

**Minutes of a Meeting of the
SOUTHERN GULF ISLANDS HARBOURS COMMISSION
held on Tuesday, March 15, 2011 at the
Saanich Peninsula Health Unit, Mt. Newton X Rd., Saanichton, BC**

PRESENT: Stephen Cropper - Chair, Mayne Island
Mike Callendar, S. Pender Island
Ken Hancock, CRD Director
John Heaney, N. Pender Island
Sheila Midgley, Galiano Island
Allen Olsen, Saturna Island
Bryce Young, Piers Island
Pete Williams, Ports Manager
Marian Brown, Recording Secretary

ABSENT: None

GUESTS: Derek Masselink and Peter Binner

The meeting was called to order at 1:03 pm.

1. Approval of Agenda

Moved by Bryce Young, **Seconded** by John Heaney, that the agenda be approved as circulated. **CARRIED**

2. Approval of Minutes – January 18, 2011

Moved by Ken Hancock, **Seconded** by Allen Olsen that the minutes of the meeting held January 18, 2011 be adopted, with the following amendments:

Page 2, 3rd paragraph, replace “Ganzano” with “Manzano”;
Page 3, Item 6(c) Replace “Schooner” with “Sturdies”;
Page 3, Item 8(a), 3rd bullet, insert after the word “correspondence” the words “from Piers Island residents”; and
Item 8(a), last paragraph, delete the word “should” and replace with the words “are invited to.” Delete the last sentence in this paragraph.

CARRIED

3. Delegations

(a) Derek Masselink, North Pender Island, expressed concern about dock facilities in Hope Bay as well as other government docks on the island. The following was noted:

- there are a broad range of users
- docks are a part of the maritime heritage and are relied upon in time of emergency or need
- docks are a critical component of emergency services
- concerned with the erosion of the facilities
- access to the crane is limited
- would like to better understand the level of government which maintains the facilities
- offered his assistance

The Commission questioned how the community could participate.

(b) Peter Binner, Hope Bay

Peter read a letter from Dave Hargraves, Coast Guard Auxiliary, which in part noted the following:

- advocated maintaining the docks at Hope Bay and Port Washington; would like “drive-on” availability; and
- docks are used in search and rescue practises and they are a key part in the transfer of casualties to a land based ambulance team. The ambulance could not access the dock.

The letter was handed to the Ports Manager.

4. Dock Profiles

Hope Bay, Port Washington, Port Browning and Bedwell Harbour

The Ports Manager provided slides of Hope Bay, Port Washington, Port Browning and Bedwell Harbour dock facilities. It was noted that Port Browning was constructed as a “walk-on” dock while docks at Hope Bay and Port Washington were constructed as “drive-on”.

Hope Bay

During discussion Peter Binner stated he would like a video camera installed at the Hope Bay dock to keep watch on dock activities from his home or office. He also noted that the dock is used by Parks Canada for rescuing people; services Saturna Island, Horton Bay and Samuel Island and is used by a water-taxi from Saturna. A barrier has been installed to bar any “drive-ons”.

The Ports Manager stated that he would be looking at the cost of video service being broadcast on the internet.

Slides were shown by the Ports Manager of dock users in both summer and winter and he noted that the docks take a beating from winter weather. Recent repairs included replacement of the bollard, fixing of the handrail and replacement of some planking.

During discussion it was requested that a grate be installed at the end of the dock at the junction of the roadway to prevent pooling of water. The Ports Manager noted that there is some demand for transient moorage at Hope Bay but an additional dock would have to be removed in the winter. Talk continued on the cost, possible placement and winter storage of any additional dock space.

The Ports Manager, in response to a request for information on the “drive-on” feasibility of the Hope Bay dock, referred to the Tuttle Report which listed dock deficiencies with two and five-year projections. The Ports Manager reviewed recent work done but this did not include any work to keep the load rating on the dock. It was suggested that a portion of the dock could be identified for transient moorage which may alleviate the problem of providing space for emergency access to the dock.

The crane, which is being refurbished by the community, was noted as a valuable asset to the dock for loading/unloading of materials. Concern was stated for safety assurance re use of this crane.

It was noted that at a public meeting assurance had been given to the community that the bollard would be removable but it is now a permanent fixture.

The commissioners stated that the existing policy is to provide essential services only and any changes would mean revising established policies.

A notice stating why these changes are happening to the dock would be appreciated. The Port Manager stated he would provide an update.

Commission members felt that there was angst and misunderstanding in the community and that better communication could take place via community newspapers.

Browning Harbour

The Ports Manager, with the use of slides, reviewed the statistics, revenue and expenditures of the Port Browning dock and noted the user profile as dinghy moorage, recreational boater, commercial fish boat, Coast Guard and Parks Canada.

Discussion included the placement of the new float and concern that it will be broadside to the weather. It was noted that a 'T' formation would not fit in the water lot but pilings would be provided for the new float.

