

TUG-BARGE SERVICE—

# To Haul Chemicals

Inaugurated as Result of Columbia Cellulose Establishment

As a direct result of the establishment of the Columbia Cellulose Company Limited mill near Prince Rupert, British Columbia, tug and barge service has been inaugurated between Puget Sound and Watson Island for the transporting of bulk caustic soda, chlorine and other commodities.

Griffiths Steamship Company Ltd., Vancouver, has signed long-term contracts with Columbia Cellulose and the H. R. MacMillan Export Company Ltd., Pulp Division, of Harvac, B.C., for the transportation of these chemicals. The Hooker Electrochemical Company, Tacoma, Washington, on February 1, began furnishing liquid caustic soda and liquid chlorine.

Present plans call for bi-monthly service to the two British Columbia ports. Columbia Cellulose on Watson Island requires bulk liquid caustic soda in the under deck cargo tanks and the chlorine in specially designed 100 and 50-ton pressure tanks. The MacMillan plant takes its bulk caustic soda in the under deck cargo tanks and the chlorine in 55-ton railroad cars.

The arrangement constitutes the first time on the Pacific Coast that bulk chlorine has been transported in fixed tanks or barges.

Griffiths Steamship and Hooker Electrochemical worked out changes in the United States Coast Guard rules and regulations to allow the shipment of caustic soda and chlorine on the same barge or vessel. A new method of discharging also has been developed for bulk chlorine at Prince Rupert, where there is a 21-foot tidal range at this location. The specially designed 100 and 50-ton pressure tanks were built by the Vancouver Iron Works. They were built and tested at 500 pounds and 300 pounds, respectively, working pressure to conform to ASME Code and the United States Coast Guard regulations.

**GRIFFITHS BACK**

The starting of this service represents the return of the Griffiths interests to the British Columbia coasting trade. The company, formerly known as the Coastwise Steamship and Barge Company Ltd., was founded in 1912. For many years it was in the ore and concentrate carrying trade between Anyox, Stewart and Tacoma.

Following the conclusion of the arrangement, Griffiths Steamship bought a LST hull "CT2," which has been converted to a combination car barge, bulk caustic soda and chlorine carrier. The barge now bears the name of "Griffco," and is the third vessel to have that designation for the Griffiths Company.

The first "Griffco," 2500 dead-weight tons, was built in Seattle in 1922 and was an ore carrier operating between British Columbia and Tacoma. It was sold to the Inter-Island Steam Navigation Company in 1927. The second "Griffco" was 3800 dead-weight tons and was purchased in 1927 from the Los Angeles Lumber Products Company. It was used in the British Columbia ore trade and was sold in 1945 to Greek interests.

