss ocean tugs and a couple of shallow draft tugs to accomplish the sealift.

**Gary Faber**, president and COO of Foss Maritime, said, "The Point Thomson sealift underscores what

Foss can do. Logistically, we'll be transporting cargo over thousands of sea miles, to a small pier on the Arctic Coast. Our customers hire Foss because we have a corporate commitment to safety and the environment, with the ability to deliver anywhere on the globe."

North Slope activity has intensified and Alaska state officials predict that development will bring hundreds of

new jobs to the North Slope's eastern half.

Point Thomson is 60 miles east of Prudhoe Bay and 22 miles east of the Trans-Alaska oil pipeline. The field is estimated to contain 8 trillion cubic feet of natural gas, about 300 million barrels of gas condensate liquids, and traditional crude oil.

## CONTINUED SAFETY IMPROVEMENT REPORTED FOR YEAR OF 2012

Foss continued to experience lost-time injury rates (LTIRs) well below industry standards in 2012. Marine operations reported an LTIR of 0.14, compared to an industry rate of 1.20, and shipyard operations had an LTIR of 0.49, compared to an industry standard of 3.20.

"Every Foss employee should take a moment to view our safety reports and reflect on and appreciate the continued improvements in our safety

performance we as a team achieved in 2012," said **Frank Williamson**, vice president safety, quality and general counsel.

Williamson added, however, that a continued rise in recordable, minor injuries "deserves our closest attention." While both the recordable injury rate of 3.75 for marine operations and 8.36 for shipyard operations are well below industry standards, they constitute increases from the past

few years.

"Our owners and major customers have made it clear that nothing less than this full commitment to safety will be accepted," Williamson said.

The injury rate numbers amount to what an equivalent number of injuries would be for an employee group of 100 working 40-hour weeks, 50 weeks a year.

# Foss Delivers Crucial Relief in Superstorm Sandy's wake; Company Applies Lessons Learned in Haiti to NY-NJ

Even before Superstorm Sandy finished its deadly rampage on America's East Coast, the federal government reached out to Foss Maritime Co. to provide disaster relief in devastated parts of New York and New Jersey.

The call came because officials knew of the Seattle-based company's successful work in earthquake-torn Haiti.

The Defense Logistics Agency contacted **John Tirpak**, Foss' senior vice president of Marine Transportation, as communities throughout New York and New Jersey struggled to cope with the tidal surge and high winds that Sandy brought in its wake. Subways and rail lines were under water, people were trapped in homes and apartments, hospitals had no power, and vital communications centers had lost electricity.

"We knew from our work in Haiti that we had to get the necessary equipment—and the right people—to affected areas as quickly as possible," said Tirpak. "And we knew from experience that we'd be entering a situation where chaos reigned, communication would be difficult if not impossible, and roadways would be impassable.

Tirpak designated **Rob Wagoner** as incident commander for the Sandy Relief effort due to his extensive work in the Haiti relief effort in Port Au Prince.

Within hours Foss had relief supplies headed to New York and New Jersey. The company mobilized 26 pumps, six generators and the personnel to operate the equipment from locations across the country, trucking them to Naval Air Station Lakehurst, NJ. The U.S. Army Corps of Engineers marshaled the equipment for deployment from there.

"Foss was contacted during Sandy because of the work we'd done in



**John Tirpak**, right, Foss vice president for Marine Transportation, and **Rick Chalker** of Foss met with Vice Adm. **Mark D. Harnitchek**, director of the Defense Logistics Agency, at Lakehurst Naval Air Station.



**Rick Chalker**, foreground, and **William Roy**, both of Foss, take inventory of relief equipment supplied by Foss Vendor T&T Marine.

Haiti in partnership with the U.S. government," said Wagoner, who helped deliver tens of thousands of tons of food and rebuild the island-nation's main port as he oversaw company relief operations. "The Defense Logistics Agency in particular was well aware of Foss' capabilities in

the face of a natural disaster."

Foss employees remained at NAS Lakehurst after the storm, working to clean flood damage or provide electricity in communities on the Jersey Shore and New York, where nearly two weeks after the storm some services were still out.



Foss six-inch pumps are ready to be deployed from Lakehurst (N.J.) Naval Air Station.



A Foss crew used a boom truck to supply water to the main building at the Ocean Bay Apartments in Queens, N.Y., which in turn supplied water to the entire complex of 26 buildings operated by the New York City Housing Authority.

## RETURN FROM A SAFE HARBOR

*The Foss tug Orion returned the Nantucket lightship to its berth in Boston Harbor after the ship was temporarily moored on the leeward side of the Foss home dock to protect it from hurricane Sandy. Built in 1936, the lightship served for 39 years as a floating lighthouse off the New England coast and is now owned by the non-profit United States Lightship Museum. Boston was spared from the extensive destruction Sandy caused farther south in New York and New Jersey.*



# LONG BEACH FIREBOATS LAUNCH NEW CONSTRUCTION IN SEATTLE

(Continued from the cover)

fireboats will last through December 2014 and, at any given time, about 30 craftsmen will be assigned to the project.

“It’s been the buzz of this place,” he said, noting that the workforce is excited about the new project. “For one thing, it will get underway during the warm months, when we’re usually slow, and then it will be year-round employment.”

