Lummi Island Ferry Advisory Committee (LIFAC) Meeting  
January 9, 2019  
Lummi Island Fire Hall, Lummi Island, WA

CALL TO ORDER  
Chairman Nancy Ging called the meeting to order at 6:30 PM.

ROLL CALL  
Present: Rhayma Blake, Jim Dickinson, Patricia Dunn, Nancy Ging, Judy Olsen  
Excused: Charles Bailey, Cris Colburn

Also in Attendance: Rich Hudson-Senior Master, Jerry Anderson, Wynne Lee, Beth Louis, Joan Moye

FLAG SALUTE

OPEN SESSION  
No comments

APPROVAL OF MINUTES  
12/12/18 Meeting – Dickinson moved and Dunn seconded a motion for approval. Carried.

LIFAC INTERNAL BUSINESS  
Welcome – Ging welcomed Olsen to her first meeting.  
Member Term Expirations - Ging announced that due to scheduling constraints she has not reapplied for a second term on LIFAC although she might in the future. Dunn and the other committee members thanked her for her leadership.  
Discussion of Election of Officers - Ging is proud of our work to date, and suggested new officers be elected at the February or March meeting. She supports Blake as chairman, but questioned who might serve as secretary. Ging’s recap of accomplishments included the Level of Service (LOS), long-term vessel replacement and dock plans. When the consultants have design alternatives, Ging recommended LIFAC serve as host of those public forums to continue the public input process.  
Meeting Frequency - Ging suggested that monthly meetings may not be required throughout 2019.

OLD BUSINESS  
Update on Operations-Rich Hudson, Senior Master  
Replacement Ferry Design – Hudson shared that the first ferry design meeting will be January 10th and include himself, Jon Hutchings, Roland Middleton, Eric Schlehuber, and James Lee. Vessel design “will be a slow, inclusive process with buy-in from the community”. The final design should be ready for the County Road Administration Board (CRAB) application deadline at the end of 2021. 
Ticketing – Hudson reported that he, Randy Rydel, and Capt. Rachel Rowe from Skagit had recently met with Pierce County’s ferry manager Lauren Behm to review their new ticketing system. Pierce County’s contractor charged 3% of the revenue to manage this system for $85,000 last year. The county saved .5 of an FTE. Hudson believes that as the technology improves and prices improve, such a system might be appropriate for our replacement vessel. But with the Whatcom Chief’s current sporadic internet service and short dwell time, it is not appropriate for us now.  
Pierce County Vessel Tour – Hudson said Behm would try to arrange a tour of the Pierce County vessel after it arrives January 21st in Fairhaven for dry dock. Parameters will be set by the shipyard.  
Guemes Ferry – Rowe has commissioned a feasibility study of future use of their current ferry by Skagit and/or a wider consortium. Ging agreed that would be useful for us as well.
**Ferry Crew** – Bryan Thurber is retiring. Mulhern will become a full-time captain. Dixon will become a full-time purser and Dabney a full-time deck hand. Mulhern is working with the bridge crew on a dock training program, and our crew might be able to take on some of the inspection schedule.

**Dry Dock Ship Check** – Includes some window replacements, and the coatings in the internal bilge units, etc.

**New Asset Manager Position** – Has been identified but cannot yet be disclosed. Hudson and Schlehuber manage the care of the Whatcom Chief, but this new position will be available as needed to be proactive in deciding when and how much money should be put into the docks, countywide storm water systems, and other Whatcom County assets. Hudson will notify LIFAC when this person has been formally announced.

**Tracking Dry Dock Expenses** – In response to Dickinson’s previous request for more detailed dry dock expenses, Rydel will help Hudson implement a system to track this year’s expenses in more detail. Creating a study of past dry dock expenses would be time intensive and require upper management approval. This past year’s dry dock was an anomaly, and Dunn and Hudson agreed that it would therefore not be a reflection of typical dry docks. Dunn also suggested tracking only direct not indirect costs going forward. Hudson will work with Rydel to track detailed direct costs of the 2019 dry dock.

**Quarterly Tracking Counts** – Blake asked the dates of the one-week detailed 2-way quarterly tracking in 2019. Hudson said Skagit has a magnetic sensor that records exact arrival and departure times of their ferry and uses it to notify riders when they are running behind. He is exploring whether such a system could be used to trigger a photo of the number of vehicles on the ferry taken at departure. Hudson will provide dates for quarterly counts at the next meeting. Dickenson asked whether the information couldn’t be entered electronically by the crew instead of the office staff. Dunn shared that her experience is that office staff often spends time correcting data entered by operational staff, but in theory, it should be possible. Hudson agreed that the new ticketing systems he is exploring should make it possible in the future.

