

OCEAN BLUE

Photo by Jody Collins



The OCEAN BLUE, a packer/longliner launched as the OONA R. at Oona River, BC by the Hanson brothers in 1955, fished as a seine-privilege troller for Canfishco up into the 1990s. Present owner Geoff Pratt and Gronlund Boatworks on the Fraser River's North Arm completed a conversion to a day-charter configuration with Transport Canada Home Trade III compliance. Beyond routine plank changes, caulking and installation of bat-wing stabilizers etc, the main focus was the conversion of the former fish-hold into a gathering area for charter guests. The hold was gutted and the aft deck rebuilt with new beams and carlins to receive an aft cabin trunk. The deck was then re-planked with Douglas fir.

PROPULSION UPGRADES

In 2006 several BC workboats received main propulsion upgrades incorporating the new four-stroke diesel technology with resulting reductions in fuel consumption, onboard noise levels and exhaust emissions over the two-stroke diesels that were replaced.

CHARLES H. CATES VI

Photo by Rob Morris



The CHARLES H. CATES VI was the second Seaspan International tug (after the CHARLES H. CATES XVIII in 2005) to receive a propulsion upgrade with four-stroke diesels and electronic engine controls. The tug was fitted with a pair of MTU 8V4000 M60R diesels (900 bhp continuous duty @ 1,600 rpm) which replaced its two-stroke Detroit Diesel 16V 149s. The new engines were coupled to the original Twin Disc MG 540 marine gears and Prime Mover Controls' MPC-D electronic controls installed at the tug's four control stations plus at a PMC Local Control station in the engine room. The MTU Series 4000 diesels meet the current EPA Tier 2 emissions standards for marine diesel engines. Added benefits over the two strokes are reduced noise levels and increased fuel efficiency. See *Propulsion Upgrade for the CHARLES H. CATES VI* in *Western Mariner*, March 2006.

SEASPAN FALCON



Photo by K. Francis, Washington Marine Group

The 80' x 30' SEASPAN FALCON was launched with its sister shipberthing tug, the SEASPAN HAWK, in 1993. Designed by Robert Allan Ltd., they were built at Vancouver Shipyards, North Vancouver and fitted with Detroit Diesel 16V 149 diesels with DDEC II electronic control and Niigata ZP-2A azimuthing thrusters. In 2006 the two-stroke Detroit Diesels were replaced with Detroit Diesel-MTU Series 4000 four-stroke engines (EPA Tier 2 emissions compliant) and the DDEC was replaced with MDEC with the tug's engine control heads interfaced with that new electronic control system. The starboard Niigata drive received bearing and seals replacement and both drives had their slipping clutches rebuilt. Externally the SEASPAN FALCON received reconfiguration of the forward fender mounting system and the original exhaust stack casings (visible on the SEASPAN HAWK to left in photo) were reduced in height and replaced with straight exhaust pipes to increase visibility aft and down towards the stern quarters from the main helm. Harco critical-grade mufflers were installed to further reduce engine noise. See *SEASPAN FALCON: New Mains for a Harbour Workhorse* in *Western Mariner*, June 2006.