Foss has carved out a 200-by-240-foot site for new construction at what is known as the “Terminal” area at its Ewing Street location. The fire boats and future new vessels will be built on land and then carried on dollies into a drydock for launching.

Foss is erecting two shelters on the site, with combined dimensions of 83 feet by 100 feet, for protection from the weather. To help pay for the shelters, Shipyards Director **Gene Henley** obtained a U.S. Maritime Administration grant, which also is covering two manlifts, a forklift

“I think once we finish the fireboats, we’ll be seeing more new construction here.”

**HAP RICHARDS**

equipped with a clamping device and dust collection systems.

“I think once we finish the fireboats, we’ll be seeing more new construction here,” Richards said. “We’re already seeing interest from our fishing customers, who want to see how this works out, because they’re also looking at new builds.”

The fire boats were designed by Robert Allan of Vancouver, B.C., who is also well known for his designs of tugboats, including the Foss Dolphin Class.

The fire boat hulls will be built of

steel and their superstructures will be built out of aluminum, fabricated by Kvichak Marine Industries, which is across the Lake Washington Ship Canal from Foss.

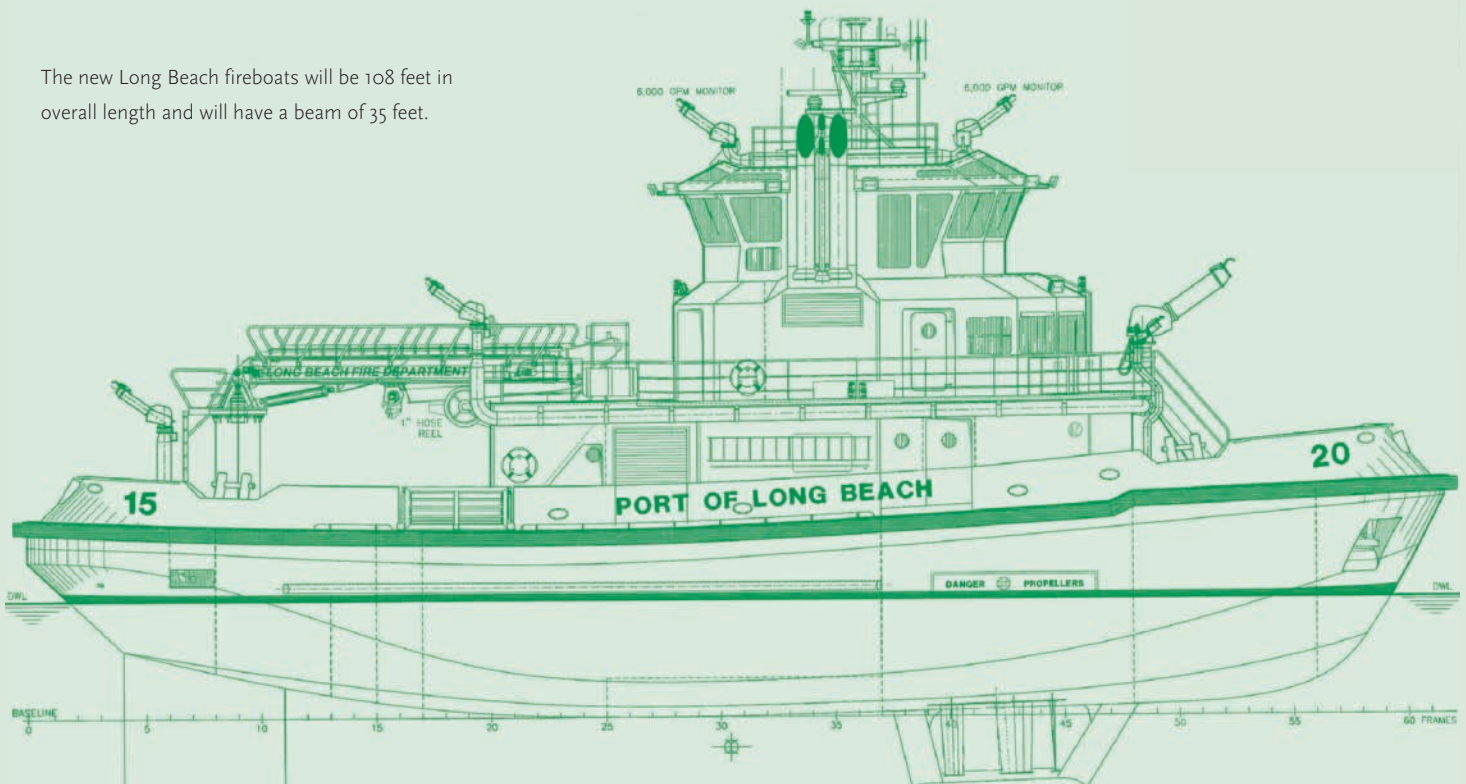
Foss is currently working with Guido Perla and Associates of Seattle on the construction engineering phase of the project.

Richards said each boat would have seven fire pumps and 10 “monitors,” which are spray nozzles, capable of moving about 43,000 gallons a minute. The boats also will be equipped with specialized CBRN (Chemical, Biological, Radiological and Nuclear) systems designed to protect firefighters from those hazards.

