

SHIPYARDS



B.C. shipyards gearing up for federal work boost

By Ray Dykes

The size of the pot of gold at the end of the National Shipbuilding Procurement Strategy rainbow is known but it may still be a while before the benefits flow out to the industry.

With major projects on its order book, Seaspan Marine Corporation is going to need help from other yards and there is a frenzy of anticipation among them. Someone has to help with the routine BC Ferries work, maintaining the tug and barge fleet, and help keep the fishing fleet serviceable and a variety of yards is keen to step forward. Plus, there is the additional \$2 billion set aside for new vessels under 1,000 tonnes and excluded from the NSPS contracts with Seaspan and Irving Shipyards and the \$500 to \$600 million budgetted for repairs and refits of existing federal fleet vessels.

The “Now Hiring” signs are up at Seaspan and its major yards — Victoria Shipyards, Vancouver Shipyards, and Vancouver Drydock. In fact, Victoria Shipyards began the search about 18 months ago, and according to its Vice President & General Manager, Malcolm Barker, “the unions have done an excellent job of filling the holes with the right kind of people”.

Smaller yards might be feeling the pinch finding skilled tradespeople, but the buoyant times are likely to prove a

magnet for many to come to the West Coast. In fact, Barker says the future for the B.C. shipbuilding and repair industry “looks extremely bright” with the “next five years really bright”.

Even before Seaspan won big in the NSPS lottery, VP & GM Malcolm Barker and his team had a “dream order book”...

Vancouver Shipyards and Vancouver Drydock Vice President & General Manager, Tony Matergio, says “it’s a pretty exciting time to be in the industry especially for the younger generation. We have the density of work and our younger workers will be able to make a career of it, something the industry hasn’t been able to offer for many years.”

Here’s a glimpse at what kept the B.C. shipbuilding and repair industry busy in 2011 and the major new projects of 2012:

Victoria Shipyards

As years go, 2011 was another traditional one “but still busier than usual” for this Victoria facility.

Even before Seaspan won big in the NSPS lottery, VP & GM Malcolm Barker and his team had a “dream order book” with action on four fronts — commercial ship repair, new construction, the Victoria In-Service Support Contract

(VISSC) covering Canada’s four hunter-killer submarines, and the Halifax-class patrol Frigate Life Extension Program (FELEX) which runs through to 2016.

The combination of work has already boosted employment to 1,000 in 2012 and sees the yard “pretty much maxed out”.

FELEX work included *HMCS Calgary* coming in last June for a 12-month refit. The frigate is expected to be back in service in January 2013. Built in Quebec and commissioned in 1995, the *Calgary* was in for Mid-Life Refurbishment (MLR) upgrades and modifications to such things as its combat systems, radar and other electronics with Victoria Shipyards as a subcontractor for Lockheed Martin.

The submarine *HMCS Victoria* recently completed its refit at FMF Cape Breton in Victoria and is back at sea and *HMCS Chicoutimi*, located in the yard’s new submarine refit facility, will soon be ready for action again after a similar refit. Sister sub, *HMCS Corner Brook* is also occupying a refit shed at the yard.

The 1995-commissioned frigate *HMCS Winnipeg* has been in drydock since April for its FELEX work and should be in the yard until June 2013. The supply ship *HMCS Protecteur* has also been in the yard since April 2012 for a nine-month refit and will occupy a

spot in drydock with the *Winnipeg* until September. *HMCS Vancouver* will be in for similar work in mid-2013.

And in a world of acronyms, the yard will participate in NSPS work (Seaspan has termed the contracts Federal Fleet Renewal or FFR), but much of this work will be done in Vancouver.

The naval work is making it more difficult to squeeze in cruise ship maintenance and repair because of the pressures on the graving dock. However, Barker says Victoria Shipyards "is still talking with cruise lines, but it requires careful planning".

In this light, the *Celebrity Century* has been booked for a refit and refurbishment in 2013.

