



Making a difference...together

## **SOUTHERN GULF ISLANDS HARBOURS COMMISSION**

Notice of a meeting on **Friday, September 22, 2017** at 9 am  
Saanich Peninsula Health Unit, 2170 Mt. Newton X Road, Saanichton, BC

D. Hargreaves, N. Pender Island  
D. Maude, Mayne Island  
B. Young, Piers Island  
B. Maberley, Galiano Island

L. Peck, Saturna Island  
R. Fenton, S. Pender Island  
D. Howe, SGI EA Director

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### **AGENDA**

1. Approval of the Agenda
2. Adoption of the Minutes of the Meeting held June 9, 2017
3. Chair's Remarks
4. Presentations/Delegations
  - Brian Wheeler, regarding the CRD Dock on Piers Island
5. Correspondence
  - (a) Dan MacDonald, Seair Seaplanes, July 12, 2017, regarding Mayne Island Seaplane Dock Relocation
  - (b) Brian Wheeler, July 16, 2017, regarding Piers Island Dock
  - (c) Correspondence regarding Montague Harbour Dock
  - (d) Spill Response Equipment Storage
6. Miners Bay Dock – CRD/BC Ferries Update (Verbal)
7. Operating Budget Update - Attached
8. Wharfinger Agreement Status
9. Dock Operations Reports – Attached
10. 2017 Capital Plan Work Schedule – Attached
11. Lyall Harbour Dock Divestiture Update (Verbal)
12. New Business
13. Adjournment



Making a difference...together

**Minutes of a Meeting of the Southern Gulf Islands Harbour Commission  
Held June 9, 2017 at the Saanich Peninsula Health Unit, Mt. Newton X Road,  
Victoria, BC**

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**PRESENT: COMMISSIONERS:** B. Maberley, Galiano Island; David Maude, Mayne Island; B. Young, Piers Island; L. Peck, Saturna Island; Dave Hargreaves, N Pender Island; D. Howe, Regional Director.

**STAFF:** Ted Robbins, General Manager, Integrated Water Services; Dale Puskas, Manager, Capital Works; Dan Robson, Manager, Saanich Peninsula and Gulf Islands Operations; S. Orr (recorder); Peter Binner, Dock Operations Coordinator

**ABSENT:** R. Fenton

**PUBLIC:** 3

The meeting was called to order at 9:07 am.

**1. APPROVAL OF AGENDA**

**MOVED** by Commissioner Young, **SECONDED** by Commissioner Hargreaves, That the agenda be approved with the following additions: Long term planning for Miners Bay Dock under Item 6 and Communications between staff and commission members under Item 9 - New Business.

**CARRIED**

**2. ADOPTION OF MINUTES**

**MOVED** by Director Howe, **SECONDED** by Commissioner Hargreaves, That the minutes of the February 10, 2017 meeting be adopted as amended as follows:

- Item 9 Dock Inspection Report - delete the paragraph indicating D.Hargreaves agreeing to volunteer as the representative for Swartz Bay.
- Item 10 - delete the sentence indicating D. Hargreaves agreed to send an email to Commissioners.

**CARRIED**

**3. CHAIR'S REMARKS**

The Chair welcomed everyone and said that is good to see the Lyall Harbour issue move ahead and that the process between the Federal Government and CRD has overall been positive and quicker than expected.

**4. PRESENTATIONS/DELEGATIONS**

There were no presentations/delegations.

**5. LYALL HARBOUR WHARF, SATURNA ISLAND – FEDERAL TRANSFER AGREEMENT**

Ted Robbins thanked the commission for their patience with the process. He noted that pending approval by the CRD Board, the transfer date of the wharf is anticipated to be July 10, 2017 and financial contributions from the Government of Canada would begin January 2018. The CRD has submitted an application to the Department of Fisheries and Ocean for a new fuel float license and is anticipating the approval by July 10, 2017.

**MOVED** by Director Howe, **SECONDED** by Commissioner Peck

That the Southern Gulf Islands Harbours Commission recommends to the CRD Board that the Chief Administrative Officer negotiate and execute the Agreement to Transfer, substantially in the form of the Agreement attached, to transfer the wharf facility at Lyall Harbour, Saturna Island, to the CRD, for operation under the Southern Gulf Island Harbours Service, and that the 2017 Southern Gulf Island Harbours Service budget and CRD financial plan be amended to include the \$350,000 financial contribution set out in the Agreement and the associated work plan.

**CARRIED**

**6. MINERS BAY DOCK – CRD/BC FERRIES UPDATE**

Ted Robbins noted that he met with BC Ferries executives and they requested that the CRD's Chief Administrative Officer submit a letter with specific requests that will address the deterioration of the dock and safety concerns. He noted that the risk of not addressing the issue could result in an increased liability to the CRD, and that Option 4 in the staff report received at the Southern Gulf Island Harbours Commission meeting held February 10, 2017 is the most viable option at this time.

A discussion took place about long term planning options for Miners Bay Dock.

**MOVED** by Commissioner Hargreaves, **SECONDED** by Commissioner Young

That a letter be sent to BC Ferries requesting funding for 'Option 4 – Wave Baffles and Relocated Float' as received in the Miners Bay Dock Vessel Wake Assessment and Conceptual Dock Layout report from Moffat and Nichol dated January 17, 2017.

