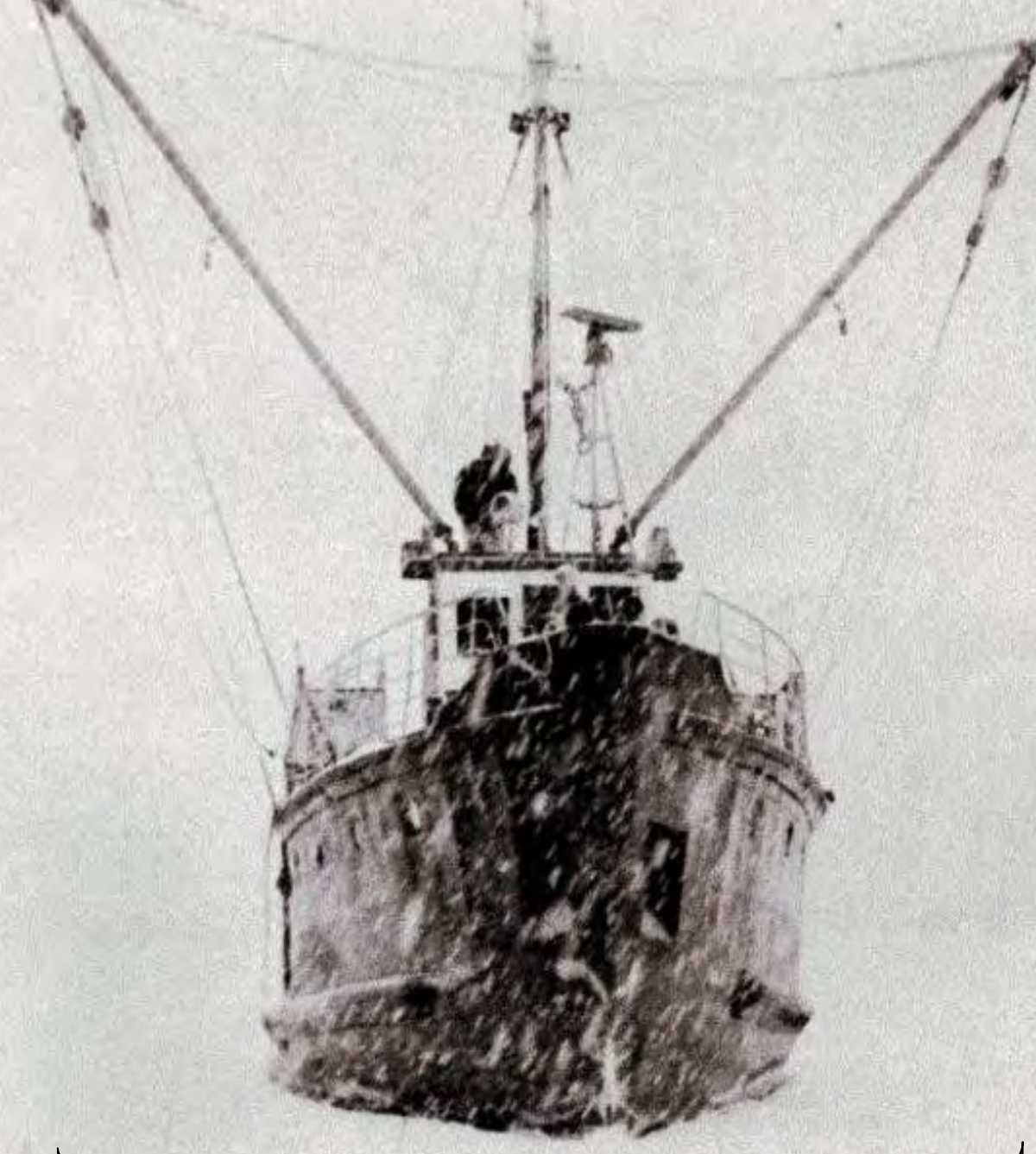


Transportation & Supply



Vessels of the Barkley Sound

The Frances Barkley

1958-present

Gross Tonnage: 297 tons

Length: 36.45 metres (128')

Breadth: 7.32 metres (24')

Depth: 2.35 metres

Draught: 2.77 metres

Self-Propelled Power: 450 brake horsepower

Speed: 11 Knots

Fuel Type: Diesel

Passenger Capacity: 200



The *M.V. Frances Barkley* was built in 1958 and launched on November 7th as the *M.S. Remesoy* in Stavanger, Norway. Later renamed the *M.S. Hilde*, she was commissioned to be used in the Norwegian ferry fleet operating out of Stavanger.

She is powered by a 400 horse power 8 cylinder Bergen Diesel which turns at 450 r.p.m. This provides a service speed of 11 knots, burning 18 gallons of diesel per hour. She can also carry up to 200 passengers and 100 tons of cargo. These were the features Alberni Marine Transportation owners were looking for when contemplating a second vessel for their expanding operation. Such a vessel would readily accommodate the increased summer tourist traffic and freight load, as well as qualify for a Canadian Coast Guard Home Trade III classification allowing the transportation of passengers anywhere within British Columbia coastal waters.