Last year saw three cruise ships in drydock — the *Radiance of the Seas*, the *Disney Wonder*, and the *Oosterdam* — for a variety of refit and repair work.

In 2012, the year began well with the *Sapphire Princess* completing a 25-day, multi-million dollar major refurbishment. This project involved about 300 incoming containers of materials and supplies and 1,000 subcontractors and kept about 400 shipyard employees busy in a frenzy of activity.

And then there was routine work for BC Ferries mixed in as possible.

Barker says Seaspan is also reviewing upgrades for its Victoria facility. Recently, the ground was broken for a \$750,000 investment in building an Industrial Marine Trade and Research Training Centre located just outside the Esquimalt Graving Dock.

Boosted by Western Economic Diversification and private sector dollars, the project is designed to upgrade marine trades and professionals in the industry. It will start small and slowly as it builds courses and curriculum and will then expand as needed.

Esquimalt Graving Dock

This federally owned and run facility had a solid 2011-2012 (fiscal year ending March 31) and dry docked 20 vessels while berthing another 56. The activity generated total revenue of \$8.7 million for Ottawa's coffers.

The new fiscal year also promises to be "very busy" says Ruslan Tracz, Manager of Communications for Public Works & Government Services Canada, Engineering Assets Strategy Sector. One of the past year's highlights was the dry docking of the cruise ship *Sapphire Princess*, the widest vessel ever to enter the facility with only one metre of separation between the hull and the entrance walls, requiring delicate maneuvering into place.

Over 90 per cent booked already for the new fiscal year, the graving dock has spent \$6.5 million recently on equipment upgrades and infrastructure repairs, including equipment rehabilitation. But there's even bigger spending ahead, and through the federal government's Economic Action Plan 2012, some \$101 million is being provided for health and safety projects over the next five years. The graving dock is currently reviewing its priorities for projects that will take advantage of the new funding.

As 2012 evolves, National Defence and BC Ferries continue to be the major customers, with work from the private sector when drydock time and space is available.

Esquimalt Drydock Company

For this Victoria yard nestled close to the Esquimalt Graving Dock, work in 2011 probably wasn't quite as hectic as in 2010, "but was still busy," according to Superintendent and Dockmaster, Norm Wickett.

Welcome bread and butter projects included sewage upgrades for BC Ferries vessels *Queen of Burnaby*, *Queen of Alberni*, and *Spirit of Vancouver Island*.

As a break, the yard also discharged six or seven yachts so their owners could sail in local waters, but the business has been slower in 2012 with only three transhipped so far.

A regular, the dredge *Fraser Titan*, docked for three weeks for on-going work involving new engines, generator, a shaft inspection, and hopper door repairs.



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As for 2012, the job sheet has included the *Queen of Burnaby* in for an emergency docking with a leaky variable pitch propeller hub, and the damaged *Coastal Inspiration* in for repairs after a collision with the dock at Duke Point in Nanaimo, an incident that closed the terminal for months, forcing passengers to use the Departure Bay Terminal.

The *Spirit of Vancouver Island* was back for a floating refit as part of its continuing sewage upgrade and work on its shafts. The *Skeena Queen* docked for three weeks recently for a right-angle drive change.

In May, work slowed considerably and the yard, which normally hires 50 to 60, was down to only five employees as the nearby graving dock was busy with naval vessels such as *HMCS Winnipeg* and *HMCS Protecteur*.

Point Hope Maritime

General Manager, Hank Bekkering, says 2011 was “an okay year” and extensive work on the *Quadra Queen II* proved the most valuable contract of the 12 months. The year also included what has become a regular contract for SNC Lavalin, the four-year refits of naval barges, this time the *YDG 3*, a degaussing barge.

As well, the yard in Victoria’s Inner Harbour also completed repair and refit work on two Pacific Pilotage Authority

vessels, *PPA Scout* and *PPA 2*, which involved shafts, sea valves, underwater paint, corrosion protection anodes and propeller shafts.