**CARRIED**

**7. DOCK OPERATIONS REPORTS (VERBAL)**

Dan Robson gave an update on emergency response activities on Miners Bay Dock. Lyall Harbour kayak shack is a safety concern. Richard Jarco will be stepping down as Wharfinger and the CRD will be advertising for a replacement.

A brief conversation took place regarding bylaw enforcement on the docks. The Commission made a recommendation that staff review Bylaws which regulate moorage and dock activity on annual basis.

**8. NOTICE OF NO MEETING ON JUNE 23, 2017**

**MOVED** by Commissioner Young, **SECONDED** by Director Howe,  
That the Notice of No Meeting on June 23, 2017 be approved.

**CARRIED**

**9. NEW BUSINESS**

Commissioner Maude commented that when commission members send an email to staff that a reply would be appreciated.

**10. MOTION TO CLOSE THE MEETING**

**MOVED** by Commissioner Young, **SECONDED** by Director Howe,

That the meeting be closed in accordance with the Community Charter, 90 2(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

**CARRIED**

11. **ADJOURNMENT**

**MOVED** by Commissioner Hargreaves, **SECONDED** by Director Howe that the meeting be adjourned at 11:36 a.m.

**CARRIED**

Draft

## Agenda Item 5(a)

**From:** Dan MacDonald [<mailto:dan@seairseaplanes.com>]  
**Sent:** Wednesday, July 12, 2017 2:49 PM  
**To:** Robert Lapham <[rlapham@crd.bc.ca](mailto:rlapham@crd.bc.ca)>  
**Cc:** [directors@crd.bc.ca](mailto:directors@crd.bc.ca); Ted Robbins <[trobbsins@crd.bc.ca](mailto:trobbsins@crd.bc.ca)>  
**Subject:** Mayne Island Seaplane Dock Relocation

Mr. Robert Lapham CRD CEO, Mr. David Howe CRD Director, Mr. Ted Robbins CRD Manager;

Seair Seaplanes Ltd is a Vancouver based operator that has been serving Mayne Island and the Gulf Islands for 28 years. Island residents rely on our scheduled and charter service to access the mainland and other destinations, whether it be business or pleasure. A number of the island residents have come to use the service to travel to and from Vancouver for medical purposes, fully well knowing that they can leave the island in the morning and return back home in the early afternoon. Seair accesses this dock approximately one to two times per day, up to seven days a week.

Our pilot base, are seasoned coastal pilots, with over 100,000 hrs of experience between them, here on the British Columbia coast. This option of moving the dock to the south is unsafe. It is an accident looking to happen. In discussions with Seair's Operations Manager as well as our senior pilot, who, by the way is a resident of Mayne Island and lives a ¼ mile up the road from the dock, find it surprising that no one, has consulted the folks that use the dock on a daily basis. As it stands now, by moving the loading and unloading dock, from its present location on the north side of the main deck, to this new location on the south side, renders the dock unusable for seaplanes because of the serious safety concerns.

Apparently this is the new layout of the Miners Bay Dock (Option 4) that has been endorsed by the Harbours Commission. Has anyone from the commission, talked to the seaplane operators, that use this dock daily, to see if it is functional, and safe? There are a number of commercial operations as well a private individuals that use the dock on a regular basis. What is the logic and advantage of moving this dock, from its present location which has been used for many years, and is safe enough, to a new location?

Remember, seaplanes do not have brakes, and only turbine aircraft have reverse and that does not help in all cases.

Reasons for unusability;

1. Not enough room to turn out from the dock when leaving due to pilings.
2. On approaching the dock, if for any reason something goes wrong, there is no way to egress the area, such as when there is an ebb tide which flows anywhere from 1 to 4 Kts depending on the drop in tide at that time. The ebb flows from south to north and in underneath the main dock. If for any reason the pilot misjudges his or her approach there is nowhere to turn and the aircraft will probably end up colliding into the main dock.

3. During an ebb tide, the pilot will not be physically be able to turn the aircraft away from the dock by themselves.
4. When approaching the proposed new dock during a flooding tide, if for some reason the pilot misjudges the docking approach, or the aircraft doesn't have enough speed or the angle is wrong, or he/she just plain misses the dock, the aircraft will end up on the rocks and into the pilings due to a tight right hand exiting turn. During a flood tide the water flows from north to south, velocity depends on the rise in the tide at the time of arrival.
5. If the pilot has shut off his/her engine, and coasts into the dock, and finds, at the last minute, that it is not working to their liking, by the time he/she gets the engine started again they are already into a serious situation, with or without a tide.
6. During low tide there is not enough room to exit the area.
7. Ferry swells are worse in new location than on the north side. As the swell enter a smaller area as in the corner they become even higher.
8. Pilings are in the way.
9. Dock design is all wrong.
10. During high winds which are arriving from the southeast and very gusty, they will be forcing the aircraft onto the dock. Departing the dock area will be very difficult if not next to impossible, and even more so if there is an ebb tide.

Solution: Use of the existing dock is the safest alternative. It has been time tested.

Please return a response to our concerns at your earliest convenience.

Cheers



**Dan MacDonald** | Chief Pilot

Seair Seaplanes Ltd.

