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# MANUFACTURING NEWS



TODAY'S INFORMATION FOR  
BUSY PROFESSIONALS

from

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## Seattle's Newest Drydock

When I first started working in the maritime industry, it wasn't by the typical means. I began at a fire suppression company in Ballard. As I completed my job of being Accounts Receivable, I made it my business to learn about the different types of fire suppression equipment we carried – which included installing, maintaining, and recharging systems on vessels across the Puget Sound.

To give you an idea of how long ago that was (and aging myself in the process), Todd Shipyards was still around then. Vessels such as the *Thomas G. Thompson*, the *Polar Sea*, the *Polar Star*, the *Mellon*, and many others were serviced by our technicians. Not always while at Todd's but many times.

Later, when I started working at the community college offering maritime education for the deck and engineering students, I realized my calling to the industry. In the few years I was in the fire suppression industry, I gained many

opportunities to meet captains, first mates, and various other personnel from vessels coming in for any number of reasons. So, when several of the names (personnel and vessels) I'd known began to pop up at the college, I was happy. I could relate to these people just fine.

Why this road trip into the past? A couple reasons. First, as my husband and I were driving around Alki toward Spokane Street (which runs underneath the West Seattle Bridge and across Harbor Island), I finally received my first glimpse of [Vigor's Evolution](#) – Seattle's newest floating drydock. And second, while I typically get ill on vessels (exhaust fumes), I've always wanted to board some of the vessels I've either read about or worked with over the years.

One of the things I have learned with the maritime industry is that you must have a certain type of personality to get along well with some people. Much like society in general, the maritime industry has its own set of standards and ways of doing things and those who cannot find some way of handling that will not do well.

Me, I am more tomboy than anything and I tend to be much more honest than people really like. If you want to be crass or rude around me, fine. But don't be surprised if I do the same. If you are polite, I will be polite. If you want to hold back on saying something that should be said, good luck. I will tell you how it is, regardless of whether you want to hear or not. My reputation is such that I rarely hold back and have no plans to.

Now, it goes without saying that I understand there are certain lines. Some things simply aren't best dealt with head-on. That's fine but I will immediately begin looking for another way to handle the situation, that's just who I am. And that to can throw people off. I suppose I'm a bit much for some out there.

As I was saying, the *Evolution* is docked in Seattle. While the environmental people may not like it, I believe it is a good thing for the city. Being as we've always been known as a port town since Seattle was first established, the recent actions (and those not so recent) of the City Council and the Port have harmed our economy. Another floating drydock will allow for more vessels to come to Seattle for their repairs and inspections, versus heading to the next port down the way. That is what we need. We need a kick in the pants – and that means we need to start using the ports as they should have always been used – not catering to the special flowers who think Harbor Island should be completely shut down.

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## Atwood, LLC Blog Connection

For anyone who may have missed my blogs, please see below:

[What's the Most Important Information We Need to Know About Warehousing Management?](#)

[Customer Relationship Management - What Is It and Why Are Companies Using It?](#)

[Why Using a Project Management System Will Help Your Company In the Long Run](#)

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