

Sea-Tec Fabricators and Marine Lift's machine shop



Frank Lyth (third from left) and his machine shop crew at Sea-Tec Fabricators & Marine Lift Ltd., a Bracewell Marine Group company located at Shelter Island Marina on the South Arm. Left to right: Matt Lyth (started as an apprentice machinist with SeaTec 15 years ago); Tyler Paholkin (one year left on his apprenticeship); Frank Lyth; Ken Dryden (mechanic); Marvin Reyes (welder). Missing from the photo: Rob Deboom (welder; working on the dragger FROSTI at the Paramount docks in Steveston), Danny Althouse (mechanic), Bill Moore (welder). Frank started his apprenticeship with Neilson Machine Works in Richmond in 1964 and joined Sea-Tec Fabricators when the company was founded in 1976 in Steveston. Owner Austin Moore moved the company to Shelter Island Marina in 1994

and installed the 150-tonne TraveLift. Lance Bracewell purchased Sea-Tec Fabricators and Marine Lift in 2003. Shaft work is a mainstay of Sea-Tec's machine shop. The tailshaft from the fishing vessel BERING SEA is in the TOS Celakovice lathe (photo above) which is capable of turning up to a 25-ft shaft.

SEASPAN CHALLENGER & COASTAL SPIRIT: ATB unit

The articulated tug-and-barge (ATB) combination of the 130-ft 3,600-hp SEASPAN CHALLENGER and the 457' x 82' semi-trailer transport barge COASTAL SPIRIT heads up the South Arm on its scheduled run between the Seaspans Coastal Intermodal (SSCI) terminal at Tilbury Island in the South Arm and Nanaimo



Harbour on Vancouver Island (SSCI owns the barge, Seaspans International the tug; both are Washington Marine Group companies). The SEASPAN CHALLENGER, with twin EMD 20-645 diesels on a single steering nozzle, was originally built to a Robert Allan Ltd design and launched in 1970 as the HECATE CROWN by Star Shipyard (Mercer's). In 2000, it was fitted with an elevated wheelhouse and a hydraulic tug-barge clamping system for pushing the railcar/semi-trailer barge COASTAL EXPRESS. That barge grounded in heavy weather off Nanaimo and was written off and the COASTAL SPIRIT was built to a Vancouver Shipyards design at the Jinling Shipyard in Nanjing, China, and launched in 2002, with outfitting completed at Vancouver Shipyards. The tug was retro-fitted with an ACOMARIN Engineering (Finland) JAK-400 air-assisted, hydraulic pin system which secures the tug in the barge's 60-ft notch. The COASTAL SPIRIT is fitted with an Ulstein Aquamaster 1350H Z-drive, installed about 75 feet from the bow log and powered by a 1800-hp Cummins K-series diesel. The thruster increases manoeuvrability during berthing and provides course-holding capability in heavy weather, and also adds a bit of extra speed if required and 'come-home' propulsion. An emergency remote control Z-con system can engage the barge's engine and thruster from the tug in order to control the barge's drift should tug and barge be separated.

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