Grants from the U.S. Department of Homeland Security are helping the Port of Long Beach pay for the boats.



The new Long Beach fireboats will be 108 feet in overall length and will have a beam of 35 feet.



# Safety Meetings are an ‘Opportunity to Improve’ Operations

The Southern California Regional Safety Committee is meeting in a conference room at the company warehouse on Pier D in Long Beach, and the topics on the table are fundamental to the company’s drive to zero-incidents: participation and communication.

“The strength is going to be having members from the fleet on this committee,” said Senior Tankbarge Manager **Ron Costin**, safety committee chairman. “We need to find a better way to get additional participation.”

The key is communication, said tug Able Seaman **Zach Villanuevo**, noting that some people don’t know when the meetings are scheduled.

“The PNW Regional Safety Committee is going to make it mandatory that someone from each boat comes to the meetings,” said Director of Health and Safety **Al Rainsberger**.

Villanuevo notes that issues on the table aren’t as critical as they once were, “because we’ve already fixed a lot of things.”

Rainsberger adds, “Sometimes these meetings can be an opportunity to improve the way we do things.”

And so it went as the committee met on Dec. 10, as the group went on to discuss such things as standardization of electronics on tugs, respirator



Around the table at the safety meeting, from lower left, were Capt. **Matt Barron**, Tankerman **Anthony Palazzolo**, El Segundo Port Capt. **Gigi Frampton**, SoCal Senior Port Capt. **Paul Hendriks**, Senior Tankbarge Manager **Ron Costin**, Director of Safety and Health **Al Rainsberger**, Able Seaman **Zach Villanuevo** and Chief Engineer **Merle Norquist**.

training for engineers and deckhands, and possible subjects for annual two-day training sessions.

Capt. **Matt Barron** of the El Segundo group suggested that food served on Foss vessels not contain high-fructose corn syrup, noting, “People are eating more—they are going to become obese and get diabetes.” Rainsberger said he would refer the suggestion to Safety, Health and Compliance Manager **Merridith Chumbley**.

Every Foss region holds a safety committee meeting quarterly, and Rainsberger said the topics that came up in Long Beach are typical of those

discussed elsewhere. He also noted that the regional committees run their own shows and don’t have exactly the same approaches to problem solving and style.

“The key is that they all take their mission very seriously,” Rainsberger said. “Just as it is with the company, the safety of our people is their highest priority.”

As for communicating the date of the next meeting, it was set for March 13 at 11 a.m.

“I bet 90 percent of the people here have an iPhone,” said **Anthony Palazzolo**. “Just put it on your iPhone.”



Jim Peschel

## THE VIEW FROM ALOFT

*Capt. Igor Loch, Foss’ designated person ashore, was riding in a gondola on Seattle’s “Great Wheel” ferris wheel as he watched a water display recently by the tug Pacific Star on Elliott Bay. Loch and other members of the Marine Operations group took a ride on the wheel after a holiday gathering at a waterfront restaurant. Capt. Dave Corrie was in command of the tug.*

# The El Segundo Moorings Team: A Professional Group Operating in a Challenging Working Environment

Tucked away in the corner of a cozy little marina surrounded by restaurants and tee-shirt shops in Redondo Beach, Calif., is a very busy Foss operation that is an important part of the company's Southern California team—the El Segundo Moorings service group.

With 35 employees and four vessels—two built recently at Foss Rainier Shipyard in Oregon—the group is at work 24-7, berthing tankers and ferrying personnel and stores back and forth to the El Segundo Marine Terminal, a tanker mooring off the coast of El Segundo.

“This is a very professional group that operates in a challenging work environment, conducting at-sea personnel transfers daily, which is one of the most challenging operations we have,” said Southern California Regional Operations Manager **Ed McCain**. “They also perform line handling services, and they conduct these operations flawlessly in a safe and efficient manner for our customer.”

McCain described the El Segundo team as the cornerstone of the company's safety record in Southern California, which is approaching three years without a lost-time injury.

“This group personifies Safety Culture,” McCain said. “They always have each other's backs and have taken ‘Stop Work Authority’ to the higher level of ‘Stop Work Responsibility.’ Any safety issues are addressed immediately and the team member that discovers it, owns it, until addressed, tagged out or relieved of the specific responsibility.”

The El Segundo group is led by Port Capt. **Gigi Frampton**, Oil Services Assistant Manager **Debbie Parrish** and lead mechanic **Bobby Sylvester**.

“We operate by the company motto, ‘Always Safe and Always Ready,’” said Parrish, a 20-year Foss employee who has been with the El Segundo Group since 2000. She handles the commercial side of the operation, working with the customer, agents, and ships on scheduling and handling other daily business details.

Frampton has worked on fishing boats and tugs since the 1960s; she also spent a couple of years working in the oilfields, running crew boats and supply boats. In addition, she has worked in ocean towing, and has been to 35 countries. She joined Foss last July and is now a key member of the El Segundo team.

Said Frampton: “This is a great company to work for, as it is continually striving to make safety, the number one priority, for the crews, operations and the customer.”

