



**Mr. Toche & James Parker, Sr.**

**Tom Cat & Frank Jr.**

Two days after the DOÑA MARTITA fire, our main shop foreman passed away unexpectedly. James Parker, Sr. was the longest current employee in Patti shipbuilding history and one of the only to assist in the construction of every vessel. James was a complete package, talented, skilled, and loyal with a caring personality. He has been missed. In his absence, we rehired Mr. Toche, his father-in-law. Adolph Toche helped Frank Sr. start Patti shipbuilding in 1977, with his knowledge and experience from the family business in Biloxi. He retired from Patti Shipyard in 1993. We re-hired him to help out again at the young age of 86. He has been instrumental in tracking and documenting our man hours and tasks. Another long time Patti employee passed away during the DOÑA MARTITA project. Thomas Nowell, also known as “Tom Cat”, had a stroke on Christmas day and never regained responsiveness. He worked for the Patti’s for four decades, from shrimp boat captain to Patti security. He turned 79 years old in October.

In all, the “PATTI BUILT” crew is both, young and old, hard-working and inspired, experienced and diverse. Despite these differences, they gel together to produce the very best vessels in the industry. In all that we accomplish, we always reflect on our founder’s hard work ethics, who taught us by his example. Our pride reflects in our work, so we can profess the highest standard in shipbuilding, which is the acclaimed term – “PATTI BUILT”!

Most of all, we thank God for all blessings, for it is through Him, in His higher wisdom, that we can truly achieve our ultimate goal.

*Frank Patti, Jr*



**PATTI PRESS**  
**Launch of the “BERING DEFENDER”**  
**Saturday March 31, 2012**

On the 16<sup>th</sup> of May 2011, the 165’ DOÑA MARTITA arrived at our facility from New Bedford, Massachusetts. The owner & crew were on hand to discuss the scope of work. With a handshake agreement, the yard went right to work; unloading gear, removing fuel and other fluids, along with cranes, winches & various steel structures. As the vessel was being lightened dockside, other crews were busy fabricating the custom cradles required to haul the vessel out of the water.

Our first attempt was on Thursday July 7<sup>th</sup>. The dry docking plans provided for the lift did not address the structural changes made to the bottom over 30 plus years. These unforeseen obstructions necessitated another try. The next Thursday, was our second attempt, after some modifications to the cradles. The vessel advanced out, but slid off the cradle, derailing all 24 wheels and severely damaging the cradle assembly. The next Thursday again, was our third attempt. We repaired, strengthened and rewelded the cradles, along with dredge pumping out the debris (mud) off the launch rails left from the derailment. With three separate winches, working in unison, a successful haul out was finally achieved!



**- DOÑA MARTITA HAUL OUT -**  
**JULY 21, 2011**



As the DOÑA MARTITA was secured on the hill, all the major work then commenced, from extending the stern, and other new steel fabrication, to cleaning and cutting out bad steel throughout the vessel. As hot work was performed all over the vessel, all necessary precautions were taken to address fire concerns. Still, the unthinkable happened. On the late afternoon of August 18<sup>th</sup>, a call went out sighting smoke. Frank Jr. rushed over from his home next door, and quickly realized that it was a fire that could not be

extinguished. A call immediately went out to the fire department. The fire was fought by 11 units from the Naval Air Station to McDavid, into the early morning hours. All three decks from the pilot house to the main deck was lost. Due to the perseverance of everyone on hand, the vessel as a whole was saved, and no one was injured. The fire event was a first for Patti Marine. The project then switched from a conversion to a total rebuild, which was another first for the yard. A very aggressive time-line had to be established for completion, so the vessel could fish their 2012 Alaskan B-season.



The de-naming ceremony was conducted by Frank Jr. of Patti Marine and Stan Frech of Global Seas, and Gretchen Patti, officiated as mistress of ceremonies. The name of DOÑA MARTITA was entirely removed from the vessel prior to Gretchen's walk through (and crawl through) with the last signed artifact of the vessel. With the last remnant of DOÑA and the heads of Patti Management as witnesses, she was taken to the water. Frank Jr. and Stan then recited a plea to Poseidon as Gretchen cast the steel plate, bearing the vessel's former name, into the water, thus ending the era of Global's DOÑA fleet.



~ Old Pilot House Removal ~



~ New Pilot House Installation ~

We would like to offer our sincere appreciation for the efforts the firemen took to save the vessel. While it was still a catastrophic loss, we were left with a vessel that could be converted to what you see today.



The launch of the "BERING DEFENDER" is a significant milestone which allows us to move forward with the next phase of outfitting, stability tests and system start-ups. We anticipate sea trials and the 5,200 mile delivery voyage to Seattle to commence in May. The vessel will be officially Christened in Seattle, at Global Seas headquarters, then continue north to Dutch Harbor, Alaska to begin catching their allocated product. It will be the first vessel to bear the PATTI reBUILT emblem.