

The Cable Ferry by Pete Kimmerly.

My first introduction to a cable ferry for Denman Island was in 1999. That is 14 years ago. The Senior Master at the time suggested it might be a feasible scenario. It was studied for 3 or 4 weeks then dropped as impractical due to issues surrounding the hugely long wires.

My second experience was in 2009 when I listened to the VP of Engineering for Ferries describe to a public meeting that the maximum deflection from centerline would be 75 feet! That is ridiculous to suggest. A wire 2 kilometers long will break under its own weight before deflection reaches 3 degrees. This guy from Ferries is describing a 1.8 degree deflection. It now becomes obvious they don't know what they are talking about.

Then I got involved with a collection of Engineers, and the list is long. We have obtained 7 Freedom of information requests, at some expense- and considerable patience, and waded through more than a thousand pages of consultant reports. This led to a conclusion and a website: www.sendintheclovn.info.

Here is the conclusion: There are two fundamental flaws in the design.

1. Ferries have seriously downplayed the wind force. Their consultants reject data recorded by a human. So Ferries data and Chrome Island Data is out. They installed wind gauges (and they did not work in high winds – see website) and compared their data to Comox airport and decided 0.59 of Comox airport is the best number. While I can *understand* the logic, the conclusion derived is ridiculous. They make the statement in FOI 2013-009-part 1-App B that the 100 year wind for Denman Island is 32.36 knots. They are using this number to design the ferry!
2. Another consultant simply states that it is assumed the 3 wires equally share the load. That is one Gigantic Assumption. It is also wrong. The ship is 48 feet wide and only needs to be off angle by 11 degrees to upset the perfect balance, if in fact it was possible to achieve a perfect balance. (Page 18 of project memo 2 for clarification). Basically a wire this long reaches its elastic limit 8 feet before it breaks. You can not tension these wires enough to make them rise above the seabed without breaking them, therefore it is impossible to achieve a perfect balance. The water is not deep enough. An 8 foot tolerance is equally as elusive. One wire will break followed by the next, followed by the next. The ship however, can lift these wires off the bottom at midchannel when exposed to 40 knots of wind or above. Consultant 1 says 40 knots never happens but at 40 knots consultant 3 says the ship angle is 28 degrees off center, therefore it is impossible. In contrast, the Whistler Gondola can perfectly balance their wires by using a pair of binoculars. They are suspended in air.

I've rambled enough. Please check out www.sendinthecloves.info and consider joining me in opposition to this underdesigned project created by sesselfurzers (German for chair warmers). I invite you to challenge the logic. I am going public with this issue and if anyone can tighten the argument, I am interested in what you have to say. I don't oppose many things – but I feel this one is worth the effort. If the sesselfurzers push this project through we will be stuck with a totally inadequate ferry link for 4 decades.

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