4440 Stark St., Richmond BC V7B 1A1

[www.seairseaplanes.com](http://www.seairseaplanes.com)

[dan@seairseaplanes.com](mailto:dan@seairseaplanes.com)

| toll free 1 800 447 3247 | direct line 604 279 2404 | fax 604 273 7351



**NOTES:**

**WAVE BAFFLE AND RELOCATED FLOAT -- OPTION 4**

SCALE: 1:400

1. GENERAL ARRANGEMENT IMAGE COURTESY OF GOOGLE EARTH.
2. ALL DIMENSIONS IN METERS U.N.O.
3. BATHYMETRIC BACKGROUND CONTOURS WITH RESPECT TO CHART DATUM APPROXIMATED FROM NAVIONICS WEBSITE.



**PRELIMINARY**  
NOT TO BE USED FOR CONSTRUCTION

<p>777 WEST BROADWAY, SUITE 301 VANCOUVER, BC, CANADA, V5Z 4J7 604-677-8004</p>	<p><b>REUSE OF DOCUMENTS</b></p> <p>THIS DRAWING IS OF A CONFIDENTIAL NATURE AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CAPITAL REGIONAL DISTRICT.</p> <p>ALL UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND NOT TO BE TAKEN AS GUARANTEED. THE CAPITAL REGIONAL DISTRICT DOES NOT ACCEPT RESPONSIBILITY FOR ERRORS OR OMISSIONS IN THE INFORMATION SHOWN ON THIS DRAWING.</p>	<p><b>VERIFY SCALES</b></p> <p>BAR IS 20m LONG ON ORIGINAL DRAWING.</p> <p>IF NOT 20cm ON THIS SHEET, ADJUST SCALES ACCORDINGLY.</p>	<p><b>DESIGNER STAMP</b></p>	<p>DATE: 2017-01-13</p> <p>DESIGNED: PH</p> <p>DRAWN: AM</p> <p>APPROVED: PH</p> <p>PROJECT: PH</p> <p>TITLE: PH</p> <p>FILE NO.: PH</p> <p>ISSUED FOR REPORT: PH</p> <p>NO. DATE REVISION</p>	<p>DATE: AS SHOWN</p> <p>DESIGNED: AM</p> <p>DRAWN: PH</p> <p>APPROVED: PH</p> <p>PROJECT: PH</p> <p>TITLE: PH</p> <p>FILE NO.: PH</p> <p>ISSUED FOR REPORT: PH</p> <p>NO. DATE REVISION</p>
				<p>CRP</p> <p><i>Making a difference...together</i></p> <p>GALLIANO ISLAND AND MAYNE ISLAND</p> <p>MINERS BAY</p> <p>GENERAL ARRANGEMENT</p>	<p>ISSUED FOR REPORT: PH</p> <p>NO. DATE REVISION</p>

## Agenda Item 5(b)

**From:** Brian Wheeler [mailto:[bwheeler@telus.net](mailto:bwheeler@telus.net)]  
**Sent:** Sunday, July 16, 2017 11:14 AM  
**To:** '[directorsgi@crd.bc.ca](mailto:directorsgi@crd.bc.ca)'  
**Cc:** '[emailjohnhall55@gmail.com](mailto:emailjohnhall55@gmail.com)'; Charlotte Young ([bcbyoung@telus.net](mailto:bcbyoung@telus.net))  
**Subject:** Piers Island Dock

David Howe,  
CRD Director,  
Southern Gulf Islands

Dear Director Howe,

As a member of the Southern Gulf Islands Emergency Advisory Commission I've had the pleasure of sharing some lively discussions concerning the Islands' emergency programs with you. This letter, however is to do with the CRD dock on Piers Island.

My wife and I have been full time residents of Piers Island for twelve years and have kept our boat at the public dock for that entire time. Recently there has been a significant turnover of residents on Piers Island and we've found more full timers have chosen to use the public dock rather than committing a large sum of money, going through the arduous bureaucratic process and doing harm to the environment by building a private dock. The design of the dock, while adequately serving the needs of the property owners many years ago, is unsatisfactory now. As you can see from the photos one stretch of the float is undesirable as it is broadside to the prevailing south winds and to the wash of ferries and other vessels. Within the last month the cleats from two boats tied onto that section have been ripped out of their gunnels.

Float ladders were recently installed in two locations (see photos). These were provided to allow a person to climb back onto the float if they'd fallen in – unfortunately they were placed where boats need to be tied up, thereby blocking access. Further they have created a dangerous tripping hazard as my wife will attest. Due to the very limited dock space boat owners are required to tie alongside other vessels. Climbing over another boat, especially in wet, windy weather is dangerous and damage to boats and people has occurred.

I understand that Piers is a small island and that the Harbours Commission has a number of other issues to deal with within their jurisdiction. However, Piers is unique in that it isn't served by B.C. Ferries and aside from a privately run thrice weekly shuttle service, access to our homes is limited to the use of private boats. Further the number of full time residents has increased substantially over the last couple of years and the demand for moorage at the government dock will only increase.

The immediate relocation of the float ladders should be a top priority and expansion of the dock space should be done as soon as possible. Some neighbours and I have a plan of how the dock can be reconfigured in an economically feasible way. We would be pleased to provide input.

David, thank you for your consideration of this matter.

