



# In the Shipyards

## ► SEASPAN INTERNATIONAL/VANCOUVER SHIPYARDS

Photo by Mike Wright

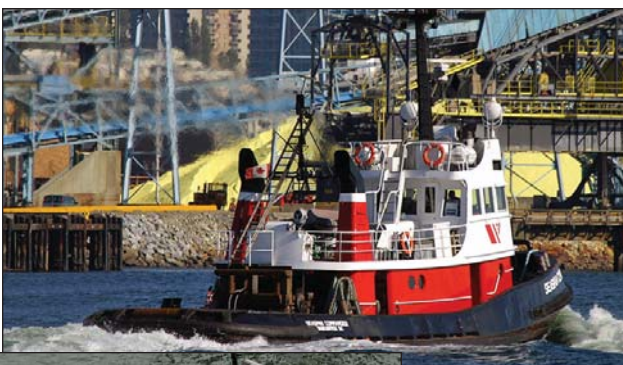


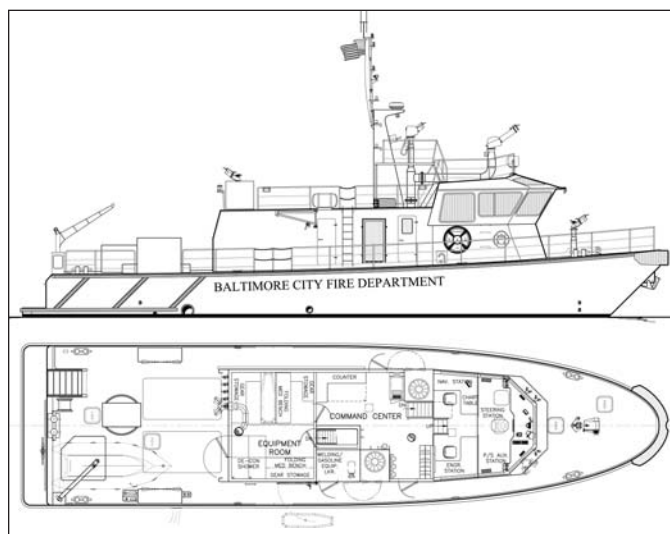
Photo by Mike Zelt Photography



What goes around – comes around – and that frequently applies to tugboats. The sister tugs LA GARDE and LA

DENE were constructed to a Cove-Hatfield design and launched for Vancouver Tug Boat Co. in 1970 at Vancouver Shipyards (North Vancouver) and Star Shipyard (Mercer's) in New Westminster, respectively. That same year Van Tug (then owned by Dillingham Corp.) was merged with Island Tug and Barge of Victoria (then owned by Genstar Ltd.), to become Seaspan International. LA GARDE became, and still is, SEASPAN NAVIGATOR. LA DENE became SEASPAN COMMANDER. Then, in 1976 the latter tug was acquired by Evans, Coleman & Evans (later became Ocean Construction; now is Ocean Marine Towing Services, a subsidiary of Heidelberg Cement Group) and became the EVCO BUCCANEER (inset photo). Now the 97' x 24' x 14' tug is back with Seaspan and again is the SEASPAN COMMANDER. It has been painted in the company colours by Seaspan crews, had its topline changed and is back in the boat pool available for a variety of towing tasks. With twin-screw (850-bhp Caterpillar 3512s on controllable pitch propellers) it's a valuable tug (for example, petroleum products barges are required to be towed by twin-screw tugs). Speaking of which, construction progresses on the first of a pair of Seaspan's first double-hulled multi-product oil barges. Measuring 328' x 74.5' x 19.6' with 27,000-barrel capacity, the barges are a Seaspan concept designed by BMT Fleet

Technology's Hatfield Division (Vancouver) with detailed working drawings from Vancouver Shipyards (see GA in *In the Shipyards* in WM, June 2007). Seaspan tugs put on the hard by Vancouver Shipyards recently included HARMAC CEDAR and SEASPAN TEMPEST for four year refits and Marine Safety surveys.



GA courtesy Robert Allan Ltd.

## ► HIKE METAL PRODUCTS

This Wheatley, Ontario, aluminum builder launched the JOHN R. FRAZIER, an 87' x 22' x 12'4" Class 'A' fireboat for the Baltimore City Fire Department. Designed by Robert Allan Ltd., Vancouver naval architects, the US\$6.25 million vessel is equipped for multiple firefighting and homeland security missions and was built with grant money from the US Dept of Homeland Security Urban Area Security Initiative. Two Caterpillar C-18 diesels drive two Aker Kvaerner fire pumps which deliver water to two 5,000 gpm and two 2,500 gpm monitors. Main propulsion is twin 1650-hp (1800 rpm) Caterpillar 3412B diesels turning 61" propellers through ZF 4650 3:1 marine gears and providing 16 knots service speed. With 2589 gal fuel capacity, the JOHN R FRAZIER will range through upper Chesapeake Bay and is configured to provide a multi-agency mobile command centre and mass casualty response.