The El Segundo group's vessels include:

- *Lucy Foss*, a 65-foot line boat built in 2009 at Foss Rainier Shipyard.
- *Ava Foss*, a 60-foot service craft, built in 2010 at Rainier Shipyard.
- *Caribe Alliance*, a 65-foot line boat.
- *Caribe Horizon*, a 64-foot crew boat.

The tug *Brynn Foss*, a 93-foot Voith-powered tractor tug, is stationed full time at the moorings to assist tankers into the berths.



The Foss El Segundo group is led by Port Capt. **Gigi Frampton**, left, Lead Mechanic **Bobby Sylvester** and Oil Services Assistant Manager **Debbie Parrish**.







The *Ava Foss*, above, used to ferry personnel and supplies to the El Segundo Moorings, was built at Foss Rainier Shipyard in 2010. On the bow is deckhand **Vito Rinaudo**, and Capt. **Michael Vera** is in the pilothouse.

The *Lucy Foss*, below, tows a buoy attached to a crude oil line away from a tanker at the moorings.





## A Skilled Crew with Extensive Marine Experience

Sean Bull, left, Dave Lyng and Anders Michaela, pull a plank out of the steam box, steamed for two hours and ready to be shaped onto the curved hull of the *Henrietta Foss*.

When Foreman **Bob Geiszler** hires a new carpenter, he looks for a craftsman who has worked in a shipyard, where the job is far different than it is for commercial and residential carpenters. Many of his 14 men have 20-30 years of experience in the vessel repair and construction industry. “It works out well for me and the shipyard because they’ve seen it before, been there and done that,” Geiszler said. “I don’t have to explain how to do things, because they’ve done it all before.” For his part, Geiszler joined Foss in 2005 after 27 years at MARCO in Seattle, the last dozen as shipwright supervisor. His father was a residential carpenter.

### Working for the other Crafts

Much of what the shipwrights’ shop does involves working for other shipyard crafts, such as the steel shop or the pipe shop. If a vessel needs steel repairs, for example, the shipwrights often must tear out woodwork to provide access to the bad steel. And



Sean Bull, right, and Anders Michaela, move the plank into position on the hull of the *Henrietta Foss*.

**“It works out well for me and the shipyard because they’ve seen it before, been there and done that. I don’t have to explain how to do things, because they’ve done it all before.” —BOB GEISZLER**

when the steel repairs are done, they have to rebuild the area, which might be a galley, stateroom or pilothouse or any area of a vessel. A frequent task of the shipwrights is building staging to give other crafts above-ground or above-deck working platforms. And sometimes that staging is complicated to design and build, such as when the work is inside a tank or on a mast.

### A Complete Carpentry Shop

The main shop on the first floor of the shipyard building has always had a good selection of heavy-duty equipment. In 2007, in advance of an extensive interior overhaul of the yacht *Thea Foss*, the company installed a new cabinetry shop in a former storage area above the main shop. The new shop enables the shipwrights to perform fine carpentry work not possible with the tools in the main shop. It includes a planer, joiner, thickness sander, band saw, two router tables, a high-quality cut-off saw, three benches and a shaper table.

### Their Favorite Jobs

The jobs these men love don't come around every day. But one of them is currently in the yard—extensive repairs on the 82-year-old *Henrietta Foss*, a retired tug that is now the yacht of one of the company owners, **Mike Garvey**. The work includes replacing numerous hull planks cut from Alaskan yellow cedar. The planks are up to 28 feet long, and must be soaked in a steam box for two hours before they are expertly installed with clamps, wedges and hammers to follow the curves and twists of the tug's underbody. Other favorites in recent years were the work on the Saltchuk yacht *Thea Foss* (built in 1930) in 2007 and extensive repairs on the yacht *Malibu* (built in 1926). And in the spring of 2007 the carpenters performed extensive interior work on the tug *Jeffrey Foss*, including a



**Matthew Carruthers**, right, and **Sean Bull**, lean into the plank to bend it into place while **Dave Lyng** uses a large clamp to secure it.



The craftsmen in the shipwrights' crew include, front row from left, **John Hutchison**, **Bob Geiszler**, **Mark Inabnit**, **Steve Hiltner** (retired), **Matthew Carruthers**, **Dick Metcalf**, and, back row, **Lee Derifield**, **Andy Davis**, **Sean Bull**, **Stu Sumner**, **Dave Lyng** and **Anders Michaela**. Absent for the photo were **Bob Thomas** and **Jensen Kerlee**.

complete rebuild of the interior of the pilothouse.

### Shipwright or Marine Carpenter?

What is the distinction between a shipwright and a marine carpenter? "Originally a shipwright was a builder of wooden boats, while a marine carpenter works on any type of boat

or ship," Geiszler said. "A true test of a shipwright's skills is to make and install wood planks. It is something very few woodworkers can do. There are not many wood boats around anymore, so we do appreciate the chance to work on the *Henrietta Foss*."





