



West Coast Tug & Barge Ltd. Tel 250.286.1234
PO Box 10 e-Fax 888.492.7301
Suite 3 – 730, 13th Avenue info@westcoasttug.ca
Campbell River, BC www.westcoasttug.ca
Canada, V9W 4Z9

COMPANY HISTORY (Expanded Version)

West Coast Tug & Barge Ltd was incorporated in 1976 as Wedge Island Contracting Ltd by the current President Thomas Olsen. The company primarily focused on contract log towing for Weldwood Transportation from 1977 through to 1982. It was a one vessel operation with the M.V. Seymour Rascal.

In the early part of 1982, the company expanded its fleet by building a steel twin screw 600 hp tug named the M.V. Island Prowler. This vessel expanded the towing operations into the Mid Coast, primarily the Bella Coola region, for customers Doman Industries, MacDonald Cedar, and Crown Zellerbach which was still primarily log towing.

In 1984, after an increased market demand for transporting deck freight, the company leased a barge named the S.N. No.1 from Shields Navigation. It started to transport deck freight into the Mid Coast primarily for the logging clientele of which it was already servicing in the log towing market.

With a continued demand for barge service, the company continued its expansion in 1985 by purchasing its first 150' steel barge named W.I. No. 20. It was at this point in time, when the company turned its focus to freight transportation in the Mid Coast and split its revenue 50/50 between log towing and barge freight.

In 1986, the company contracted to provide ship berthing services for deep sea ships loading logs in the ports of Bella Coola and Ocean Falls. This increased the company's capacity and in 1987 the steel M.V. Renatta II was purchased and renamed the M.V. Island Pacer.

In further expansion the company purchased a second steel ramped barge named the K.T. 100. This second barge was used to increase the company's capabilities in the barge freight business, primarily in the Mid Coast region, which added fuel sales and small log barge operations.

The company further expanded its fleet in 1990 by commissioning the construction of the 60' twin screw ship berthing tug the M.V. Island Defender. With the launch of this new 1,500 hp twin screw steel tug, the company repositioned with a name change more toward the marine business and became West Coast Tug & Barge Ltd.

Shortly after adding the M.V. Island Defender into the fleet the company sold one of its smaller vessels, the M.V. Island Prowler. In 1993, the company purchased Discovery Tug & Barge Ltd and amalgamated its vessel M.V. Island Providour I into the West Coast Tug fleet.

In 1998, due the companies change in business needs the ship berthing vessel M.V. Island Defender was sold to the Department of National Defense. This vessel was replaced with the

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purchase of the M.V. Red Fir 15 which was renamed the M.V. Westco Rogue. Also, the barge K.T. 100 was sold and replaced with the larger Seaspan 390 which was later renamed the WCT10.

In 2001, the company expanded its fleet furthered with purchasing the Straits 109 renaming it the WCT109 and started developing small scaled high value log barging in the North Coast. It also diversified in to helicopter support services with the increase in high production logging in the northern coastal region of the province.

In 2003, competition on the coast increased, and economics continued to prove difficult, so the company decided on a strategy to down size its tug fleet with the sale of the M.V. Island Pacer and focused on its remaining assets to improve utilization, efficiency, and increase its barge fleet.

In 2004, the company purchased two steel barges, the Seaspan 157 and Seaspan 162. These barges were industry focused and specialized for helicopter services – primarily forestry related. It completed a full refit on the M.V. Island Providour I and constructed the first 50' engineered ramp and installed it on the WCT109.

In 2006, after experiencing an increase in customer demand for transporting bulk freight exceeding 1,000MT, the company purchased a larger 2,500MT barge W.V. No. 1. Also in 2006 the company went through a reorganization, which added capacity to the management team with a new General Manger.

Once new management was in place, the company realigned with the changing economics of the coast. It heavily marketed to new industry segments to step away from its dependence on the coastal forestry sector which had been in steady decline since 2000. With a rebranded corporate image, a new strategy was set forth, operations were streamlined, business functions simplified, and team orientated environment evolved.

In 2009, the company completed a full refit of the M.V. Westco Rogue, followed by the sale of the M.V. Island Providour I, and in early 2010 the purchase the 55' 1,000 hp twin screw tug in M.V. Promoter which was renamed the M.V. Westco Promoter.

In October 2010 the company sold one of the underutilized barges WCT10, and is reinvested in a larger more versatile barge. It also recruited another member to its management team, adding additional capacity in sales effort and to develop and maintain strong client relationships, and identify and pursue new business opportunities.

In June of 2011, the company purchased an ex-bunker barge from Harley Marine of Seattle Washington and converted in to a flat deck cargo barge equipped with a 65' engineered ramp named the Bonnie R. The reconstruction completed internally with its shore crew, the scows cargo capacity 4,500MT and is used for a variety of resources: aggregate, logs, soil, and equipment.

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Upon completion of this conversion, the Bonnie R went into service in the winter of 2011 and is a proven success. Shortly after its maiden voyage, the company hauled its 2,500MT scow named the WV No.1 in early 2012 to complete a five month capital refit. This shipyard work was also completed by its own shore crew in its Campbell River home base, extending the life of the barge for its useful life.

With the continued demand for its marine services, and a healthy expanded barge fleet, the company strategically purchased another tug in the fall of 2012. This 70' 1,000 hp single screw tug is utilized for coastal long hauls with improved fuel efficiency, better haul speeds, and weather durability. This renowned scow boat, ex-Jacques Cartier B.C. was renamed the M.V. Westco Pioneer.

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