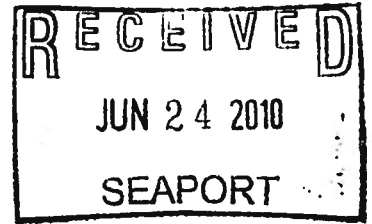




Island Tug & Barge Co.

3546 W Marginal Way SW Seattle, WA 98106
Phone: (206) 938-0403 • FAX (206) 932-3620
<http://www.islandtug-barge.com>



Port of Seattle
Investment Committee

Sirs,

I was asked to provide some background and perspective on barge issues within the port, particularly moorage issues.

Island Tug & Barge is a local tugboat company located near the mouth of the Duwamish River. We operate a fleet of 15 tugboats, and 19 barges. The company was formed in 1979, hauling gravel within Puget Sound.

Our business consists of hauling gravel within Puget Sound, support of the local Marine Construction companies, and hauling general cargo within the Pacific Ocean basin.

Currently our barge moorages consist of leased space at T-105, and at the dolphins at Pier 2. In the past we've leased T-108 from the port, as well. Our sister company has moorage at the Fox Avenue Terminal, but due to river blocking issues, they have limited space. For transient barge movements, or making up tows, we also utilize the West Seattle Buoys.

Regularly we find that space to moor barges is simply not available, and have had to send barges to Tacoma for moorage. There are other companies with the same difficulties, and we've regularly been asked who might have a berth open, or do we know of any room?

During Tribal Fisheries we find that our barges are often unable to move due to nets being tied to the barge, or the moorage space closed off with nets. Shifting a barge up or down the Duwamish River during treaty fishing is a harrowing experience. Having a place out of the way of nets to moor more active barges would certainly reduce the impact we have upon the treaty fishing.

Mooring barges within the Duwamish River is done with certain constraints as well. While ships within the river are much less common than other berths at the port, keeping the channel open for the few we do see is paramount. This further reduces how barges can be stacked, and where. Additional moorage out of the way of this traffic would certainly make those transits safer. We also have certain bridge restrictions that need to be scheduled around. The First Avenue So. bridge has AM and PM rush hour closures, and now the Spokane Street bridge is operating on a "voluntary" PM closure to river traffic.

Many of the facilities on the Duwamish River are aging, with minimal maintenance. If a facility to moor a barge can be located, often the structure is suspect, and damage easily could result. The Port has invested heavily into ship berths, and made those very nice, but the barge fleet in many cases has been left to it's own devices. Having a facility that is in good shape, that barges could be moored to, would go a long way helping prevent companies from relocating out of the Port.

As an operator of tugs and barges, I think investing in barge moorage facilities within the Port would be an outstanding investment on the part of the Port. It would certainly become well used within a very short time.

Thank you for your consideration,

Capt David Zanzig,
Vessel Operations Manager
Island Tug & Barge Co



Marine Exchange of Puget Sound
100 West Harrison, Suite S560
Seattle, Washington 98119
(206) 443-3830
Fax (206) 443-3839
www.marineexchange.com

INFORMATION IS EVERYTHING

June 23, 2010

Ms. Linda Styrk
Managing Director, Seaport Division
Port of Seattle
2711 Alaskan Way
Seattle, WA U.S.A. 98121

Dear Linda:

As we discussed, I am writing regarding the potential for adding mooring space in the Port area, specifically the project to add dolphins at the north end of Harbor Island most likely for barges.

While I cannot quantify the demand for such space, I know that a number of tank barges were displaced from Piers 90 and 91 in 2009 when TWIC was implemented February 28th and again when the cruise terminal was relocated in March. The fuel barge companies, who had not before used the West Seattle mooring buoys, approached the Marine Exchange to discuss moving their barges to those buoys. This increased demand on use of the buoys which at times over the last year have been full – three barges on each of the two buoys. Although the buoys are intended to be for short-term use, some have made more than short-term use of the buoys reportedly when there was an excess in barges as single hull barges were replaced by double hulls.

The West Seattle buoys are intended for temporary mooring, usually from as little as a few hours to as much as a few days, for barges awaiting berth in the Duwamish or moving out of the Duwamish for pick up by another tug to be towed elsewhere. At times in the past six months, the buoys have been full with three barges on each of the two buoys. Besides knowing that we were not able to accommodate some barges because the buoys were full, when the weather is bad, e.g., sustained winds at or above 30 mph, we close the buoys making it necessary to relocate any barges moored on the buoys. When the buoys are full, we don't always know of other demands because the towing companies often already know the status of the buoys and don't even ask. There have also been some concerns expressed about mooring cargo barges alongside tank barges and vice versa, suggesting that some companies would opt for other likely more secure moorage if available. As the economy improves, I would expect increased demand on the buoys and other available moorage space.

Sincerely,

John E. Veentjer
Executive Director



OLYMPIC TUG & BARGE, INC.

A HARLEY MARINE SERVICES, INC. COMPANY

P.O. Box 24005, Seattle, Washington 98124 • 910 SW Spokane Street, Seattle, Washington 98134

Telephone (206) 628-0051 • Fax (206) 628-0293

7900 NW St. Helens Road, Portland, Oregon 97210

Telephone (503) 737-0124 • Fax (503) 737-0126

www.harleymarine.com

May 4, 2010

Scott Pattison
Senior Business Development
Port of Seattle

RE: Terminal 18 Moorings

Dear Mr. Pattison,

Thank you for taking the time last week to show me the plans for the proposed Terminal 18 Moorings. Given the parameters of our discussion last week concerning the mooring and leasing arrangement once the moorings are complete, Olympic Tug & Barge is very interested in entering into a lease at rate of \$125,000 per year, with four months abatement in the first year of a five year term with the Port of Seattle for use of one of the two berths once the project is complete.

