



# WATERFRONT: Burrard Inlet's North Shore II

– BY ROB MORRIS –

## CHARLES H. CATES VIII

The CHARLES H. CATES VIII heads back to the Cates Tugs dock by the Lonsdale Quay after completing a line boat job at Centerm's berth 6. On board are Capt. Walter Moffat and deckhand John Salzborn. C.H. Cates & Sons, North Vancouver had four 60' x 22' x 9' 1800-hp twin nozzle shipberthing tugs built to a design developed by Robert 'Bob' Allan in collaboration with Terry Waghorn, president of Cates Tugs – the CHARLES H. CATES VII and V (Bel-Aire Shipyard, 1977 and 1979) and the CHARLES H. CATES VI and VIII (Allied Shipbuilders, 1980). These tugs had evolved from the 57' x 19' 1000-hp twin nozzle design developed in the early 1970s by Waghorn and Allan for the CHARLES H. CATES XVIII and CHARLES H. CATES IV (John Manly Ltd, 1972 and 1974) following their first twin-screw dedicated shipberthing tug design, the 700-hp CHARLES H. CATES XX, launched in 1968. The XX was also the company's first steel tug in a large fleet of single-screw wooden harbour tugs. All the steel tugs evolved incorporating concepts of shallow draft, low lateral resistance, fairly light displacement and wide beam for stability and high manoeuvrability and each generation put an increasing amount of horsepower in a compact, manoeuvrable tug that could be operated by a two-man crew. The four 1800-hp tugs had 28 tons bollard pull and were the jumping off point for the ground-breaking 2400-hp (38 tons bollard pull) CHARLES H. CATES II, the first Z-drive shipberthing tug design for both Robert Allan Ltd and Cates Tugs. In the last couple of years the CHARLES H. CATES VI was the first of the 1800s to be fitted with twin, 900-hp MTU 8V4000 four-stroke EPA Tier II diesels as was the CHARLES H. CATES VII.