
Gambier – Keats Ferry Advisory Committee

*Meeting: Friday, October 18, 11:10 am
Langdale Terminal meeting room*

AGENDA

In Attendance:

Morgan Campbell – Gambier – Chair	Capt. Tony Monaghan – B.C. Ferries Marine Superintendent IIS-North
Joyce Clegg – Gambier	Ann Carpenter – B.C.F.C. Communications Co-ordinator
Desmond Payne – Gambier	Deborah Dykes – B.C.F.C. Communications and Client Relations Officer
Kim Benson – Keats & Islands Trust	Gary Leitch – B.C. Ferries Manager Stakeholder Relations and Consultation
Brent McIlveen – Eastbourne	Gerry Parker – B.C. Ferries Terminal Manager Langdale
Ian Grant – Keats Landing	Rob Bennie – B.C. Ferries Dogwood Princess II
Kathy McTaggart – observer	Bruce McDonald – Naval Architect for B.C. Ferries

- 1) **Call to Order – Morgan Campbell, Chair**
- 2) **Approval of Agenda**
- 3) **Public Presentations** – there were none
- 4) **Minutes of Previous Meeting** – reviewed and adopted
- a) **Review of Action Items** – none
- 5) **Correspondence** -none

6) **New Business**

Dogwood Princess replacement – Capt. Tony Monaghan talked about the plans for a replacement vessel. He explained that, as the Dogwood Princess II nears the end of its working life, the Ferry Corporation is proceeding with a review of Route 13 (Gambier/Keats Island) to decide what course of action to take as far as selecting a replacement. There are several options available for the service, each with advantages and disadvantages. The Corporation could retain the present vessel and absorbing the high maintenance and refit costs associated with an older vessel. Alternately, we could buy a used vessel, however preliminary investigations show that there are not many vessels on the market, let alone good ones. Most of the vessels located have been used as crew boats for loggers and are not practical for the route. In addition, a used boat also has maintenance problems, which, unlike the problems with the Dogwood Princess, are unknown. The Corporation could also contract out the route. The final option is to replace the Dogwood Princess II with a new Dogwood Princess III which has the disadvantage of higher initial construction costs but the advantage of providing low maintenance costs for a longer period of time compared to the present vessel. Joyce asked how long it would take to build a new vessel. Tony indicated that the process could be completed in 3–4 months so, if approvals are obtained, there could be a new vessel by next summer. Brent asked about the cost. Tony responded that \$3/4 M would be the range. Naval architect, Bruce McDonald attended the meeting and has been hired to prepare a business case for the route and to survey the present Dogwood Princess II. The committee members agreed that any new vessel should be properly sound insulated on the interior so that passengers can enjoy a quiet crossing, particularly on the longer round trip crossings. Low wash to minimizing the wake when passing private docks was equally important but this could not be at the expense of good seakeeping qualities, for handling stormy winter weather in Collingwood Channel off Eastbourne. Wheelchair accessibility, the ability to transport a stretcher inside and an entrance doorway at standard government dock height are also critical. Proper storage for baggage and groceries as well as for bikes and shopping carts is essential. The cost of a larger vessel is being weighed against the economics of a smaller (30 – 36 passenger) faster (25 to 30 knots) vessel that can make two quick trips where we now make one. The committee members indicated that they are generally satisfied with the present vessel and its capacity. Overloads are predicable and it would be unwise to build a larger vessel simply for school groups or overloads. Committee members also indicated that a dangerous cargo run and the ability to carry freight would also be an asset. Tony and Rob indicated that there are restrictive regulations around dangerous cargo and large amounts of freight would be a problem.

Service Interruption Plan – Capt. Tony Monaghan explained that the purpose of a service interruption plan is to ensure that in the event of cancellation of service there is a proper process in place for dealing with the situation. The service plan gives pre-approval and guidelines for certain services ranging from free coffee, up to hotel rooms. It also includes contact numbers for schools, etc. Unlike some routes, the service plan for Route 13 is very basic because, if there is a breakdown, a water taxi is immediately called to replace the Dogwood Princess II and passengers very rarely even miss their connecting ferry. Service Interruption plans have been completed for all the Inter Island routes and are being worked on for Mainland services. Morgan suggested that part of any plan for Route 3 should include a sign on the Upper Levels highway indicating the lateness of the ferry.