**Breakwater Footprint** – Dickinson asked whether Hudson had reviewed the footprint of the proposed new Lummi Island breakwater. Hudson will check with James Lee to see if the “40% plan” can be released.

**Continuing Updates** – Ging asked Hudson that if LIFAC meetings were scheduled quarterly in the future, would he be able to provide LIFAC with emailed monthly updates. Hudson agreed he could.

**Public Awareness Project**

**Purpose** – Blake suggested that LIFAC’s public education initiative should focus on supporting the Whatcom County Council approved Resolution 2018-026 in support of the replacement ferry and long-term terminal plans. Hudson suggested that FAQs on the ferry website might prevent “something bad happening”. Louis suggested FAQ-type info might also reduce anxiety of first-time riders.

**Target** – Established islanders, new islanders, island visitors, and others were discussed. Ging noted that to off-islanders, the ferry is “just transportation”. The resolution has passed. There is nothing “to sell”. But perhaps LIFAC should create a short PowerPoint that explains how we got to where we are on the ferry replacement project to post on the LIFAC website. Olsen suggested that milestones continue to be communicated and updated on the website as the project progresses.

**Messages** –

- The Whatcom Chief is the second oldest ferry in Washington State. Hudson and Dunn suggested that lower maintenance costs is the primary message to off-islanders. Dickinson suggested that newer ferries maintenance intervals are 18 months, not 12 months.
- There was agreement that speaking regularly during the Whatcom County Council open session about LIFAC progress would be beneficial.
Blake suggested that until LIFAC has a specific “ask” of an organization, that LIFAC focus on “our story” and appropriate fact sheets.

- Hudson said there had been an opportunity to create a video on “how to load on the ferry”.
- Ging agreed that dry dock how-to’s, history about the Whatcom Chief and its name, guidance on how to drive or walk onto the ferry would reduce new rider anxiety and would all be appropriate FAQs on the ferry website. Adding a tagline that plans for a replacement ferry are in progress would also be appropriate.

Dunn suggested posting the ferry website URL at the ferry terminals as well as on the windows of the ferry.

- Blake thanked Hudson for his timely informational press releases over the past year.
- Louis suggested having talking point (FAQ’s) in one place on the ferry website to be used when LIFAC makes specific “asks” for funding. Talking points could also include why there are monthly, annual, and emergency maintenance outages, how to board safely, and fares.

Olsen suggested being concise. Too much information invites questions.

- Dickinson suggested we advocate for businesses. Dickinson offered to include information on how a larger ferry might be more fuel and cost efficient since that is counter-intuitive. He also said State Rep. Van Werven is on the Transportation committee and has agreed to attend any LIFAC meeting when not in Olympia.

Olsen suggested leaving the public awareness project on the agenda for further discussion but also utilizing The Tome in the meantime. Blake moved that she provide a LIFAC article highlighting 2018 milestones for the January 2019 edition of The Tome. Dunn added a friendly amendment offering to produce an informative PowerPoint of milestones regarding the LOS and the replacement ferry. Dickinson seconded. The motion carried.

NEW BUSINESS

Whatcom County Planning Commission 1/24/19 Public Hearing on Whatcom County Comprehensive Plan amendments concerning the Lummi Island Ferry – Dunn moved that Blake draft on LIFAC’s behalf a letter supporting the proposed changes to the Comprehensive Plan, signed by Chairman Nancy Ging. Individual comments on the draft would be accepted. Blake seconded. The motion carried.

Overview of Past and Current Ferries by Dickinson. See the attached handout for details.

ADJOURN – The meeting adjourned at 8:24 PM.
Selected Smaller Ferries of the Pacific Northwest and Elsewhere.

Presented to LIFAC by Jim Dickinson January 09, 2019

1. **Whatcom Chief**, Built 1962, Bellingham WA. Designed by Phillip Spaulding. Reduction Drive Diesel powered, (450 HP) double ended, 98.5' Long, 44.5' Wide, 5.5" Lightship Draft, 7' Average Load Draft, 8.5' Heavy Draft. 97 Passengers, 3 crew, 16 Vehicle Load. Past original life span, Costs too much to maintain, vehicle decks too narrow, too small, due to be replaced.