The *Burrard 9* was also in for regular maintenance, paint and sea valves, while U.S. tug *K-Sea Altair* was in for its four-year ABS survey. Work included shafts, propellers, rudders, sea valves, hull paint and minor steel repairs while in during July and August.

So far this year, the 31-metre navy training vessel *HMCS Oriole* was back for regular refit and maintenance. Work included steel repairs, sea valves, piping, woodwork, mast repairs and electrical repairs.

And the patrol craft *Orca Raven* was in for its four-year ABS survey with a job order that involved work on the shaft, pumps, rudders, tanks, sea valves, and the usual blast and paint.

Two fishing boats — *Nordic Spirit* and *Viking Storm* — also docked for similar work orders. The Sea Link tug *Sea Commander* also called for its four-year Transport Canada survey involving shafts, rudders, sea valves and steel repairs.

Asked if it was a healthy time for the yard, Bekkering responded, “so-so.” Looking ahead, he sees NSPS work for Seaspans as being a year away and says it’s hard to figure how much BC Ferries work will come the yard’s way.

The workforce has settled at around 40, depending on the workload.

McTavish Welding

This Campbell River yard, which began its life over 60 years ago as a specialist in marine fabrication and welding, is also a boat builder and completed two 18-foot sidewinder boom boats in 2011.

Owner Rick McTavish has a crew of seven and they recently helped neighbour Ocean Pacific Marine Supply build a sub-docking barge for the navy by doing structural welding and the docking pads.

The yard also builds docks and self-contained fish tanks for local aquaculture businesses.

These are good times for Ocean Pacific Marine Supply...as its team of 35 is busy on a variety of projects.

Ocean Pacific Marine Supply

These are good times for Ocean Pacific Marine Supply in Campbell River as its team of 35 is busy on a variety of projects. Only five years ago, the yard employed just six.

Last year, the yard refitted the 45-foot tug *Teeshu* for Catalyst Paper and replaced the hull plating on the 98-foot aluminum landing craft *Inlet Raider* as well as refitting the Comox search and rescue craft *Black Duck*.



The major new build project of 2012 so far has been the construction of a 100-foot long submarine barge for the Department of National Defence. Due to be launched late in June, the barge can dock two submarines at a time and will soon be on its way by tow to Victoria.

Ocean Pacific Marine owner and President, Bruce Kemping, says the yard is also working on another 80-foot, steel landing craft, which once served in the U.S. Navy. The *Skookum Truck* completed repairs and stability tests and its old crane was changed out for a new one in January.

And in another major project, the boat yard converted the 60-foot pleasure craft *Nootka Queen* into a 20-passenger tourism cruise vessel. The conversion to Transport Canada specifications and other renovations took eight months and you'll now see the vessel cruising Nootka Sound and Discovery Passage.

Certified in both steel and aluminum by the Canadian Welding Bureau, Ocean Pacific Marine has a 110-tonne travel lift which serves two 65-foot long buildings enabling vessels to be inside for repairs, refits and other routine survey work.

Daigle Welding

One of the big projects of the year for this Campbell River boat builder was the delivery in May of the \$600,000 patrol vessel *NPA Osprey* for the Nanaimo Port Authority. The 39-foot EagleCraft pilot/patrol vessel will also be used as an ambulance and for fire-fighting duties.

The yard also built a "little sister" — the 32-foot *NPA Eagle* for the port authority last year for about \$380,000 and equipped it with a 180-horsepower Styre diesel running a 300-gallons-per minute fire pump and foam system. The vessel will also fill patrol and ambulance duties in and around Nanaimo Harbour.

But, when it comes to repeat customers, says owner and President Steve Daigle, the recent restoration of a goey duck fishing boat has led to two further orders — a \$1.25-million,

Photo courtesy of Daigle Welding



Daigle Welding delivered the NPA Osprey to Nanaimo Port Authority in May.

42-foot fishing boat and a \$1 million-plus 45-foot boat. The first is almost launched and the second is evolving in design and options and is at the 50 per cent completed stage.