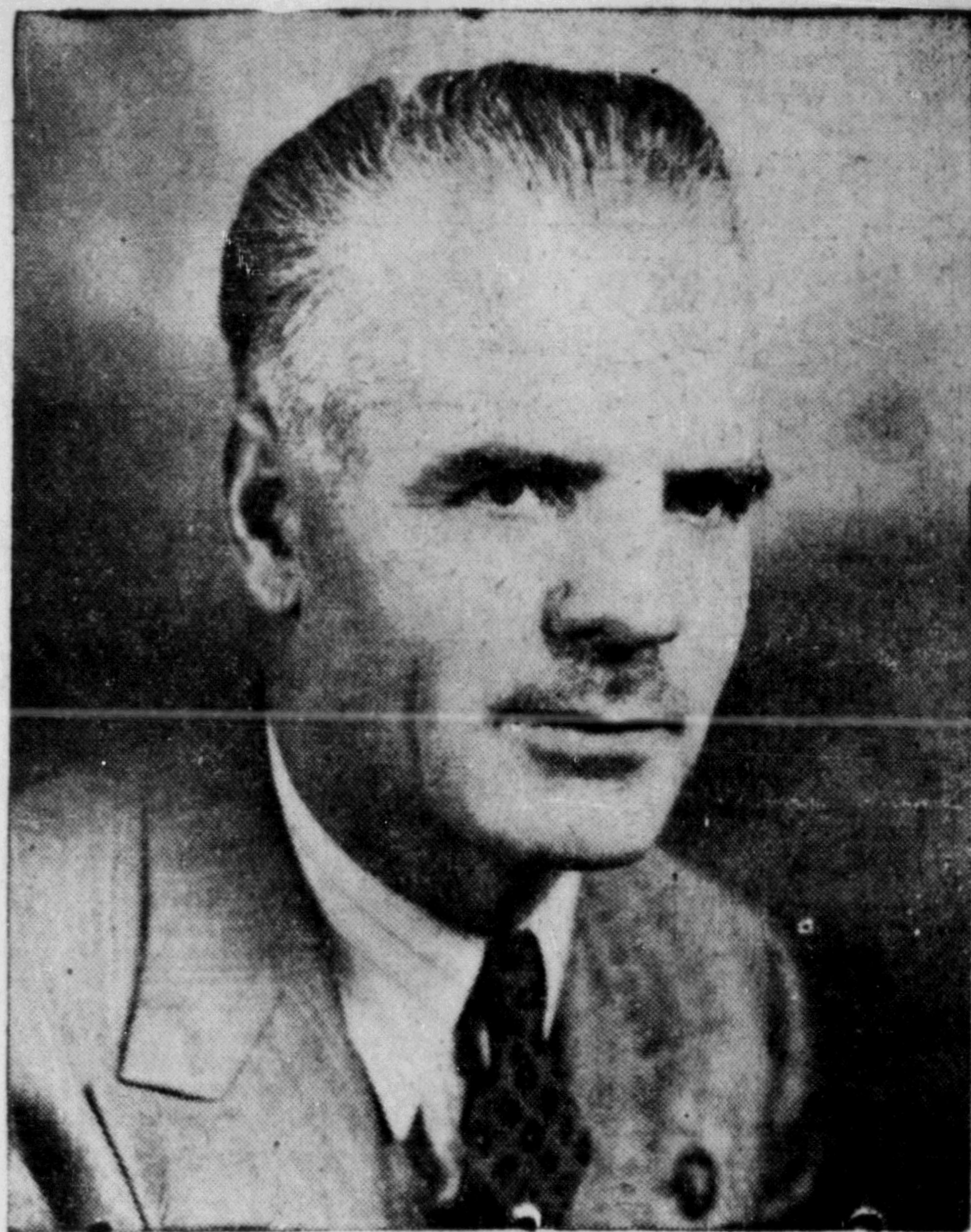
The new barge is 277 feet long by 50 feet beam with a loaded draft of 8 feet. It is equipped with six individual tanks capable of carrying 1500 short tons (50 per cent caustic soda solution) and special tanks equipped to carry 150 tons of liquid chlorine under pressure. The plans for conversion of the barge "Griffco" were carried out by Carl J. Nordstrom, naval architect, Seattle, and the conversion work was performed by the Victoria Machinery Depot, Victoria.

**NEW MOGUL**  
The Griffiths Company also purchased the former ATR type steam tug "Logmae" for use in this operation. This tug recently underwent conversion from steam to diesel at the B.C. Engineers and Shipbuilders Company, Vancouver, B.C. The new tug's name is "Mogul," the third vessel to have that name. It is 157 feet long and has a beam of 33 feet and a 16-foot draft.

The new "Mogul" is equipped with a 1600 h.p. Fairbanks-Morse 10-cylinder OP diesel engine with offset 2.5 to 1 Farrell-Birmingham reduction gear. It is also equipped with radar, Sperry steering gear, and gyro compass and the latest ship-to-shore radio telephone. The conversion of the new tug was carried out by Marshall McGinnitie, of McGinnitie and McDonald, consulting engineers.

The Griffiths Company also has available the sister barge "Griffson," former CTI which is now being utilized as a log-carrying barge on the British Columbia coast. There is the distinct probability that this barge will be converted to transporting chemicals and other commodities for the pulp and paper industry on the British Columbia coast.

## Columbia Cellulose Part Of Prince Rupert's Destiny



By the HON. LESLIE H. EYRES,  
Minister of Trade and Industry

It is with sincere pleasure that I extend congratulations to the City of Prince Rupert, and the surrounding area, on the addition of the Columbia Cellulose Corporation's pulp mill to the many growing industries in this section of the Province.

The opening of this new plant besides being instrumental in providing employment for our ever-increasing population, is also another demonstration of faith in the future development of British Columbia.

As your Minister of Trade and Industry I am firmly of the opinion that Prince Rupert, with the foundation well laid for future development, is destined within the next few years to play a more important role in the economic life of this fast-growing Province.

Prince Rupert, the most northerly terminus on the Pacific Coast of a transcontinental railway, and with a highway linking it with the rest of the North American Continent, is also one of British Columbia's principal ports providing an outlet to the

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### Mill Manager Is India-Born



**RAY JONES**

W. C. R. Jones, mill manager of the new Columbia Cellulose dissolving pulp mill at Prince Rupert, brings to this position twenty years' experience in the pulp and paper industry in

Canada and Australia.