## THE HARDEST PULL ON THE RIVER

*The Foss Dolphin-Class tug Patricia Ann, with a higher bollard-pull rating (70 tons) than any other tug on the Columbia River, was chosen to test the holding power of three new anchors placed in October for ships awaiting berths at the ports of Portland, Vancouver, Kalama and Longview. The 73-foot, 5,080 horsepower tug is one of 10 Dolphins built at Foss Rainier Shipyard and was recently re-assigned to the Foss Columbia Snake River Division from sister company AMNAV Maritime Services. The photo was taken from the bow of the Patricia Ann as the tug pulled on one of the anchor buoys.*



## OBSERVING A MAIDEN VOYAGE

*Saga Forest Carriers and the Port of Vancouver, Wash., observed the maiden voyage of the Saga Future to the port in November. Built in 2012 at Daewoo Shipbuilding and Marine Engineering in South Korea, the ship is 656 feet long and 55,596 deadweight tons. It is the first in a series of eight new ships being built for the company. In the photo on the Saga Future's navigation bridge, from left, are Capt. Clifford Faleiro, Trond Bardsen and Rhoda Voth, all with Saga, Saga Future Capt. Umesh Sharma and Foss Commercial Director Jeff Horst.*

# His Tankermen Move up to 10 Million Barrels a Year And Haven't Experienced a Load-Berth Spill in 11 Years

Ron Costin would much rather talk about his people than about himself. "I'm not much for celebrity," said the newly appointed senior tankbarge operations manager stationed in southern California in response to a request by *Tow Bitts* for an interview.

Costin has been keeping a low profile at Foss for his 23 years with the company, all of it as a tankbarge manager in Long Beach.

His new job encompasses his previous responsibilities, overseeing the commercial and operational side of the ship bunkering business, plus he's now responsible for the overall regulatory and procedural oversight of the Foss tank barge operations.

He gives credit for his promotion to the 22 tankermen who work for him, noting that they have moved 8 million to 10 million barrels of oil a year without an incident of a spill at a load berth in 11 years.

"I can pose any challenge and they always embrace it," Costin said. "And my slogan is very simple. Keep the oil in the tank regardless of what it takes. They recognize their 'stop-work' authority, which is actually 'stop work' responsibility."

The tankermen also helped Costin provide input for the design of the three double-hulled bunkering barges in Long Beach, helping to ensure that they were equipped with cranes with a 75-foot reach, long enough to service the biggest tankers and containerships.

Largely because of input from the crews, according to Costin the new barges, which went into service in 2008 and 2009, are mostly free of tripping hazards.

Costin also notes that the barges are the only ones of their type in the world equipped with systems that process vapors displaced during the loading operation, "which makes a big difference for the crews." Foss also



Ron Costin has been the tankbarge manager in Long Beach for 23 years.

operates a dedicated vapor-processing barge at El Segundo Moorings for tankers taking on cargo there, the only one of its kind in the world.

Another key to the success of the tankbarge operations, Costin notes, is **Kariane Meadow**, the southern California petroleum coordinator. She handles scheduling, crewing, customer relations and works with the ports. "She's always very professional," Costin said.

For his part, Costin was in the U.S. Army airborne service during the wind-down of the Vietnam War and never saw combat, but served in Panama. After he left the service, he attended a maritime trade school operated by the Seafarers International Union, and he knew he would pursue a career in the maritime industry.

He was a tankerman for 10 years at Crowley Maritime and rose to the level of supervisor there before joining Foss as tankbarge manager in 1990.

Costin is proud of his service on numerous influential committees over the years, including: the Coast Guard advisory panel on the Oil Protection

Act of 1990 (OPA 90); California State Lands Commission, which has oversight for petroleum operations at marine terminals; California Office of Spill Prevention and Response (OSPR); Southern California Air Quality Management District; and a panel that led to the formation of the regional harbor safety committee.

He's also interested in bringing new people into the industry and has worked with interns from California Maritime Institute, several local high schools and the U.S. Maritime Academy.

Southern California Regional Operations Manager **Ed McCain** had this to say about Costin:

"His leadership has driven the successful development and implementation of closed system bunkering barges in southern California. The normal commentary in regard to Ron's barges is that most cannot believe that they are standing in a bunkering barge because you cannot even smell the oil."





Jon Stanley is the new assistant port engineer for Southern California.

## New Assistant Port Engineer Loves Challenges of his Job

Eleven years ago, when **Jon Stanley** was 18, his mother announced that she wanted to go on a tugboat ride for her birthday. So he called around to all the towing companies in the Los Angeles-Long Beach area, getting rejections one by one, until the port captain at Foss said, “come on down.”

Stanley has had a high degree of respect for Foss ever since, and this fall, when California Fleet Engineering Manager **Jerry Allen** responded with a “come on down” to Stanley’s job application, he didn’t hesitate. Today, he is the assistant port engineer for Southern California.

“I’ve been a mechanic for all my working life, and I grew up on boats,” said the native of Redondo Beach. “This is the career I chose because it’s something I like.”

As a kid, Stanley worked on his parents’ pleasure boats, which ranged up to 42 feet. And after high school, he took a job as an apprentice for a small marine diesel repair business in Long Beach. Then he went to school to earn certification as a diesel technician.

After that, he worked for an oil field maintenance company, helping to keep equipment running on drilling

rigs, work trucks and the like. Then he went to Harley Marine for about three years (with a year off in the middle in his step father’s yacht repair business), rising to the level of senior engineer.

Stanley joined Foss on Nov. 19, and is busy learning the ropes under Allen’s tutelage.

“I love the challenges and problem solving—thinking outside of the box and coming up with new ideas,” he said of his new job.