Sincerely,

Brian Wheeler

**Ted Robbins**

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**From:** Gillies Malnarich <gillies.malnarich@gmail.com>  
**Sent:** Wednesday, July 12, 2017 11:07 AM  
**To:** Dan Robson  
**Cc:** Erik Meden; Gillies Malnarich; rn.brown@icloud.com  
**Subject:** Bylaw enforcement at Montague

We have a home on Parker Island and have been appreciative of Erik Meden's work at the regional district dock at Montague Harbour; it is well-run.

In particular, we support Erik's efforts to ensure that folks like ourselves who pay moorage can find a berth. In the past it has been especially galling that "freeloaders" had spots but we couldn't find one for our little 15 foot boat. Not so under Erik's watchful eyes.

Please help him do his job by enforcing the bylaw whereby non-payers are warned, then towed. Otherwise, we fear that we will be back to the mess of 2016.

Gillies Malnarich & Ron Brown  
Lot 19, Parker Island

Sent from my iPhone

## Ted Robbins

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**From:** David Speirs <merlin@lightspeed.ca>  
**Sent:** Sunday, July 16, 2017 8:29 AM  
**To:** Dan Robson  
**Cc:** Erik Meden  
**Subject:** Bylaw enforcement CRD 2844, abandoned boats

Dear Sir,

I am pleased to see that Erik Meden is trying to manage the Montague moorage issue in a positive manner, and I support his request to apply the appropriate bylaws to get the job done effectively.

Sincerely,

David Speirs.

Montague moorage customer.

## Ted Robbins

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**From:** Judith McPhie <mcphie.vahana@icloud.com>  
**Sent:** Monday, July 17, 2017 8:32 PM  
**To:** Dan Robson; benmabberley@outlook.ca; Ted Robbins  
**Subject:** Enforcement of CRD bylaw 2844

Dear CRD members

As residents of Parker Island and constant users of Montague government wharf we are well aware of the challenges of finding space at the dock for those of us from the outer islands.

The present wharfinger, Eric Merden, is doing a good job of trying to keep an orderly dock. But there are some boats at the dock that are illegal; they have paid no fees to be using the dock.

If they continue to refuse to pay, we are urging you to immediately enforce bylaw 2844 and effectively remove these delinquent boats.

Thank you  
Judith and Harry McPhie

Sent from my iPhone

## Ted Robbins

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**From:** philip lee <leesonparker@yahoo.ca>  
**Sent:** Monday, July 17, 2017 8:30 PM  
**To:** Dan Robson; benmabberley@outlook.bc; Ted Robbins  
**Subject:** failure of CRD dock, Montague

Gentlemen

I am a long term,full time resident of Parker Island, and am 74 years old. Because of overcrowding and inherent safety issues, I rarely now use the CRD dock. I do NEED the dock; it is my main link to Galiano, its commerce and its ferry links. But I now try to get a neighbour to drop me off instead of fighting for triple tiered space.

I am writing in part to support the fullest enforcement of bylaw# 2844. Without question, the removal of all derelict boats would free up dock space. At least temporarily.

But unfortunately, the majority of inaccessible dockside is as a result of the long term moorage of large sailboats and power boats. It seems to me totally unfair that anyone can for a small price, lay claim to a high percentage of the dock for unlimited time spans. Anyone can even move legally parked smaller boats to more tenuous places in order to facilitate the mooring of say a large sail or power boat.

I do not blame the owners of large boats for using our dock. The rates are much lower than commercial marinas, the rules do not preclude staying forever, and I am told, owners are encouraged to stay, thereby generating increased remuneration.

I predict that one of our aging islanders is going to get seriously injured, or drowned some rainy night,climbing over two bouncing slippery boats in order to access his own boat.

In order to make the use of this public facility more equitable, please consider changing the rules of use. Make a fully enforced maximum length of stay. Raise the rates on an exponential basis; short stay, low fee, longer stay same as commercial rates.

But please do something more than just trying to get rid of a couple of unpaid boats.

Philip W Lee MD(ret)  
1824 Ridge RD  
Parker Island  
778 8009865

## Ted Robbins

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**From:** Susie Neil <sneil@wpga.ca>  
**Sent:** Friday, July 28, 2017 10:34 AM  
**To:** Dan Robson  
**Subject:** Gov dock at Montague

Hello Dan,

I am an owner at Philimore Point and have been for 40 years. I fully support bylaw 2844 and request it be enforced.

Thank you,  
Susie Neil

Get [Outlook for iOS](#)

## Ted Robbins

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**From:** S J R <sjr99@hotmail.com>  
**Sent:** Wednesday, July 12, 2017 10:29 PM  
**To:** Dan Robson  
**Cc:** Eric Finnsson; erikmeden1@gmail.com  
**Subject:** Montague government wharf

Dear Mr Robson

My partner Max and I have been long term clients of the Montague wharf for over two decades. We have always paid in full for moorage, and this is particularly important for us given our property on Parker Island. I write to strongly urge you to vigorously enforce the relevant bylaws governing use of the dock. In recent times there have been large boats moored there, taking up major space, without any payment of moorage fees. The wharfinger, Eric, is making a valiant and determined effort to deal with this problem, and I want to fully support this. If the bylaws are not enforced, then impunity reigns and the dock will become totally overcrowded.