Review schedule – Rob Bennie said that in general the summer schedule had worked well, except that it was continually impacted by Route 3 being late. Next year Rob would include two trips at noon instead of one because this summer the noon trip was very rushed. Eastbourne cottagers continue to travel up to the island with Mercury Marine and back with the Dogwood, so the two Sunday afternoon trips from Eastbourne were effective as was giving the most direct Keats route to Keats Landing instead of Eastbourne on Friday night and this will be expanded to include Saturday morning as well. Both Brent and Ian agreed with the idea of giving the more direct service to the main users. Brent also suggested that, since the main island population is now in Eastbourne, the first sailing at 7:30 a.m. from Keats could be moved to Eastbourne instead. Ian agreed, saying that this would reduce congestion for parking at Keats Landing, provided that the traffic, in fact, was coming from Eastbourne. Rob will mention this proposal in his Tidelines article and also put up a notice on board the boat.

Meeting process and Terms of Reference – Gary Leitch reported on the renewal process for committee members. Over past year or so BC Ferries has been renewing the membership, structure and terms of reference of its advisory bodies including its ferry advisory committees, of which there are twelve including the Gambier Keats Ferry Advisory Committee. The Gambier/Keats Committee was last to be reviewed because it was one of the committees that was working well. The Gambier/Keats Committee terms of reference call for a general meeting where members of the committee would be elected and this was the method used for the original selection process. At that meeting three members were selected from each island. Keats chose a member from the Eastbourne Cottagers Association and a member from the Keats Landing Leaseholders, plus their Island Trust representative while Gambier held a general election at the meeting. The renewal of the ferry advisory committees is being carried out in co-operation with local government and the Islands Trust. Early in January BC Ferries will advertise and place a direct mailing in residents mail boxes asking for volunteers to serve on the Gambier Keats Ferry Advisory Committee for the next three years. Volunteers will be asked to write to an Islands Trust official who will collect the letters for consideration of a committee made up of the Islands Trust Local Committee and the Sunshine Coast Area Director. The Trustees and the Area Director will select the committee to represent the full time and seasonal residents and other users of the service. The consensus from the Committee was that the previous process worked well as both Keats community groups were still representative of the majority of residents in the respective communities. Gambier committee members indicated that the election of committee members at the general meeting worked well last time and would be best in future. The process to determine who the nominees are will be left up to the island communities. Gary will write a notice for Tidelines and the Gambier paper to inform the islanders of the process.

Horseshoe Bay parking – Deborah Dykes gave a report on the Horseshoe Bay parking situation. She indicated that the project is almost complete and the lot is being run by Impark now. There are many more spaces available for parking now than before so parking problems in Horseshoe Bay should be alleviated. Daily rate will be \$12.00 per 24 hour day and there is a strictly patrolled 3 minute pickup and drop off area near the office. Deb reported that even the B.C. Ferries truck had been ticketed so passengers wishing to buy commuter tickets and leave their vehicle unattended should utilize the proper parking areas or park in Horseshoe Bay itself.

Unaccompanied children travel – Rob Bennie gave a report on the new requirements for school children. Off island school children travelling to Sea to Sky Outdoor School and other camps will continue to be charged as in the past. This will offset operating costs on the route. Island resident children will be able to travel to school and youth functions for free until age 19. They will also be able to travel unaccompanied when under the age of 12 but will not become the responsibility of the Ferry Corporation when on Ferry Corporation property. They will be expected to wear a lifejacket on board if they are unaccompanied.

Next Meeting – will be scheduled in the spring prior to the implementation of the summer schedule and after the renewal process is complete and new committee members are selected

Meeting adjourned at 1:30 p.m.