The yard felt the bite of the 2009 global recession hard. With 70 per cent of its aluminum pleasure craft going to the Washington State Seattle/Tacoma market, Daigle says it hurt "when somebody turned the switch off" and orders dried up. Layoffs followed but in fall

2009 the yard landed four big projects over a four-month period and the lights went back on.

Those orders included a 38-foot pleasure craft; the 32-foot *Tymac Surveyor*; a 50-foot landing craft that went to Inuvik; and another 36-foot landing craft destined for Quebec. Crew boats for BC Hydro have also followed and on the pleasure boat side, Daigle says the Alberta market is strong with buyers choosing to leave their vessels



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stored in a Daigle-owned 40-boat covered storage facility until needed.

The yard currently employs 30 full-timers and, in one unusual project, is widening a vessel that had seen many add-ons during its 15-year life and needed better stability.

Daigle Welding & Marine Ltd. has been designing and building its EagleCraft custom aluminum boats since 1985 and, with over 760 boats to its credit, the line-up would stretch

6.8 kilometres long if they were placed end-to-end, says Steve.

Deas Pacific Marine

As the dedicated repair and maintenance division for BC Ferries, it has been another hectic year for refit and capital works projects at Deas Pacific Marine in Richmond.

"Our 2011 was a good year and we were kept very busy," says facility Executive Director K.S. Ng. He adds

that Deas Pacific was "fully loaded" for much of 2011 doing refit and sewage pump upgrade work for eight to 10 vessels.

Minor capital works projects included revamps of passenger space and life-saving equipment upgrades for *Bowen Queen*, *Powell River Queen* and *Mayne Queen*.

The *Queen of Chilliwack* docked for a Phase 2 passenger and crew space upgrade, a \$15-million project that ran through until May 2012.

The overnight ferry *Northern Adventure* was docked for sewage pump and domestic water line renewal, plus bilge and ballast, and piping modifications. The \$5-million job began last October and was completed in early April 2012.

At its peak, the ship repair yard had 180 employees and performed about 190,000 man-hours of work. In October-November there were up to 250 subcontractors performing various projects.

Now, there were three ships in as Ng glanced out his window and a workforce of around 140 and 40 subcontractors. The *Northern Expedition* was in for a routine refit and the *Howe Sound Queen* was in for sewage pump upgrade work. All new BC Ferries vessels have sewage treatment plants while the older vessels now have collecting tanks with offloads to shore collection points.

Amid the constant ferry traffic, the yard also manages to squeeze in other projects to help out local shipping companies, says Ng.

Vancouver Shipyards

The 220 employees at Vancouver Shipyards have had a busy year maintaining the Seaspan fleet of tugs, and chip, gravel, oil and covered barges, plus an almost endless run of other tow boats and coastal tugs.

So says VP & GM Tony Matergio who puts 2011 down as a good year for the division of Seaspan with business volumes and repair work climbing back to normal levels as ship owners start to spend again.

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On the new build side, in December, the yard completed and delivered a 32,000-barrel oil barge it designed for Marine Petrobulk. At the time, the Petrobulker was the biggest new build underway in the province and Matergio says it was completed “on time and on budget.”

At least nine new chip barges are being built for Seaspan and the first three are already in service.

Vancouver Shipyards will play a leading role in the upcoming NSPS contract work and Matergio says the first of the Federal Fleet Renewals, a 55-metre-long Ocean Fisheries Sciences Vessel, is expected to be underway in the summer of 2013.

In 2012, an extremely busy first quarter included the first dry docking of a cruise ship in Vancouver in 20 years...

Vancouver Drydock

As for his other responsibility, Matergio says Vancouver Drydock is also gearing up for a much brighter future with its facility that can handle vessels up to 36,000 deadweight tonnes.