I look forward to your assurance that the relevant bylaws will be fully enforced at the earliest possible time, and that it will not be necessary to engage with elected officials including the Minister on this important matter.

Many thanks for your understanding.

Best

Svend Robinson

## Ted Robbins

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**From:** Rhonda <rgarton@shaw.ca>  
**Sent:** Thursday, September 07, 2017 8:08 PM  
**To:** Dan Robson; Ted Robbins  
**Subject:** Montague Harbour Dock

To Dan Robson and Ted Robbins (I had planned to also send this to Ben Maberley, but his email is unavailable - perhaps you would forward this to him)

I am writing this to express my concern about the misuse of the public dock at Montague Harbour by boat owners who virtually abandon their boats at the dock without paying moorage fees. Availability of space on the dock is critical to the residents of the outer islands who rely on access to Galiano Island by boat for a myriad of services, including emergency situations.

I know that the present wharfinger has made some progress with these delinquent boat owners, but it is a constant battle, and the support of the bylaw (2844) is essential. This bylaw must be enforced or the wharfinger is put in an impossible position, and the residents of the outer islands suffer the consequences.

As a resident of Parker Island, this matter is extremely important to me. I know of people with limited mobility who use the dock and they are incapable of climbing over multiple rafted boats. I would appreciate hearing that bylaw 2844 WILL be enforced at the Montague Harbour dock. What is the point of a bylaw if officials stand by and watch while it is consistently broken? Surely the Harbours Commission would not want to have to accept responsibility if their negligence in enforcing this bylaw led to an unfortunate outcome in an emergency situation or the injury of a disabled or less mobile person using the dock.

I ask you to please turn your attention to this urgent matter, and to keep the public informed of developments.

Thank you,

Rhonda Garton  
Lot 27  
Parker Island

**Ted Robbins**

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**From:** Ben Maberley <benmaberley@outlook.com>  
**Sent:** Thursday, September 07, 2017 4:56 PM  
**To:** Ted Robbins; Margaret Montague  
**Cc:** Michael Lowry  
**Subject:** Spill Response

Hi Ted

Mike Lowry of the Western Canada Marine Response Corporation would like the Commission to consider the storage of Spill Response Gear at our Facilities. Can we add this to our Agenda for our next meeting.

I have CCd Mike on this email and perhaps he could send us an outline of their plans. I am working with them at Whaler Bay so I can speak to this as well

Thanks Ben

SOUTHERN GULF ISLANDS HARBOURS	2016	2017		
		BUDGET	JAN - JUL	% Remaining
<u>OPERATING COSTS:</u>				
<u>Administrative Expenditures</u>				
Contracted Services	12,171	14,210	4,011	71.8%
Supplies, Advertising	2,604	1,830	1,352	26.1%
Travel and Training	2,432	8,210	1,163	85.8%
Internal Allocations	16,834	17,420	15,395	11.6%
Other Operating Expenses	6,129	6,460	8,198	-26.9%
<b>Total Administrative Expenditures</b>	<b>40,170</b>	<b>48,130</b>	<b>30,118</b>	<b>37.4%</b>
<u>Dock Operating Expenditures</u>				
Repairs and Maintenance	16,942	47,870	3,012	93.7%
Wharfinger Compensation and Travel	39,110	40,410	23,615	41.6%
Allocations/Labour - Operations	424	2,020	2,286	-13.2%
Insurance	22,917	28,340	22,917	19.1%
Electricity	2,102	2,900	1,240	57.2%
Supplies	1,596	3,850	1,397	63.7%
Operating - Other	2,750	3,490	301	91.4%
<b>Total Dock Expenditures</b>	<b>85,840</b>	<b>128,880</b>	<b>54,769</b>	<b>57.5%</b>
<u>CAPITAL / RESERVES</u>				
Transfer to Capital Reserve Fund	200,808	143,950	-	100.0%
<b>TOTAL CAPITAL / RESERVES</b>	<b>200,808</b>	<b>143,950</b>	<b>-</b>	<b>100.0%</b>
<b>TOTAL COSTS</b>	<b>326,818</b>	<b>320,960</b>	<b>84,886</b>	<b>73.6%</b>
<u>FUNDING SOURCES (REVENUE)</u>				
Revenue- Fees	(79,142)	(76,400)	(46,304)	39.4%
Other Income	(5,816)	(2,700)	(2,526)	6.4%
Requisition - Parcel Tax	(241,860)	(241,860)	-	100.0%
<b>TOTAL REVENUE</b>	<b>(326,818)</b>	<b>(320,960)</b>	<b>(48,830)</b>	<b>84.8%</b>
<b>SURPLUS/(DEFICIT)</b>	<b>-</b>	<b>-</b>	<b>(36,056)</b>	



# Agenda Item 8

## Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **30-Jul-2017**

DOCK FACILITY: **Hope Bay, Pender Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Peter Binner**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	Railings need pressure washing and painting otherwise this is in reasonable condition. There is some planking with rot occurring but nothing too serious yet but this needs to be monitored.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The crane bearings were repaired and the crane was reinstalled. There are no new issues other than what has already been reported.
	Repair/work completion date: 20-Jul-2017

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway has been painted, looks great! The missing rub boards are still needed on "A"&"B" float and the Bull Rails are loose right across from where the repair was done from the storm damage this past winter. Somehow this was overlooked when the work was done and there is also a section on "B" float with loose bull Rails. Nailed numerous loose planks.
	Repair/work completion date: 12-Jul-2017