Born in India, and educated in England, Mr. Jones came to Canada as a young man. His early experience was with the Gatincau Mills International Paper Company, and with the Wayagamack Division of the Consolidated Paper Corporation, where he was assistant to the Pulp Mill Superintendent. In 1937 Mr. Jones went to Australia to assist in the design and start-up of the first Australian chemical wood pulp mill at Maryvale, Gippsland.

Mr. Jones returned to Canada in 1940 to join the Howard Smith Paper Mills Organization, and for the seven years prior to his association with Columbia Cellulose, he was assistant manager of the Beauharnois Division.

An active member of the Technical Section of the Canadian Pulp and Paper Association, he is a former member of the Technical Council. He is also a member of the Cost and Management Institute of Canada.

### Experienced Woods Boss



**RAE JOHNSON**

Rae L. Johnson, manager of the Woods Division of Columbia Cellulose Company, brings to his direction of the Company's Port Edward Forest Management Licence broad experience in sustained yield management.

Prior to joining Columbia Cellulose in June of last year, Mr. Johnson had for seven years been chief engineer of the woods division of the Longview Branch of the Weyerhaeuser Timber Co., and associated with Weyerhaeuser since 1928. He participated in the development of the Longview Branch's 500,000-acre timber area and its conversion to sustained yield management as the St. Helen's Tree Farm. At other times he had been in charge of various phases of the engineering program, including mapping, railroad and truck road location and construction, logging layouts and development of new equipment.

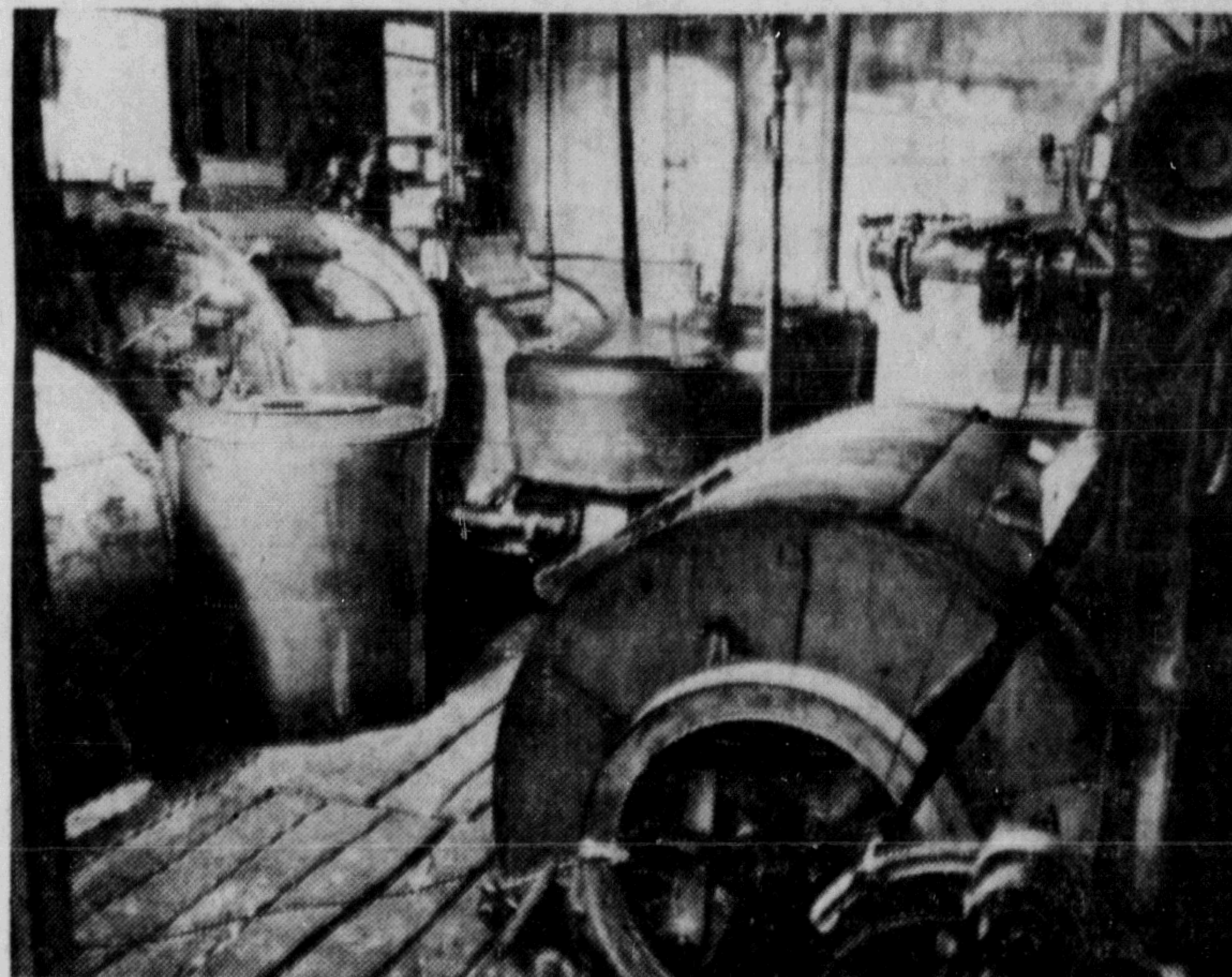
Mr. Johnson attended the College of Engineering of the University of Washington, and is a member of the Society of American Foresters.

