



PHOTO BY CHUCK HEATH



PHOTO BY ROB MORRIS

SEASPAN REGENT and SEASPAN PHOENIX

The 140' x 35'10" 5750-hp SEASPAN REGENT tows the 396' x 88' x 24' self-loading, self-dumping log barge SEASPAN PHOENIX into Howe Sound destined for the SEB booming grounds in Avalon Bay. The PHOENIX was loaded with 15,000 tons of logs from Jenny Inlet at King Island on the Central Coast. The SEASPAN REGENT was built to a Cove-Dixon naval architects (Vancouver) design and launched by Bel-Aire Shipyard in North Vancouver in 1976. With twin EMD 645 E7 propulsion providing 180,000 lbs bollard pull, the tug and a sister, the SEASPAN ROYAL (Vancouver Shipyards, 1976), were built for anchor handling and offshore towing as Seaspan International made inroads in the 1970s into the North Sea, Middle East, offshore Texas and Canadian Arctic oil industries. The SEASPAN ROYAL was sent offshore immediately and sold to Pemex, the Mexican state petroleum company as a terminal/offshore support tug. Do readers know where the former SEASPAN ROYAL is now? The REGENT was launched two years after the SEASPAN COMMODORE. Both have the same Cove-Dixon hull form and propulsion but differ in their superstructures. In October 2002 the log barge SEASPAN RIGGER (a Talbot-Jackson design launched by Vancouver Shipyards, 1980) capsized in Avalon Bay while engaged in a routine dump of 15,000 tons of logs. It was salvaged using parbuckling gear (see *Parbuckle Salvage of the SEASPAN RIGGER* in the March 2003 (premier) issue of *Western Mariner*), rebuilt and subsequently re-named SEASPAN PHOENIX.



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Superwinners

Despite the downturns in the BC forest industry there is still a hum, albeit a low one, of activity in the world's largest in-water log sorting grounds in Howe Sound. In Andy's Bay on the west side of Gambier Island and in other log sorting storage grounds on this coast, the 'bread-and-butter' vessel is the sidewinder boomboat. In the photo (top left) the ANDY'S BAY XX and the

ANDY'S BAY XXIV, two Western Forest Products (WFP) superwinners, sort log bundles. Built by Westcoast Salvage (1980) and Westcoast Manly Shipyard (1987), respectively, the XX and the XXIV are both 18-ft and powered by GM 6-71s (about 175 hp) on 360° Olympic HD III right-angle drives. As such these superwinners are the largest of this boomboat type developed on this coast. While the smaller 16-ft sidewinders with the Olympic or Hydrodrive drives and 4-43 or 4-71 Jimmies are the 'hot rods' and more manoeuvrable, the superwinners were given the power to push heavy log bundles and big timber into the boom pockets. Bunny Whitcroft's West Coast Salvage & Contracting (WCS) began building small boomboats down in False Creek and continued when the company moved to the North Arm of the Fraser. The evolving design of sidewinders, pod dozers, and small booming tugs was mainly the work of WCS's Al



PHOTO BY RANDY HUGHES

Dickie. The production of these boats was prolific at WCS and continued through the 1980s after WCS was merged with John Manly Ltd and BC Marine to form Westcoast Manly by Rivtow Straits which had acquired all three. In the right background of the top photo is the barge WESTERN TRANSFER which WFP uses to bundle the loose wood. Behind the wheel of the DUNSCO SORTER (another 18-ft superwinner from West Coast Salvage, 1983) is Perry Harding (inset photo) who, by the time this issue reaches readers, will have retired after 30 years with WFP in Andy's Bay. The DUNSCO SORTER is now with WFP's Gold River operations.