Bedwell Harbour

The Ports Manager displayed a diagram of the Bedwell Harbour dock which is owned by Canada Border Services. The Commission has a six-month management agreement with them for use of the inside strip by recreational boaters in the winter.

Discussion noted the following:

- the only public dock on South Pender Island;
- encourage Ports Manager's discussions on longer term usage; and
- not competing with Poets Cove

Port Washington

With the use of slides the Ports Manager reviewed the statistics, revenue and expenditures of the Port Washington dock.

It was also noted that:

- regular users of this facility include recreational as well as trades boats
- replacement of some decking has been completed
- proposed removable bollard and location of the permanent barrier further down the wharf was depicted on a slide
- need a solution for long term viability
- questioned if a drainage grate similar to Hope Bay would be required
- loading zone sign appears to be having some effect
- Ports Manager will be identifying essential services for this dock with the engineer and when doing work at Port Browning will also do the work at Port Washington

Derek Masselink stated the following:

- would be nice to have extra float space;
- questioned the engineer's report for Hope Bay and the decision of the Commission to block off this dock; don't see any deterioration and ramp is mostly on solid rock; and
- the four-hour free moorage should be reduced to two hours as it is cutting into revenue

Commission members responded by noting:

- CRD Bylaw applies uniformly to all docks, however, the commission may be willing to look at amending the bylaw for a particular dock;
- with four-hour free moorage people may go further inland on the island; and
- four-hour free moorage limitation requires further discussion

Commission members recessed from 2:40 to 2:47 pm.

5) Chair Report

a) Purple Martin Nesting Boxes

This item was brought forward from previous meetings and related to the request of the BC Purple Martin Stewardship & Recovery Program to move nesting boxes from offshore pilings to the pilings at the Miners Bay dock in order to facilitate maintenance of the boxes.

The Chair read an email stating they would be using non-invasive mountings on the pilings with the use of stainless steel cables to support the boxes.

Commission members noted the following:

- there are purple martin nesting boxes at other docks
- purple martins keep a clean nest
- this program has insurance for its volunteers

Moved by Sheila Midgley, **Seconded** by Mike Callendar, that we accept the project for the purple martin to put a few nesting boxes at Miners Bay dock; that the project be co-ordinated by the BC Purple Martin Stewardship & Recovery Program under the auspices of the Georgia Basin Ecological Assessment and Restoration Society; and that we assess this project after a two-year period. **CARRIED**

b) In Camera Minutes – January 18, 2011

Moved by Bryce Young, **Seconded** by Ken Hancock that the meeting be closed for an In Camera discussion at 3:00 pm.

Pete Williams, Derek Masselink and Peter Binner left the meeting at this time.

The Commission rose from its In Camera discussion and returned to regular session at 3:08 pm.

*Pete Williams, Derek Masselink and Peter Binner returned to the meeting.
Commissioner Sheila Midgley left the meeting at 3:09 p.m.*

6. Director Report – Director Ken Hancock stated there was nothing to report.

7. Ports Manager’s Report

- a) Hope Bay Update – Replacement work is complete
- b) Swartz Bay Inspection – In the process of getting a report on the scanning of piles.
- c) Sturdies Bay – Bearings gone on the roller; broken bolts on breakwater again; Wes is working on replacement of sign boards; life rings are in
- d) Power washing - at Port Browning and Hope Bay is to be done
- e) Painting - at Hope Bay and Port Browning to be done
- f) Port Browning Tender – tender should be on the Opportunities Page today

The Ports Manager provided slides depicting the Commission’s current financial status which included revenue, operational expenses and capital funds. It was noted that the federal funding of 1.63 million dollars which accompanied the divestiture of the docks has been expended in bringing docks up to standard. Revenue now consists of user fees and parcel taxation. Wharfingers receive 50% of user fee revenues.

Capital Funds

The Ports Manager stated that capital plans provide for reduced service levels for “drive-on” docks. There is a need to contain costs and for a long term plan from the community.

Operating Budget

The operating budget has been stabilized but we need a long term plan as five of the nine docks are sustainable but Miners Bay, Port Washington, Hope Bay and Sturdies Bay are not sustainable.

Facility Replacement

These are aging facilities with increasing costs and all work needs to be forward compatible.

A slide depicting graphs of expenditures for each dock and total revenue and dock expenses was shown. An additional slide noted replacement costs re “walk-on” versus “drive-on” docks.

Commissioners discussed other sources for possible funds and whether or not the Commission would qualify.

8. Treasurer’s Report

Commissioners questioned the issue of capital expenditures at Hope Bay and it was reported as \$50,000 while facilities at Port Browning were \$16,000 and Port Washington, \$4,600 for dock improvements.

9. New Business – None

10. Correspondence – Letter received from Coast Guard Auxiliary as noted earlier in the meeting.

11. Next Meeting – May 17, 2011

12. Adjournment

On motion the meeting was adjourned at 3:31 pm.

CARRIED