

New Seaspan tug dedicated at J.M. Martinac



Over 300 vessels have been launched down the ways at the J.M. Martinac Shipbuilding Corp, in the same location in Tacoma WA since 1924. The latest, in March 2009, was a new tug, the SEASPAN RESOLUTION (left), for Seaspan International of North Vancouver. On the platform for the 0630 hrs high tide christening ceremony (inset photo below), left to right: Father John Koehler; Marina and John Fowlis (vice-president, fleet maintenance, Seaspan International); Anita Thompson and Kevin Irvine (president, Seaspan International); Patricia Thorne (sponsor for the SEASPAN RESOLUTION); Annette and Joe Martinac Jr (at podium, president, J.M. Martinac); Ken Harford (president, Robert Allan Ltd); Brenda and John Dahl (production manager, J.M. Martinac); Randall and Jonathan

Platt (vice-president, J.M. Martinac). The 98' x 40' x 17'6" SEASPAN RESOLUTION, an AZ 30/80 class ship-assist tug designed by Robert Allan Ltd, is currently being completed at the Martinac yard. Propulsion is a pair of 3000-hp (@ 900 rpm) EMD 12-710 diesels (EPA Tier 2 certified) on Niigata ZP-41 ASD thrusters providing 75 tonnes bollard pull ahead.



PHOTO BY RON KARABAICH, OLD TOWN PHOTO



PHOTOS BY RON BURCHETTE



ard pull ahead. A builder of wooden salmon and sardine seiners, then minesweepers during WWII, the Martinac yard launched into steel boatbuilding in the early 1960s when it commenced a run of about 70 tuna seiners lasting up into the 1980s. A comparatively lean period of a few one-off newbuilds of tugs and fishing vessels followed. Then the COCHISE and MIKIONA, 123-ft sister line-haul tugs, were delivered to Sause Bros in 2007, kicking off the current run of tug newbuilds. Next were the AMERICA and the PACIFIC STAR, a pair of 6600-hp Robert Allan AZ 30/80 ship-assist tugs delivered to Signet Maritime in 2008, and the SEASPAN RESOLUTION in early 2009. Now on the order books are five more Robert Allan ship-assist tugs – a 5000-hp RAmparts design for Boston Towing and four 3600-hp Z-techs for Pacific Tugboat Services (end user will be the Bremerton US Navy facility). From their first wood seineboats up through the sophisticated tugs of today, the Martinac yard has launched their boats using the traditional method of building a cradle under the new ship with timbers, blocks and wedges (inset photo; the wedges are linked in bundles of 10-20 with twine for ease of retrieval after the vessel floats free). The wood surface of the marine ways' main bearers are coated with paraffin wax which is overlaid with launching grease. As with the many other Martinac launches the SEASPAN RESOLUTION's cradle was anchored in position at the top of the ways by two steel link-plates. As the moment of launching approached two shipyard workers began cutting through the plates with torches. With a good push from the bottle of champagne delivered by sponsor Patricia Thorne, the plates parted and the tug zipped down the ways to wet its keel for the first time.