It our sincere hope that the Port of Seattle moves ahead with the Terminal 18 Moorings project.

Sincerely,

Capt. Sven Christensen
General Manager
Olympic Tug & Barge, Inc.
Seattle, WA

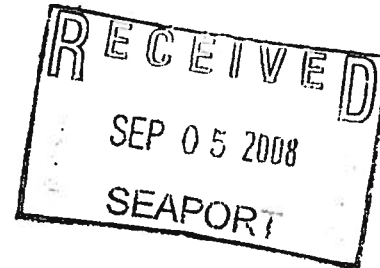




STEVE T. SCALZO
CHIEF OPERATING OFFICER

DIRECT DIAL: 206.381.5804
SCALZO@MARINERESOURCESGROUP.COM

Scott Pattison
Port of Seattle
2711 Alaskan Way
Seattle, WA 98121



Re: *Replacement of mooring dolphins at T-18 North*

Dear Scott:

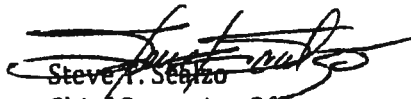
I am writing this letter on behalf of Marine Resources Group (MRG) and one of its operating companies, Foss Maritime (Foss), in support of the position with respect to Port of Seattle Harbor Mooring Dolphins.

We understand the Port of Seattle is considering whether replacement of mooring dolphins at T-18 North is warranted. MRG and Foss believe recapitalizing these moorages would be beneficial to the harbor for the following reasons:

1. To replace lost berth capability at this location.
2. To provide additional berth space to offset that to be lost at T-91 when Cruise relocates from T-30 in April 2009.
3. To provide berth space that is not subject to MTSA security requirements when TWIC is implemented in the harbor, anticipated in February 2009 (which is expected to create further harbor moorage congestion for vessels subject to MTSA).
4. As an alternative to tying up at the Duwamish Head Buoy and the West Point Buoy, which subjects barges to damage from adjacent vessels tied to the buoy.

Elliott Bay needs safe, secure and available barge moorages to meet current demand and in anticipation of changes referenced above. For these reasons, MRG and Foss urge the Port of Seattle to move forward with recapitalization of mooring dolphins at Terminal 18 North.

Sincerely,


Steve T. Scalzo
Chief Operating Officer

cc: Foss Maritime



Northland Services

MARINE TRANSPORTATION

Northland Services, Inc.
P.O. Box 24527
Seattle, WA 98124

September 5, 2008

Scott Pattison
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Re: Terminal 118 North

Dear Scott,

Northland Services, Inc. understands the Port of Seattle is considering whether replacement of mooring dolphins at T-18 North is warranted. Northland believes recapitalizing these moorages would be beneficial to the harbor for the following reasons:

1. To replace lost berth capability at this location.
2. To provide additional berth space to offset that to be lost at T-91 when Cruise relocates from T-30 in April 2009.
3. To provide berth space that is not subject to MTSA security requirements when TWIC is implemented in the harbor, anticipated in February 2009 (which is expected to create further harbor moorage congestion for vessels subject to MTSA).
4. As an alternative to tying up at the Duwamish Head Buoy and the West Point Buoy, which subjects barges to damage from adjacent vessels tied to the buoy.

Elliott Bay needs safe, secure and available barge moorages to meet current demand and in anticipation of changes referenced above. For these reasons, Northland Services urges the Port of Seattle to move forward with recapitalization of mooring dolphins at Terminal 18 North.

Sincerely,

NORTHLAND SERVICES, INC.

Thomas F. Martin
President/CEO

WESTERN TOWBOAT COMPANY

Doing the Job... Whatever It Takes

September 5, 2008

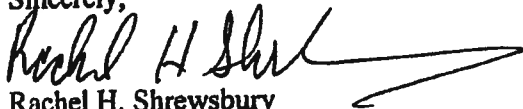
Dear Sir or Madam,

Western Towboat Company understands the Port of Seattle is considering whether replacement of mooring dolphins at Terminal 18 North is warranted. Western Towboat Company believes recapitalizing these moorages would be beneficial to the harbor for the following reasons:

1. To replace lost berth capability at this location.
2. To provide additional berth space to offset that to be lost at Terminal 91 when Cruise relocates from Terminal 30 in April 2009.
3. To provide berth space that is not subject to MTSA security requirements when TWIC is implemented in the harbor, anticipated in February 2009 (which is expected to create further harbor moorage congestion for vessels subject to MTSA).
4. As an alternative to tying up at the Duwamish Head Buoy and the West Point Buoy, which subjects barges to damage from adjacent vessels tied to the buoy.

Elliott Bay needs safe, secure and available barge moorages to meet current demand and in anticipation of changes referenced above. For these reasons, Western Towboat Company urges the Port of Seattle to move forward with recapitalization of mooring dolphins at Terminal 18 North.

Sincerely,



Rachel H. Shrewsbury
Communications Director
Western Towboat Company

Pattison, Scott

From: Keith Barnes [kbarnes@harleymarine.com]
Sent: Friday, September 05, 2008 11:03 AM
To: Pattison, Scott
Subject: Port Moorage

Attachments: Picture (Device Independent Bitmap)

Scott, The Port of Seattle is in need of increasing its available moorage. With the onset of cruise ships coming into Pier 90-91 and Terminal 30 the year around consumers are finding it difficult to secure short and long term moorage. Any future investments in increased moorage such as the Pier 18 dolphins or other facilities with land side access would benefit the numerous shallow draft consumers in the long term. In our own case Harley Marine Services will be increasing it bunker barge fleet in the Puget Sound area with the onset of its new build program of double hull barges.

Keith Barnes

Director, Barge Operations

Harley Marine Services

(206) 447-3063 office

(206) 786-3475 Cellular