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	over due	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>  The Crane is back and in good order and the Gangway is painted, welcomed improvements! The loose Bull Rails are a concern and should be good for the Summer, I will be monitoring these over the Winter. Pressure washing of the Wharf Head and the Approach railings is needed.
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## Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **01-Aug-2017**

DOCK FACILITY: **Horton Bay, Mayne Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Richard Jarco**

<b>APPROACH</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	There are no new issues in this area, all existing issues are still current. There was an A E D installed in the covered part of the Approach. The Fire Extinguisher was replaced.
	Repair/work completion date: 01-Aug-2017

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Wharf Head
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No change in condition in this area, all existing issues are still current.
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	Replaced	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>  This dock is maintaining its neglected condition, nothing new to report other than there is an issue with the amount of space that is being used for the Loading Zone. At least half of the space at the end of the float is being used for moorage with sometimes 2 boats rafted together. This makes it difficult to accommodate different size boats in the resulting Loading Zone. This area can get a fair bit of traffic as the boats that are on moorings come into this zone to load along with other commercial vessels. There is not a lot of room left in this area if you have a boat bigger than 20'.
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# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **01-Aug-2017**

DOCK FACILITY: **Lyall Harbour, Saturna Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Ryan Dentry**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Approach
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The Wharf Head has no new issues, there are 2 pilings that need the metal caps replaced. The notice Board had a number of random local events or information notices tacked to it, I organized things so that the CRD information was in the same area, not scattered. The Envelope containers need replacing on almost all of the docks, a sturdier style could be sourced for this. New Mooring Rate sheets and information sheets could also be reissued as the existing ones are getting old.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway is in good order. There are a number of electrical cords that are coming off an outlet from the back of the Gas Float and look to be supplying power to a few boats on the dock. Is there a safety issue with this? There is a broken Bull Rail bolt across from the Gas Float that needs replacing. There are new signs for the rails where the Sea Plane lands but there is no loading zone area and only an unattached sign lying on the dock. As the Wharfinger was not available at the time I was there, I could not talk with him about this. The Kayak float has put some tires between it and the float but has continued to use a mixture of random lines to secure the float. Otherwise, all previous issues still exist
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	Expired, needs replacing	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>
There isn't much to speak about here, any existing issues will be dealt with when this dock ever gets divested. There is the issue of the Gas Float and how it is being maintained and the number of electrical cords that are lying behind shed. The Gangway floats are very low in the water and any longer delay in the repairs to this could get interesting.

DATE: **02-Aug-2017**

DOCK FACILITY: **Miners Bay, Mayne Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Neil Jensen**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The rails on the Approach have been pressure washed and painted, looks GREAT! No new issues to report in this area. Anything previously identified, still needs attention.
	Repair/work completion date: 10-Jul-2017

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The Wharf Head appears to be holding up, nothing new to report. Notice Board is in good shape, provided a new lock for the lock box. Signage is all in order and Neil the Wharfinger has a concern with the number of times that parents let their small children run around on the floats in an unsupervised manner. I'm not sure we can do anything about this but he wanted it brought to everyones attention.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	Gangway to "A" float has been painted and the 4 pile wells have had the worn out rub boards replaced. There are a few Bull Rails that are coming loose but are OK for the present, will monitor this. This is a problem on most of the docks and in the past, there seems to have been little attention paid to this particular problem on all of the docks. The float is in other wise good condition. Gangway to "B" float has also been painted. I supplied an additional fire extinguisher for "C" float. Other than this, the 3 floats are hanging in there considering the wear and tear that happens here, 24/7. The Bull Rails are in reasonably good condition.
	Repair/work completion date: 20-Jul-2017

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	one still needed for "A" float
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	supplied a new extinguisher for "C" float, all are up to date.	<input checked="" type="checkbox"/>	Unpaid Moorage	nothing to report

<p><b>COMMENTS / INSTRUCTIONS:</b></p> <p>The painting has improved the overall appearance of the facility which is GREAT! This dock takes such a constant pounding from the shipping traffic and weather in Active Pass, you will have to expect constant problems from this dock in it's current configuration. I spent 24 hours with my boat on this dock and the experience is something I don't need to repeat. There is considerable traffic coming to this dock, mostly transient boats with people coming to eat at the restaurant and for various other reasons, work, deliveries, Sea Plane landings, you name it....this is a busy dock! Of the numerous things that happened while I was there, an overnight boat was damaged and another transient boat had one of its dock lines break within an hour of tying up! Trying to come up with a fix for this dock is no easy matter and really needs serious consideration and input. It is just not the Ferry wake that is a problem here but all shipping and weather.</p>
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# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **03-Aug-2017**

DOCK FACILITY: **Montague Harbour, Galiano**

INSPECTOR: **Peter Binner**

WHARFINGER: **Erik Meden**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Approach
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The Railings still need painting. The notice board is not well secured to the railing, I attempted to secure it but would need some metal brackets to make it work. Exchanged fire extinguisher. Otherwise, things are good here.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway has been painted and looks good. I will put some Aluminum rails down for the Gangway apron to slide on, otherwise this is in good condition. I supplied a new fire extinguisher for the float and there is a new Float Plane Landing sign on the landing float. The problem ladder has been re-located. Pile well issues are still outstanding, otherwise, the floats are in good condition. I nailed a number of loose deck planks.
	Repair/work completion date: 03-Aug-2017

