

New power for classic BC tug

Island Tug and Barge Limited's president, Bob Shields, has built a reputation as a boat proud innovator in the already innovative British Columbia towboating industry, writes Alan Haig-Brown. From his harbourside office in Vancouver, BC, Capt Shields told IT&S: "It is exciting to see our vessels coming and going through the harbour, I particularly enjoy the fact that we appear to be one of the busiest, and best looking fleets on the water."

This reputation has been furthered with the repowering of its classic raised-forecastle style *Island Crown* with a pair of Cummins KTA38 engines. The 23.7m x 7.32m vessel is one of those distinctively Canadian tugs resulting from a requirement that all crews' quarters must be above the waterline. Built in 1974 to a Robert Allan Limited design, it was first christened *Gulf Julia*. Later, renamed *Seaspan Defender*, the tug has more than earned its keep over the past three decades towing along the Pacific coast. But this was a well designed and well built boat and its owners felt secure in doing a routine life extending repower. An old pair of 725hp engines were pulled out and replaced with the new Cummins units, each developing 500hp at 1,600 rev/min or 800hp at 1,800 rev/min. The existing Twin Disc MG 540 marine gearboxes were removed for rebuilding and reinstalled. The original three-blade propellers in nozzles were retained as, Shields explains: "We had Robert Allan Ltd. do a complete engineering study for us on the re-powering and were amazed to discover that the propellers were an absolute perfect match."

Port Engineer Andy Farmer is pleased with the installation and looking forward to the operation of the engines with their Eliminator and Centinel options that effectively eliminate the need for oil changes. The two systems combine to reduce operating and maintenance costs while creating an environmentally friendly operating regime. The Cummins-designed Eliminator removes all disposable lube oil filters. The Centinel Oil Management, an oil burn system, works in conjunction with the Eliminator to virtually negate the need for oil changes and costly waste oil disposal.

The classic lines of this 1974 RAL design will be admired along the Canadian Pacific Coast for many years to come thanks to a recent re-engining.

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