

## Bio of Fred Foreman after High School

In high school I wanted to be a photographer. Some girls in our class asked me to take photos of the baseball team for a photo album they were making. I don't remember the year, probably '65 or '66. When I was talking with my dad about photography or engineering - he said if I study and became an engineer I could always change and be a photographer later. Well, I left the dreams of photography (and a split-window Corvette coupe like the professional photographer for our senior high school photos had) for mechanical engineering.

During the summer after my junior year at University of Arizona, I had a summer internship with IAESTA at a fabrication yard in Rotterdam, Netherlands, which manufactured offshore platforms. I asked the American project manager there "How to get a job like yours?" He said, "Get in the oil patch, kid".

I did, and in Houston, Texas, my first job was with Texaco Drilling Research. I soon wanted international travel so I changed jobs to NL Shaffer - a manufacturer of really, really, heavy offshore motion compensation equipment and well control equipment. The latter is the "cap" used to control oil well blowouts. I was a product specialist; a field engineer that answered customer questions and problems, service men's problems and sales men's problems. Basically, I was a troubleshooter for the company. I loved it. One of the salesmen in Houston set me up with a blind date and I met my wife in Houston, Roni. I figured she was a keeper after she told me that she had traveled around the world in 1967 with a girl friend. We married in 1979. Right after that we had our 1<sup>st</sup> boy in Houston. When Shaffer asked me to do the job overseas in London I was in heaven. We had our 2<sup>nd</sup> son in London. I traveled extensively all over from Finland to Yugoslavia and to Algeria. After 9 years in London and Aberdeen Scotland I was transferred back to Houston in 1990.

I lasted 6-months in the main factory in Houston when I could not stand it any longer. A friend from Aberdeen had just started a company in Houston inspecting offshore well control equipment for different oil companies around the world. I spent 6 years as his engineering manager and then I started my own inspection & engineering company in 1996. I did inspection jobs as well as engineering services for oil companies, traveling to offshore drilling rigs doing safety inspections from Australia, to Alaska and from Namibia to Vietnam.

In 2006 Roni said I had to retire from the offshore & engineering work so I limited my work to just training of offshore inspectors (we held classes in hotels) around the world. This let Roni travel with me to such places as Bangkok, Baku Azerbaijan, Trinidad, Stavanger Norway. She liked that.

Through all these years I have continued to use my photography to help in my oil field work. I used my photos to make maintenance manuals, create Shaffer advertisements and in my own training programs. In 2016 the oilfield hit a slump and I stopped working for Shell Oil in Brazil and finally retired.

Through out all this my other passion is "sports cars". When I came back from overseas, I got a 1972 De Tomaso Pantera and started fixing it up in addition to the 2 Alfa Romeo Spyders and Triumph Spitfire. About 20 years ago I got a 1967 Iso Rivolta, another 'hybrid', that is an Italian car with an American V-8 engine - the best of both worlds. Roni & I have been traveling to the Le Mans Classic (historic) auto races with the Pantera Club every year. I'm currently the president of the Iso & Bizzarrini Owners Club, which keeps me busy organizing events worldwide.