Early in 1990 Brooke, accompanied by Chief Engineer Bill, inspected the *Hilde* and deemed her to be in good condition. The deal was closed in March of that year and the ship's registry was changed from Norwegian to Canadian as was her name which became the *M.V. Frances Barkley*. To give you an insight into why this name was chosen we present the following excerpts from a publication entitled *The Remarkable World of Frances Barkley: 1769-1845* written by Beth Hill and published by Gray's Publishing of Sidney, B.C.

Frances Barkley was born Frances Hornby Trevor in Bridgewater, Somersetshire, England in 1769. Very beautiful with long red gold hair, she met and married twenty six year old Captain William Charles Barkley of the Loudoun at Ostend on October 17, 1786. Together with a crew they sailed for the West Coast of America aboard the *Imperial Eagle*, the Loudoun renamed. She left Ostend on November 24, 1786. They arrived at Nootka Sound in June of 1787 and with no other vessels there, Captain Barkley did extremely well in trading with the assistance of Dr. John Mackey, who had travelled with and had been living with the natives for a year. After staying about a month they voyaged southward where they discovered yet another large sound. They named it Barkley Sound and gave several of their names to the bays and islands in the area. (examples include: Trevor Channel, Loudoun Channel and Hornby Peak).

After much global travel the Barkleys settled in England and raised a family. Charles Barkley died May 16, 1832 in his 73rd year. Frances began writing her "Reminiscences" in 1836. She died in May 1845.

The strength of character and sense of adventure exhibited by Frances Barkley throughout her life, particularly on her voyages to the coast of B.C., make her a most fitting namesake for a ship such as this one now plying the waters of B.C.'s coast, sounds and inlets.

Having bought, reregistered and renamed her, it was now time to prepare the *Frances Barkley* for her voyage from Stavanger to Port Alberni. Brooke and his crew, along with the shipyard workers, spent nine weeks in Norway sandblasting, painting, carrying out bottom work, extending the deck, plating in what was then an open cardeck aft, and covering up the lower windows to protect them from heavy seas.

Finally, on June 20, it was time for Brooke and his adventuresome crew to cast off and begin their 51 day journey following the same course that the *Lady Sylvia* had sailed over 50 years earlier. Fortunately for the *Frances Barkley*, weather conditions for them were much less severe than they were for the *Lady Sylvia* and the only really uncomfortable stretch was during their time in the Caribbean where they found themselves without wind in very confused and uncomfortable seas. It was midnight on August 11, 1990 when they reached Port Alberni.

The *Frances Barkley* spends her summers on the Port Alberni to Ucluelet/Broken Group Islands run and accepts charters during the spring, fall and winter.

Photos & Info
Courtesy of Lady
Rose Marine
Services Ltd.