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	supplied a new extinguisher and the other is up to date	<input checked="" type="checkbox"/>	Unpaid Moorage	unpaid moorage has been resolved

<p><b>COMMENTS / INSTRUCTIONS:</b></p> <p>This dock is in good condition, there is still some painting and pressure washing on the railings that would be helpful. The painting of the Gangway, the new sign for the Float Plane Landing and having the ladder re-located are all issues that have been dealt with is a reasonable amount of time.</p>
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# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **05-Aug-2017**

DOCK FACILITY: **Piers Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Mike Smart**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Approach is in the same condition as last inspected, all previous issues are still existing.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Wharf Head
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway is in good order and as I had more time to look at things, I watched the movement that occurs with this float and the Gangway. There is considerable movement here, there is a lot of traffic this time of year and in spite of this, this arrangement seems to work well. Someone came up with a very clever way to "hang" (with chain) the top of the ramp instead of using the standard "hinge". The Notice Board and the Life Ring are in good order and a new lock for the lock Box was supplied. The Fire Extinguisher is out of date.
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input type="checkbox"/>	Lighting		<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	out of date	<input type="checkbox"/>	Unpaid Moorage	

<p><b>COMMENTS / INSTRUCTIONS:</b></p> <p>As I came with my boat, I get to spend more time to observe these docks and I can see what the effect of the current forces (weather, currents and vessel traffic) play on each of these docks. At this time of year, there is considerably more vessel traffic in this area and the impact that this dock receives is huge! There can be as much violent movement from vessel wake as there is at Miners Bay and I watched as my boat was pitched around far worse than at Miners Bay and saw waves washing over the stern of a power boat that was also tied to the dock. In the planning of any new additions or modifications, there should be a thoughtful amount of information collected and included to determine how these changes should be designed. Using the knowledge and experience of the local people that use these facilities is critical. Any lack of communication in this regard, results in a total waste of Taxpayers money.</p>
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# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: 30-Jul-2017

DOCK FACILITY: Port Browning, Pender Island

INSPECTOR: Peter Binner

WHARFINGER: Claude Kennedy

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	This Approach needs the rails pressure washed and painted. There is considerable rot occurring on the deck planking and along the Bull Rails. The longer this is left the worse it will become, this is one of the worst Approach structures of all of the docks with this problem.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	Same issues as before, Considerable rot of the notice board and the deck planking and Bull Rails.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway rails were replaced and I will be adding some rails for the Apron to slide on as it has no bed, it just rubs on the planking.  All floats are in good order and there are no new concerns.
	Repair/work completion date:

OTHER INSPECTIONS					
<input checked="" type="checkbox"/>	Lighting		<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	past due	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>
The Approach is the main concern with this facility, the rot on the Bull Rails and spacers along with the planking is only getting worse. Otherwise the dock is in good condition.



# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **30-Jul-2017**

DOCK FACILITY: **Port Washington, Pender Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Rod MacLean**

<b>APPROACH</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	Rails still need painting and the notice board needs to be replaced or refurbished where there is rot occurring in the plywood. No change in condition from the last report.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No new issues to report from the last report. Wharf head is in good condition.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	<p>The Gangway on "A" float is in reasonable condition but there are some areas of considerable rust around the bottom of the Gangway and the hinge plate for the skirt. There appears to be considerable movement around the middle of the float as the Bull Rails on both sides of this area are completely loose. It is not safe to tie a boat to these rails if there is severe weather and the movement with the dock is noticeable when the ferry wake comes in. I would speculate that there are some structural issues with the wooden framing in this section. This needs a serious inspection ASAP!</p> <p>The Gangway on "B" float is still in rough condition, lots of rust and needs paint. There are also loose Bull rails on both "B" &amp; "C" floats. The electrical wire that is hanging in the water from the piling by the Gangway is a worry.</p>
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	the lamp head on "B" float needs to be repaired	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	past due on inspection	<input type="checkbox"/>	Unpaid Moorage	

<p><b>COMMENTS / INSTRUCTIONS:</b></p> <p>I happened to speak with a Float Plane Pilot and he has a concern with the Lamp standard on "A" float. It is fairly close to where the plane comes in and if it could be moved 10 or 12 feet towards the Gangway, this would give the pilots more room to maneuver.</p> <p>The real concern with this "A" float is the movement in the middle of the float and the loose Bull Rails on both sides. The shore side rails are the worst and will not be able to hold a vessel during the winter weather. This float needs a serious inspection to determine what is going on with the internal framing. There does not appear to be any flotation missing but there is far too much flexing going on and this has caused the bolts along the Bull Rails to become loose. The electrical wire hanging off the piling running to "B" float that is in the water should be fixed.</p>
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## Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **03-Aug-2017**

DOCK FACILITY: **Retreat Cove, Galiano Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Kiyoshi Okuda**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The grating at the head of the Approach needs to be cleaned out along with the dried mud between the planks of the first 4 or 5 deck planks. Having this area pressured washed will greatly help prolong the life of any of the wood as this area does not see any direct Sunlight and would be wet most of the year, the perfect combination for ROT. The railings need paint. Otherwise, things are in reasonably good condition.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The Railings and the Bull Rails in this area also need pressure washing and painting. The notice board is in reasonable condition with some minor rot and a replaced board, this could also use a new coat of paint. The fire extinguisher is out of date and the hammer to break the front plastic is missing and I expect to have this replaced next round. Supplied a new lock for the lock box.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway has been painted and looks great! This had a lot of rust so this is a great improvement. The Float is in good condition but there are a number of loose boards that need to be nailed, Kiyo keeps up with this for the most part but the dry weather is causing a number of them to curl and they loosen up. I managed to nail a few planks but ran out of nails by this time.
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input type="checkbox"/>	Lighting	no lighting	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	out of date	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>
Aside from the need for the pressure washing and rails to be painted, this dock is in good order.



