

Original letter with :.....

Copy of/Extract from letter received from  
~~XXXXXXXXXX~~NAME

Surveyors,

ADDRESS

Vancouver.

Reference, if any :.....

Dated..... Received..... Answered..... See clip<sup>M</sup>

Vessel's Name:

Tankers "MURHAN", "TANISH" and "UIS"

We duly received your letter of the 5th ultimo regarding the above mentioned Tankers which have been purchased by Island Tug & Barge Ltd. of Victoria, B.C. who recently also purchased four other shallow draught Tankers, "CARLITA", "CHERITA", "CACHITA" and "LOOTHA".

The new Owners requested a Freeboard Assignment in October last for service between British Columbian Ports and U.S. Pacific Coast of one or more of "CARLITA", "CHERITA" and "CACHITA" after conversion to a self-unloading log carrying barge. The Society declined to accept any responsibility in this matter as the Owners proposed to use the vessels for log carrying at a draught of 13' in the sheltered waters of this Coast which are exempted from Freeboard Regulations. The Owners have not yet made a decision regarding the service of these four vessels.

They are now seriously considering the conversion of "TANISH" or "UIS", and probably both vessels, to barges for service between British Columbia and Los Angeles. The nature of the proposed new service is confidential but it is believed it will be the carriage of paper from British Columbia southwards and return to Kitimat, B.C. with coke; there are also possibilities of the carriage of aluminium ingots.

We now submit herewith, in triplicate, Yarrow Ltd.'s drawing No. 112, "Tanker Conversion to Cargo Barge Proposed Modified Outline General Arrgt. & Midship Section", together with their letter of the 5th instant in connection with the proposal.

This is a request for a Freeboard Assignment to the vessels as converted for the proposed service between British Columbia and Los Angeles. Information is also desired as to what suitable draught could be permitted if additional re-inforcements were carried out.

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The Owners state they are prepared to retain the vessels in Class if their proposals can be approved.

We are submitting this proposal direct instead of to the Principal Surveyor for Canada because an urgent consideration of the matter is desired and the original plans of the ship are not available in Montreal. A cabled reply is requested as the Owners wish to know as soon as possible if their proposals are acceptable.

There is a possibility the "ICOTBA" might be similarly altered as a Dry Cargo Barge, by removing several transverse bulkheads and cutting long hatchways in the trunk top plating, for similar service.

The Owners have now requested Yarrow's Ltd. to prepare designs for the conversion of some of these vessels to Tanker Barges. In these cases the proposal will be to increase the ship's depth by plating out a new deck at the level of the trunk top with new side plating extending to case from the existing sheerstrake thus forming summer tanks above the present deck at sides. Details of this proposal will be submitted in due course.

It will be noted Island Tug & Barge Ltd. now own seven of these shallow draught tankers and it is understood they are considering the purchase of others. There are probably 1800 Barges of all types and sizes operating on the British Columbian Coast and the possibility of extending the service by use of large steel deep sea barges for service between the U.S. and British Columbia is apparently being seriously considered. Mr. H.B. Elworthy, President of Island Tug & Barge Ltd., was considering requesting the American Bureau also to assign a Freeboard to one of the vessels but the undersigned has persuaded him to relinquish this idea meanwhile.

Yours faithfully,

(sgd.) R. Rennie

For the Surveyors.



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