# THE BEST

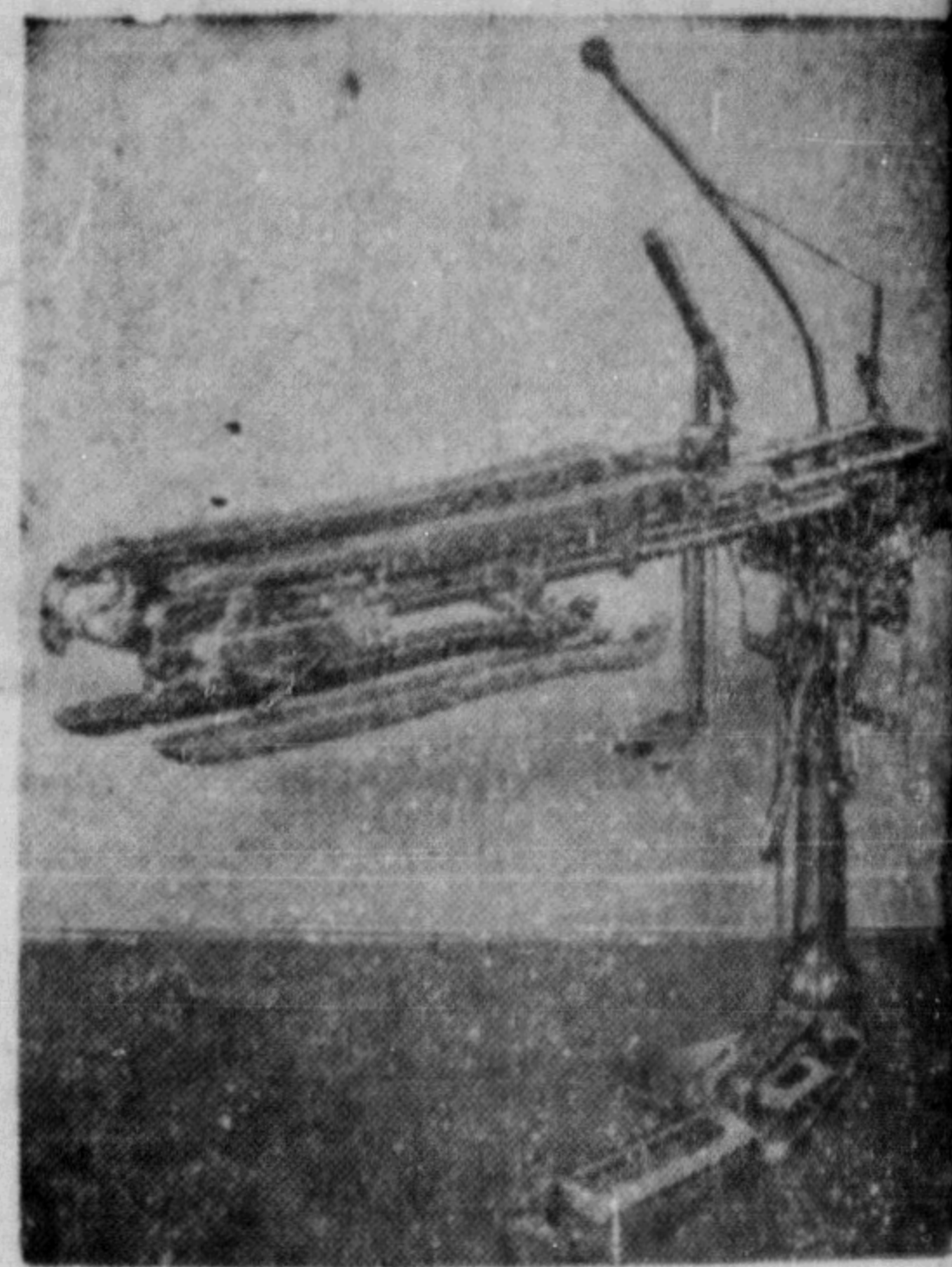
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