# Southern Gulf Islands Harbours DOCK INSPECTION REPORT

DATE: **02-Aug-2017**

DOCK FACILITY: **Sturdies Bay, Galiano Island**

INSPECTOR: **Peter Binner**

WHARFINGER: **Ken Bryant**

<b>APPROACH</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Approach
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	The Wharf Head has no new issues, the Notice Board is in good order with signage posted. I provided a new lock for the lock box. I also exchanged the fire extinguisher for a serviced one. Any other issues that have already been addressed are still existing.
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The Gangway has been painted and the wooden bed that the roller and rails sit on could be replaced with new wood at some point. Most of the wood is very old and cracked, I nailed things together as best I could for the time being. One of the roller rails has worn through and will need replacing, I re-screwed the rail down and it might hold up for awhile longer but the bed needs to be replaced so this should all be done at the same time. This is quite a heavy ramp and may need more than a jack to lift it. The float has some <b>SERIOUS PROBLEMS</b> with the Bull Rails on both sides of the float! They are mostly loose in the center area of the float and many of the bolts that are suppose to secure the rails are loose or can be pulled out!
	Repair/work completion date:

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good, it is on all the time. WHY?	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	up to date	<input checked="" type="checkbox"/>	Unpaid Moorage	nothing to report

<b>COMMENTS / INSTRUCTIONS:</b>
<p>The big issue with this dock is the serious condition of the Bull Rails. Far too many of the rails are loose and the chance of a boat ripping one off in adverse weather conditions at this point is a probability. The problem here needs to be addressed. Again, this issue with loose Bull Rails is common to almost every dock, some worse than others. This one is one of the worst if not the worst. There could be a toss up with Port Washington and this one but Port Wash might have others issues too.</p> <p>The Gangway guide rails need replacing along with the wooden bed and should be done at the same time due to the weight of this gangway and the need to replace the wooden bed.</p>

DATE: **05-Aug-2017**

DOCK FACILITY: **Swartz Bay**

INSPECTOR: **Peter Binner**

WHARFINGER: **Mike Smart**

<b>APPROACH</b>	Facility Kiosk Inspection: <input checked="" type="checkbox"/> Signage <input checked="" type="checkbox"/> Envelope Supply <input checked="" type="checkbox"/> Notices Posted <input checked="" type="checkbox"/> Rates Posted
	No change to the condition of the Approach, any previously addressed issues are still existing. A new lock for the lock box was provided. The fire extinguisher is still out of date.
	Repair/work completion date:

<b>WHARF HEAD</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	No Wharf Head
	Repair/work completion date:

<b>GANGWAY FLOATS</b>	Facility Kiosk Inspection: <input type="checkbox"/> Signage <input type="checkbox"/> Envelope Supply <input type="checkbox"/> Notices Posted <input type="checkbox"/> Rates Posted
	The new rails for the Gangway have been replaced but the Apron is rubbing on the rails and the wooden bed needs to be extended to raise it up so that it will clear the rail. Mike will supply and add a few pieces of 2"X12" to extend the bed. Otherwise the Gangway is in good condition. The end float has a hump in it and sits low at the end. There could be a problem with the flotation or there could be a structural issue and this need to be checked. This is the Ambulance dock and should be in good order. Some of the Bull Rails down at the Gangway end are in rough shape along with some of the other rails on the float but they are mostly secure with the edges rounded off so that is good for peoples lines. The weather that comes into this dock must get interesting in the winter!
	Repair/work completion date: 15-Jul-2017

<b>OTHER INSPECTIONS</b>					
<input checked="" type="checkbox"/>	Lighting	good	<input checked="" type="checkbox"/>	Life Rings / Heaving Lines	all good
<input checked="" type="checkbox"/>	Extinguishers (expiry dates)	expired	<input type="checkbox"/>	Unpaid Moorage	

<b>COMMENTS / INSTRUCTIONS:</b>  The wooden bed for the Gangway Apron needs to be extended so that a part of the underside of the Apron does not get damaged by the rails. This will raise it up to the same level as the existing bed. The problem here and with many of these Gangways is that when the Aprons were added, they were an "add on", the rails and the rail beds were not necessarily built for the additional length of the Apron. Depending on the location of the Dock, the movement can be more or less and in a number of cases the Apron is falling off the wooden bed, sliding on the deck planking, catching up on the rails and cutting into the Aluminum Gangway Apron. The sign for the Loading/Ambulance Zone is still needed. The "hump" in the end float should be investigated, otherwise things are in reasonably good condition.
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