## SIXTY-ONE FOSS VESSELS HONORED FOR ENVIRONMENTAL EXCELLENCE

Sixty-one tugs and tank barges owned by Foss Maritime Company have been recognized by a major maritime organization for their environmental safety records.

The Chamber of Shipping of America (CSA) announced the awards honoring Foss' environmental achievements at a banquet in November in Washington, D.C.

Altogether, the 61 Foss vessels recognized by CSA have gone a combined 543 years without an environmental incident. For a handful of Foss vessels, the awards marked 20 years of operation without an environmental accident.

"When we talk with our customers, safety and the environment are the first things they bring up," said **Gary Faber**, Foss's president and COO. "To be honored by the Chamber of Shipping for our environmental record is something that underscores all our efforts at Foss. It is part of our corporate culture."

U.S. Coast Guard Rear Adm. **Joseph A. Servidio**, assistant commandant for prevention policy, participated in the awards ceremony and congratulated the great work



**Susan Hayman**, vice president for environmental and regulatory affairs at Foss Marine Holdings, accepted the CSA award on behalf of Foss Maritime. With her are **Charles W. Parks**, left, of Tesoro Corporation and vice chairman of CSA, and Coast Guard Rear Adm. **Joseph A. Servidio**.

performed by the industry.

**Charles W. Parks** of Tesoro Corporation and vice chairman of CSA said, "the great record evidenced by the ships and vessels is due to the dedication of the seafarers working on board and the support of shore operating personnel."

**Joseph J. Cox**, President of CSA said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company

personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously."

Michael Lonich



### CLEAR DAY IN LONG BEACH

*The tug Drew Foss towed the double-hull tank barge FDH 35-3 out of the Port of Long Beach recently on a day that was unusually clear, revealing the snow-capped mountains east of the Los Angeles Basin. The Drew is a 119-foot ocean-going tug rated at 3,000 horsepower. The FDH 35-3 is one of three double-hull, 35,000-barrel tank barges Foss operates in Southern California.*

# Shipyard Installs Prefab Deck on Factory Trawler; Innovative Process Saves Major Dollars for Owner

The Foss Seattle Shipyard recently replaced the entire 40-by-80-foot main deck of a factory trawler with two prefabricated steel structures, an innovative procedure that cut the man-hours on the deck swap by about 40 percent and saved major dollars for the trawler's owners.

The deck replacement was part of an extensive overhaul of the 160-foot *Cape Horn*, which has been a regular customer at the yard in recent years. Director of Shipyard Operations **Jon Hie** credited Ship Repair Superintendent **Don Harris** for coming up with the idea to install a prefabricated deck.

"He proposed to the owners that we work with Seaport Steel, which can do precise preconstruction work, to build this deck," Hie said. "They basically cut and slotted the steel pieces and we

assembled them like an Erector Set."

Shipyard steel craftsmen put the pieces together in the Terminal area of Foss Shipyard. The first of two deck sections, weighing about 39 tons, was lifted into place by the *Foss 300* derrick in late December, and the remaining section was installed in early January.

Hie explained that prefabricating large steel components is common in construction of bridges, other stationary structures and new vessels, but rare as part of the re-fit of an existing vessel. The traditional method would be to cut off the old deck and build a new one in place.

"No one here could remember that we had ever done it this way before," Hie said. "It saved tedious labor doing the fitting, saved work and time, and involved the *Foss 300*, and the steel

and rigging shops."

The overhaul of the *Cape Horn* at Foss Shipyard started in October and is expected to last through April. Almost every space and system on the vessel is included, and about 45 shipyard craftsmen have been assigned to the project every day.

Major pieces include replacing one of the main engines, replacing the stern ramp and extensive steel replacement and carpentry work. Hie said that he expects that about 100,000 pounds of new steel will be installed on the ship. The shipyard also is assisting the owners with installation of a new fish-processing factory.

The ship was drydocked in October and will go back into drydock in March before the project is finished, Hie said.

The *Foss 300* derrick lowers the second of two prefabricated deck sections into place on the *Cape Horn*.

Don Harris





# Country Club Encounter Leads to a Job at Foss; ‘Apprentice of the Year’ is Now a Journeyman Welder

Josh Amans was working part-time as a maintenance supervisor at a golf club in Fall City, Wash., when one of the members asked him what he wanted to do when he finished from high school.

“I told him I wanted to get into construction or the metal trades, and he handed me his card and told me to call him when I graduated,” Amans recalled recently. “Until then, I didn’t really know who he was or what he did.”

The golfer was **Gary Faber**, president and chief operating officer of Foss Maritime. Amans did, indeed, call him a few months later, and Faber put him in touch with shipyard Operations Manager **Hap Richards** and Steel Shop Foreman **Monte Roy**.

The rest is history.

Amans enrolled in the Boilermakers Union three-year apprenticeship program, accumulating 6,000 hours of on-the-job training at Foss Shipyard while attending classes at the union hall twice a week, studying blue print reading, drafting and welding.

He graduated from the program in 2012, earning honors as “apprentice of the year.” Today he is a journeyman



Welder Josh Amans says, “I’m not a desk person. I like to build stuff.”

welder at Foss Shipyard.