The last half of 2011 was busier than the first as BC Ferries work picked up. A refit of the coastal defence vessel *HMCS Yellowknife* also helped bolster the workload as did a steady stream of Crowley and Foss tugs and barges in for maintenance and repair work.

The drydock also scored the 150-metre Washington State ferry *Puyallip* in for a standard refit and the 85-metre-long local ferry *Bowen Queen* shared the space as it was given a standard refit, plus the usual assembly of Seaspan fleet maintenance and repairs.

In 2012, an extremely busy first quarter included the first dry docking of a cruise ship in Vancouver in 20 years — the Prestige Cruise Holding’s *Seven Seas Navigator*. The work included steel renewal along the length of the keel, plus sea valves, rudders, bottom hull coatings, lifeboat, topside painting, while subcontractors aligned the main

generators and replaced carpets and other items.

And the Seattle-based Premier Pacific fish processing factory ship *Ocean Phoenix* dry docked in January for a two and a half-week standard refit and class survey. Other callers included the 217-metre container vessel *Horizon Kodiak* in for similar survey work, including sandblast and paint and sea valves.

In February, the satellite launching vessel *Sea Launch Commander* dry docked for a standard refit, which involved a multi-million dollar refit including a major sandblast and paint, Azimuth thruster work, sea valves, propeller and rudder inspections and topside painting.

A new customer to the drydock was the Hornbeck Offshore Services Inc. 73-metre supply ship *Dominator* which received a four-week refit involving rudders and props.

The workload has been interspersed with calls by barges for repair and maintenance, including two from K-Sea Transportation and a variety of tug and workboats. The Canadian Coast Guard light icebreaker *Sir Wilfrid Laurier* received service including renewal of its

epoxy ice-coating after a sandblast. The multi-task vessel, which is used in such capacities as search and rescue, buoy tending, lighthouse supply, and Arctic patrols, also had a rudder survey and work on her propellers, sea valves, bow thruster plus minor engineering tasks.

In April, the BC Ferries *Coastal Inspiration* made a scheduled standard docking for survey work over a two and a half-week period. Two large fishing boats, the American Seafoods vessels *Ocean Rover* and *Northern Eagle* were also dry docked during April-May for routine work.

The drydock continues to be “quite busy,” says Matergio with other scheduled dockings by regular customers including Crowley, Horizon, Northlands Transportation and others. It’s enough to keep about 200 fully employed.

Allied Shipbuilders

Now under new ownership, Allied Shipbuilders Ltd. has Chuck Ko at its helm as owner and President instead of a member of the McLaren family. The change came in February 2012 and ended 64 years of McLaren control.



The Seven Seas Navigator was in Vancouver Drydock in May.

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Ko showed optimism in taking ownership despite the second half of 2011 which saw a significant downturn that left plenty of time to do shipyard maintenance, but he now sees a bright future thanks to the NSPS success for the West Coast. The two-shipyard company managed to hold on to 70 per cent of its core work group during the downturn. An order for eight chip barges helped the work flow in the Fall.

This year, Allied is “steady, but not booming,” says Ko, who has been with Allied for 31 years and knows it well.

Currently, the refit of the navy YPT torpedo ship ranging vessel *Sikani* has the yard busy on a five-month project due to be completed in June and involving removal and replacement of

the vessel’s gearbox and service and overhaul of all generators. The hull was given a sandblast and paint, and deck machinery, including a crane, was overhauled.

The chase for BC Ferries work continues, says Ko, without any recent success, but it is traditional work for the shipyards. The slower times also mean Allied can do work to improve its production by refurbishing its machine shops and outfit barge.

He is also keen to help out Seaspan on any NSPS or other work it can’t handle once that \$8 billion worth of projects starts to work through into the industry.

“I think it is a very good time for the industry,” says Ko, “we’ll just have to be patient.”

Arrow Marine

After a mediocre 2011, the team at Arrow Marine Services in Richmond is relieved that 2012 is “looking a lot better.”

That’s the feeling of Arrow Vice President Brian Charles who says there was “nothing exciting in 2011, just general repair work”.