The Uchuck III

1948-present

Gross Tonnage: 279 tons

Length: 39.31 metres

Breadth: 7.49 metres

Depth: 3.13 metres

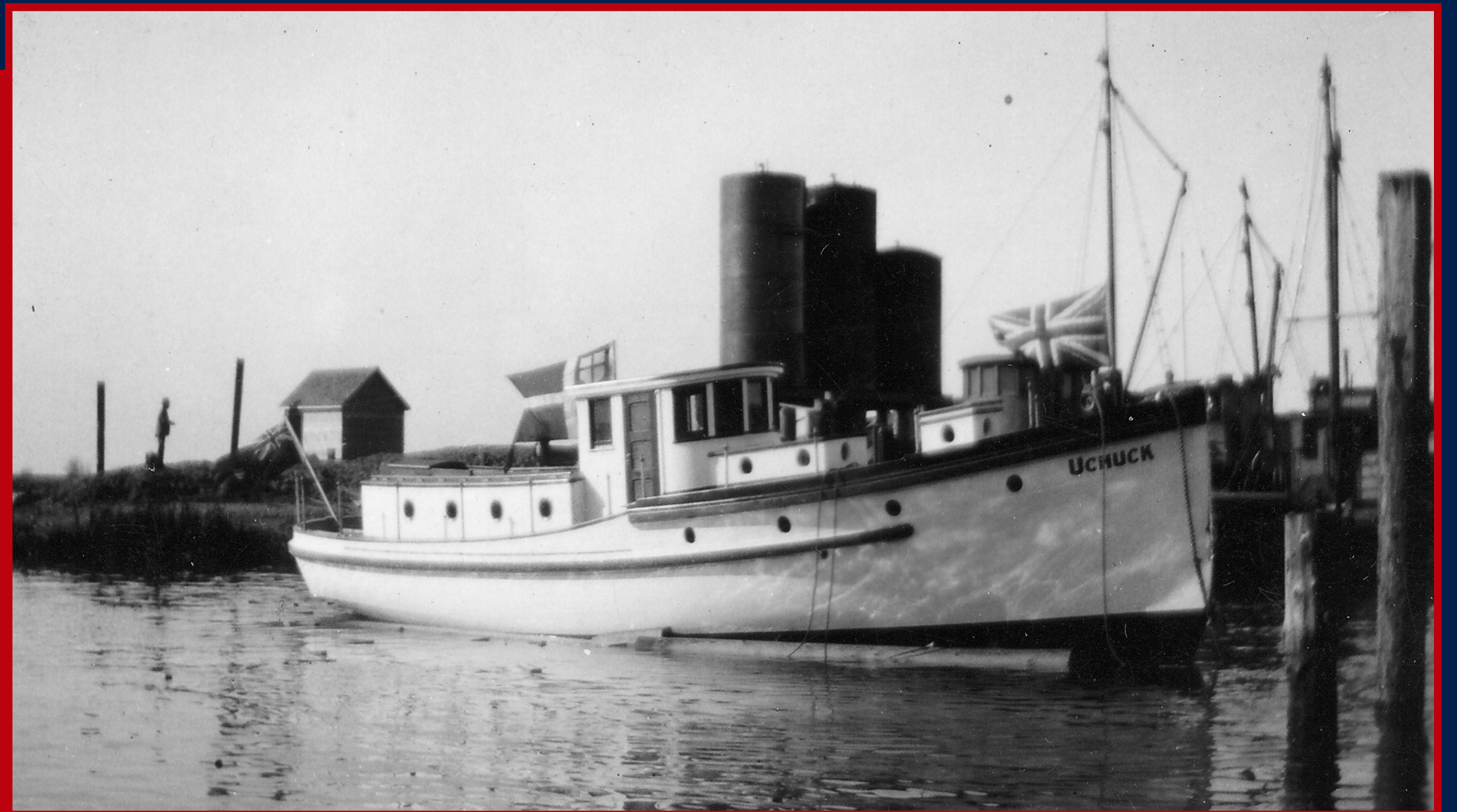
Draught: 3.12 metres

Self-Propelled Power: 1000 brake horsepower

Speed: 12 Knots

Fuel Type: Diesel

Passenger Capacity: 200



It is difficult to discuss the history of a Uchuck boat without discussing them all, there have been four altogether: the *Uchuck*, the *Uchuck I*, *II*, and *III*. The boats derive their name from the west coast native Nootkan language meaning "healing waters", the second vessel in a line receives the #1 designation.

The original *Uchuck* was purchased by Captain Richard Porritt when he took over the Stone brothers business. She was built in 1928 as a cannery tender and owned by the B.C. Packers Ltd. Her length was 38 feet.

Captain Porritt had *Uchuck I* built in 1941 in Coal Harbour Vancouver, 70 foot length with a 15.5 foot beam and a depth of 5.5 feet. She had a twin Caterpillar D8800, 130 horsepower diesel engine that could average 12 knots in the waters. The *Uchuck I* was then purchased on February 6, 1946 by Essen Young and George McCandless they formed the Barkley Sound Transportation Co. Ltd. They made three scheduled trips a week from Port Alberni to Bamfield, stopping at Franklin River, Kildonan, the southern end of the Barkley Sound, and Ucluelet. She served the area as a kind of general store where people could request items to be brought in at a later time. She brought in everything from flower seeds to livestock to mechanical parts and repairmen. They only charged for the freight, not the shopping service.

With an increase in traffic in 1948 due to the boom in the logging industry, the company saw the need to purchase the *West Vancouver No. 6*, to be turned into the *Uchuck II*. She was built in Vancouver's Wallace Yard in 1925, at 107 feet in length with beam of 18.5 feet and a draught of 8 feet. With a 200-horsepower, six-cylinder Atlas Imperial diesel engine, the vessel could carry up to 100 passengers and 21 tons of cargo. This allowed for separate schedules to Bamfield and Ucluelet serving each with a different vessel on alternate days. She was in service by the end of April and her first run took Port Alberni high school classes to Bamfield for their annual picnic.

When the government started to build the radar station in Tofino, traffic in the area went up again and the company found itself in a pressing need for another ship. In 1951 they purchased the hull of a Yard Mine Sweeper, *YMS 123*, which became the *Uchuck III*. Two and a half years of labour and parts from more than twenty ships went into the vessel including bits from the *Princess Mary* and the *Princess Victoria*. It could carry up to 100 day passengers and 100 tons of cargo. The *Uchuck III* was put on the Ucluelet run leaving the *Uchuck II* to serve the Bamfield side of Barkley Sound. For almost twenty years the three Uchucks provided a link to communities without roads but in 1959 the highway linking Port Alberni with Ucluelet and Tofino was complete.

Within five years of the highway being built, access roads were built connecting to Sarita and Bamfield. Business declined for the Barkley Sound Transportation Co. Ltd. In order to keep business running, Young and McCandless explored the idea of move north to the Nootka Sound. Plans for a *Uchuck IV* were

put on hold and eventually discarded. Their final run to the Ucluelet was on Friday, June 10, 1960. Two of the company's longtime employees, Richard McMinn and John Monruffet formed their own partnership to operate a smaller vessel in the Barkley Sound. Together they formed the Alberni Marine Transportation and purchased the *Lady Rose*.

In August 1966 the *Uchuck II* returned to the Barkley Sound while the *Lady Rose* was having her annual refit.



Information
Provided by
"Coasters" by
Rob Morris