“Josh is doing a great job for us,” said Roy.

Said Amans, who is now 23 and recently bought a home in North Bend, Wash.: “I’ve always been into welding and took construction technology and engineering and design in high school. I’m not a desk person. I like to build stuff.”

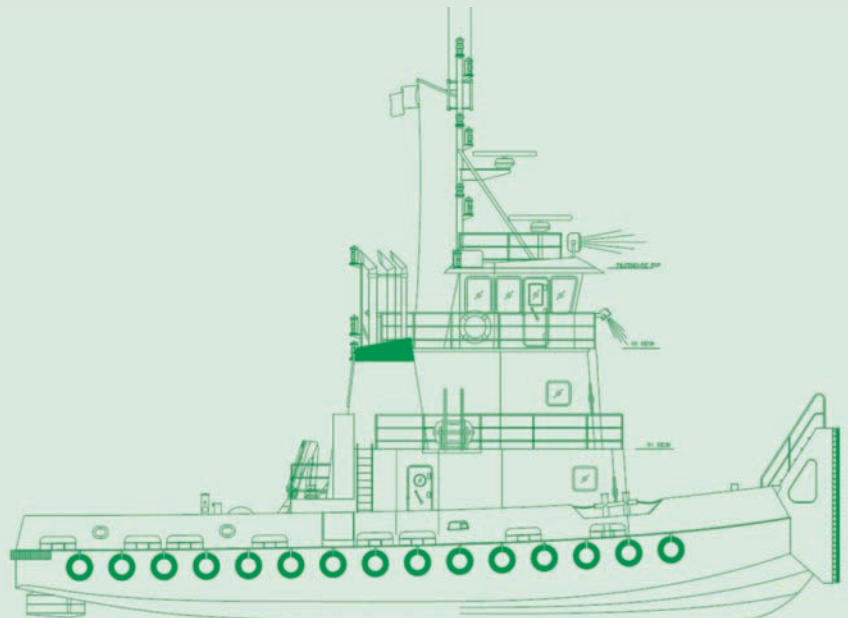
Faber said he asks all the young

people in the “bag room” at the golf club what their plans are after high school.

“For the most part, they go off to college but not Josh,” Faber said. “Fortunately for us he was focused on learning a trade and becoming a craftsman. That was three years ago and as you can see, his work ethic, his skills and his enthusiasm have made him a valuable team member at Foss.”

## NEW SHALLOW-DRAFT TUG

*Foss is building a new shallow-draft tug at its Rainier Shipyard in Oregon to handle anticipated work in western Alaska and in the Arctic. Construction commenced in November and the tug is expected to be finished in June, according to Engineering Project Manager **Dan Cole**. The vessel is very close in design to the Rainier-built Capt. **Frank Moody**, delivered in the spring of 2011 to Foss sister company Delta Western. It will have a steel hull, an aluminum superstructure, and will measure 76 feet in length, 32 feet in beam and have a river draft of just 3.6 feet.*



# SHIPS Will Deliver Standard HR and Payroll Processes to Foss Marine Holdings and All of its Subsidiary Companies

Foss Marine Holdings (FMH) is in the final stages of implementing a “Single HR Information and Payroll System” across all its subsidiary companies, including Foss Maritime.

This project, known by the acronym SHIPS, is delivering a standard set of processes and technology for how all employees track their time worked, how payroll is processed, and how HR employee information is captured and managed.

Specifically, the current time entry and payroll systems are being replaced by ADP, an industry standard provider of payroll processing and other business services. The ADP solution will replace outdated systems that have become difficult to upgrade, limiting the ability to adapt to changing business needs.

The SHIPS project has been in the works for more than two years, going live at AMNAV Maritime Services and Hawaiian Tug & Barge/Young Brothers in the summer of 2011.

As of January, a team of nearly 30 employees was testing and fine-tuning the program before the final launch in the remaining business units, which include Foss, FMH and Cook Inlet Tug & Barge (CITB). First payrolls are set to run in the new system for these groups starting April 1, 2013.

FMH CFO and SHIPS project sponsor **Kirstin Sandaas** said that diversity among employee populations



Foss Maritime President and Chief Operating Officer **Gary Faber** spoke to a group of Marine Personnel Managers at a recent SHIPS training and testing event in Seattle. In attendance during this week-long event were **Cody Pearson** (Seattle), **Dave Rodin** (Southern California), **Debbie Parrish** (Southern California), **Dianne Farrier** (Columbia Snake River), **Jennifer Ervin** (Rainier Shipyard), **Jeremy Ellison** (Seattle), **Joan Gilman** (Seattle Shipyard), **Kariane Meadow** (Southern California), **Katrina Anderson** (Cook Inlet), **Kevin McElroy** (Seattle), **Laura Rosenberg** (San Francisco), **Lisa Holtz** (Mobile), **Melissa Villa** (Boston), **Mindy Osbjornsen** (Seattle) and **Tucker Tillman** (Columbia Snake River).

at Foss Maritime, including Marine, Shipyard and Shoreside personnel, is one element that has made the project challenging, in addition to complex pay processes, diverse employee groups and many different collective bargaining agreements.

Foss Maritime is by far the largest employee group among FMH companies. This particular phase of the project is impacting over

15 regional operations and 50 business processes.