But, so far in 2012, the shipyard has built 800 feet of steel dock for the Ledcor Division at its Silverdale wood chip load out in Mission. As well, the yard has been converting the freight scow *Empire 25* by adding 10-foot sides and extending existing nine-foot walls. The work was expected to be completed by the end of June.

Arrow has rebuilt the U.S.-flagged 70-foot tug *Anne Carlander* with new rubber bulwarks, new insulation, a full sandblast and paint, and other mechanical work for new owners Harken Towing of Port Coquitlam. The work was expected to be completed by the end of June.

Other work has included the fishing boat *Freeport*, which was in for its routine Canadian Steamship Inspection (CSI), plus work on the tunnelling between fish holds. And the yard replaced the stern rubber on the Seaspan tug *Comox Crown*, plus other miscellaneous maintenance work. The *Titan Rascal*, a 45-foot tug once owned by Westview Navigation, was in for repowering and a refit for new owners Thunder Bay Towing of Powell River.

Leader Fishing docked the fish boat *Pacific Viking* for a month for replacement aluminum work after bow damage from a collision. It was back in its owner’s hands by the end of May.

As well, the fishing boat *Savage Fisher* was in for a bow scrape and paint. Ocean Fisheries had the *E J Safarik* in the yard for two weeks for sandblast and paint work, welding and other repairs. *Ocean Fisher 1* was also in for minor repairs and paint work.

And in a six-week project, the 70-foot long tug *Cindy Mozel* was in at Arrow to have icebreaker plates installed, plus new propeller nozzles and other work



Photo courtesy of Allied Shipyards

Allied Shipbuilders’ new owner, Chuck Ko, is optimistic that 2012 will be a good year.

including a sandblast and paint — all while having its regular CSI.

For Charles, 2012 has been a lot brighter for Arrow especially since the installation of a 330-tonne capacity Travelift, which is attracting bigger tugs for regular work. He says that the yard is competitive and is looking forward to spin-off work once the NSPS contracts coming to the West Coast kick in. Current employees total about 22 and the number is climbing.

Sylte Shipyard

For 84-year-old President and owner, Erling Sylte, this Maple Ridge yard had a “not too bad year in 2011 — we were busy anyway”.

The Sylte Shipyard — one of the oldest shipbuilders on the coast — is struggling to find suitable employees with the right skill sets. The crusty veteran of the B.C. shipbuilding industry has 16 employees on the books currently but would like 25 if he could find them.

The yard is busy and has begun building a 49-foot tug, a project that should take it through the rest of the year. The finishing touches are being put on a 28-foot new tug and also a 59-footer built for Gowlland Towing of Campbell River, which was due to be completed and delivered by the end of May.

Sylte says the yard may also build a glass bottom boat for Great Lakes tourism although “nothing has been signed yet”. And Hawaiian interests are considering having the yard build a fishing boat but the final details have yet to be agreed. One of the industry’s eternal optimists, Erling says for him the industry has been good of late: “It’s always been good for me, it’s going just at the pace I want it.”

ABD Aluminum

Steel is the new cause-celebre at the once exclusive aluminum boat building yard in North Vancouver.

ABD Aluminum Yachts made its name in just that, building new work and pleasure boats made of aluminum. But part-owner Al Dawson (the other owner is Burton Drody) says aluminum is no longer the magic for the shipyard,

especially since the fourth Seabus was cancelled, and there was a scramble to find other work in steel.

In March 2012, the yard delivered a 65-foot tow boat for Standard Towing of Burnaby, something Dawson says was “a fairly good size job” which is now deciding on its extra features before delivery.

As well, the yard started work on a new 64-foot steel vessel for Sampson Tugboats back in February. In 2011, ABD also delivered two Tymac boats and a third contract for passenger structures as a subcontractor for Victoria Shipyards.