Ultimately, having standardized payroll, human resources and timekeeping business processes and systems will improve access to timely and accurate information, build a foundation for future growth, and create operational efficiencies, while minimizing operational risks.

## MOVEMBER AT FOSS

*These Foss Seattle employees are among thousands in the United States and around the world who sprouted moustaches during the month of November to raise awareness and funds for men's health issues, specifically prostate and testicular cancer initiatives. The fundraising event is known as “Movember.” In the photo are, front from left, **Justin Borland** of the Human Resources Department (all others work at the Shipyard), **Chris Nelson** and **Dennis Thurston**, middle row, **Jonathan Stewart**, **Gordon Kramer**, **Jeremy Warnes** and **Ryan Walker**, and back row, **Bobby Flickinger**, **Steve Riverman**, **Joe Kroll**, **David Holt** and **Tim Schaut**.*



# Capt. Shawn O'Connor was a Friend to Many, Inside and Outside of Foss Maritime Company

**Shawn O'Connor**, a 33-year mariner and longtime Foss captain on Puget Sound, died unexpectedly on Dec. 13 from complications following surgery. Capt. O'Connor, 50, was master of the tractor tug *Wedell Foss* at the time of his death.

Capt. O'Connor was remembered as a well-qualified tug operator, a friend to many inside and outside the company, and a devoted family man.

"This was very unfortunate," said Pacific Northwest Port Capt. **Steve Kimmel**. "Foss lost an asset as well as a friend."

Capt. O'Connor joined Foss in 1993 as a deckhand/engineer and was promoted to captain of the *Kelly Foss* in 1997, working logs and maintaining the company's log storage area at the Port of Tacoma. He later was captain of the *Shelley Foss* until that tug was sold several years ago, and he subsequently moved to the tractors.

*Garth Foss* Capt. **Bruce Biddle**, a longtime friend of Capt. O'Connor, remembered that he always had a "friendly word" for fellow mariners.

"It didn't matter if you were from another division or even another company," Biddle said. "Shawn was

always ready with help or advice. He was a wonderful emissary for the (Tacoma) harbor and Tacoma won't be the same without him."

Biddle recalled an incident when he and O'Connor were working in the log storage area in Tacoma in the early 1990s, and Biddle lost his balance, grabbed a moving wire during a lift, and his hand was almost pulled into a block.

"Shawn saw what was happening and hit the brake," Biddle said. "I don't know whether my fingers would have been removed or simply maimed. Through Shawn's quick action, the happy result was neither."

Capt. O'Connor had a turn as a Good Samaritan in 2011, when he saw a three-wheeled motorcycle going down the road without a rider, ran up the highway to find the seriously injured cyclist, and stabilized him until medics arrived.

He said at the time that his Foss training served him well. "Everything just kicked in and the things I had to do to take care of this man came naturally to me," he said.

Capt. O'Connor was born July 10, 1962, in Tacoma but lived most of his



**Capt. Shawn O'Connor**

life in Gig Harbor, where he graduated from Peninsula High School in 1980. In 1999, he realized a dream for his wife and children when he built a new home on Horsehead Bay, near his parents' home.

Survivors include his widow, **Michelle**, daughter **Lauren Schnitzer** and son **Shane O'Connor**, as well as his parents, sisters, and numerous nieces, nephews, aunts and uncles.

The family suggests that remembrances be made to the Youth Maritime Training Association.

## PEOPLE NEWS

### PASSINGS

**Shawn O'Connor**  
Captain  
Pacific Northwest

**Larry Huwe**  
Retired Mate  
Pacific Northwest

### RETIREMENTS

**Raymond Freel**  
Captain  
CSR

**James Jensen**  
Captain  
San Francisco Bay

**Cezar Mendoza**  
Chief Engineer

### NEW EMPLOYEES

**David Atkins**  
Assistant Port Engineer  
Pacific Northwest, Marine  
Transportation and Global Services

**Donald Nugent**  
Superintendent  
Foss Rainier Shipyard

**Jonathan Stanley**  
Assistant Port Engineer  
SOCAL

**Steve Tolle**  
Port Engineer  
Marine Transportation

**Blaine Wilson**  
Purchase Order Desk



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Alex Otero

## DAMAGED TUG ROLLS INTO FOSS SHIPYARD

The 85-foot tug *Polar Wind*, owned by Northland Services, was rolled out of drydock on dollies and onto the tarmac at Foss Shipyard on Jan. 15. The tug went aground during a storm on Nov. 13 at Ukolnoi Island, near Cold Bay on the Alaska Peninsula. A cargo barge being towed by the tug was reported to be a total loss. The tug was pulled off the rocks and towed to Seattle with temporary patches on its hull. It suffered extensive hull plate and frame damage on its port side, lost its starboard rudder, had bent shafts, and its propellers were damaged beyond repair. After the drydocking, Foss spent 11 hours pumping 30,000 gallons of water from the tug. At the controls of the dollies, at left in the photo with an orange sweatshirt, was rigger **Terry Dawley**. Overseeing the work on the *Polar Wind* are shipyard Project Manager **Giles Ogden** and Ship Repair Superintendent **Bill Fiamengo**.