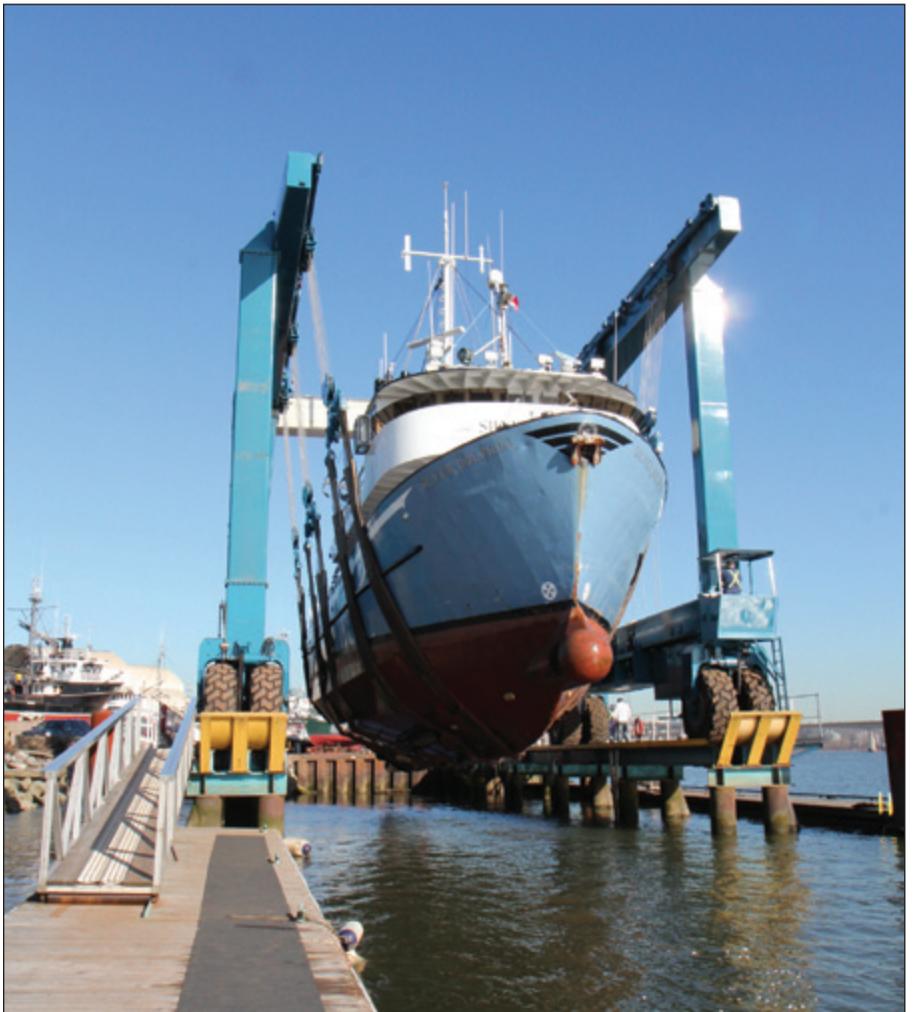
While the 87-year-old Dawson doesn’t think it’s the end of aluminum for the yard, he’s busy climbing the steel boat learning curve, adding “if you can do aluminum welding, then you can easily do steel.”

ABD hired 25 at its peak and has now settled at around 18 employees to meet the current work load. With so many years of experience to look back on, Dawson says the B.C. shipbuilding industry “looks good for the future”. As the manufacturer of steel and aluminum boats, he says he remains “reasonably optimistic” and the yard is hopeful that one of the offshoots of the NSPS work will be fabrication in aluminum.

Either way, this respected veteran of the industry wasn’t down in the dumps. Just a few days after the interview with *BC Shipping News* he was off on his 20th cruise, this time to Alaska.

Ray Dykes is a former journalist who has worked his way around the world as a writer/photographer. Ray can be reached at prplus@shaw.ca.

Photo courtesy of Arrow Marine



Arrow Marine's new 330-tonne capacity Travelift is attracting new customers.