2. **MV Crown City/ Kulshan/ Governor**, Built 1954, Oakland, CA. Designed by Phillip Spaulding. Diesel Electric (1200Hp) replaced by Reduction Drive Diesel powered (1400 Hp), double ended, 215' Long, 65 Wide, 11' Draft. 60 Vehicle Load. Retired. Most hated Ferry in WSF history, rolled badly, no galley, noisy, no upstairs seating resulting in bad viewing. Was offered to Whatcom County by WSF, County thought propulsion machinery would be too hard to maintain. (Dale Granger)

3. **Guemes**, Skagit County, Built 1979, Gladding Hern Marine, Massachusetts, Designed by Nickum & Spaulding. Reduction Drive Diesel powered, double ended, 124' Long, 48' Wide, 8.5' Draft due to RAD drives. 100 Passengers, 3 crew, 23 Vehicle Load. Vessel Engineer said it was built for $1.29! Machinery was worn out by the time it got here, checkered service record. Modified and widened in early 2000's, free board reduced. General light weather Ferry, replacement in the works.


5. **Christine Anderson**, Pierce County, Built 1994, Portland, OR by Nichols Bros. Designed by Nickum & Spaulding. Reduction Drive Diesel powered (1550 Hp), double ended, 213' Long, 66' Wide, 8.0" Lightship Draft, 8.5' Average Load Draft, 10' Heavy Draft. 200 Passengers, 4 crew, 54 Vehicles. Excellent service record, fuel efficient, no major modifications since new. Excellent Vessel. Design can be expanded or reduced. This was the Ferry Design that then Captain's Bill Hawley and Don Hayes wanted the County to purchase in 1994 for 4.7 Million, which was turned down. Missed opportunity, very likely would have cost the County less and increased revenue. We would not be in this problem we are now if it had happened. Financials of this ought to be explored.

6. **Steilacoom II**, Pierce County, Built 2006, Freeland, WA by Nichols Bros. Designed by Elliot Bay Design. Reduction Drive Diesel powered (1900Hp), variable Pitch Propellers, double ended, 216' Long, 68' Wide, 7.50" Lightship Draft, 8.5' Average Load Draft, 10' Heavy Draft. 315 Passengers, 4 crew, 54 Vehicle Load. Excellent service record, fuel efficient with no major modifications since new. Great Vessel. Design can be expanded up to 72 cars within 100 tonne K Class, or reduced length for less capacity.
7. **Charlie Wells**, Herron Island Community, Built and designed 1989 by Nichols Bros Freeland, WA. Reduction Drive Diesel powered (300 Hp), double ended, 73' Long, 41' Wide, 4' Draft, Passengers, 2-3 crew, 14 Vehicle Load. Excellent service record, flat bottom.

8. **Oskar B.** Wahkiacum County, for Cross Columbia River run, Westport, OR to Puget Island (Cathlamet, WA) Built 2015, Freeland, WA by Nichols Bros. Designed by Elliot Bay Design. Reduction Drive Diesel powered (350 Hp), single ended, 108' Long, 48' Wide, 7.50" Draft, 8' Average Load Draft, 100 Passengers, 3 crew, 21 Vehicle Load. Lightweight River Ferry, Cost Estimate was 3.9 Million, Low Bid was 5.8 million.


10. **TREK**, Built and designed 1972, Maine, by Blount. Reduction Drive Diesel powered, (900Hp) double ended, 100' Long, 44' Wide, 5" Lightship Draft, 6.5' Average Load Draft, 7' Heavy Draft. 100 Passengers, 3 crew, 16 Legal Vehicle Load. Ex Lake Champlain Ferry, 1987 to Ketchikan, AK, airport ferry. sold to Dave Maeser, Seattle, in 2011. Excellent Condition, 1/2 its life has been in Fresh water, Available for hire.

11. **Plattsburg.** Lake Champlain Transportation Company, Built and designed 1982, Panama City, FL by Eastern Marine. Reduction Drive Diesel powered, double ended, 180' Long, 44' Wide, 6.2" Lightship Draft, 7' Average Load Draft, 7.5' Heavy Draft. 175 Passengers, 4 crew, 36 Vehicle Load. Excellent service record, total life in freshwater, Citizens proposed purchase 2008-2014, LCT would have delivered it, purchase and transportation for 3 million to Bellingham, WA.

12. **Raymond C. Pecor**, Built 2014, Panama City, FL by Eastern Marine. Designed by John Gilbert Assoc., Boston, Mass. Reduction Drive Diesel (2050Hp) powered, double ended, 219' Long, 44' Wide, 6.2" Lightship Draft, 7' Average Load Draft, 7.5' Heavy Draft. 200 Passengers, 4 crew, 50 Vehicle Load. LCT cannot get anything wider up Champlain Canal, therefore is limited to 44 feet wide. They tell me boats longer than 180' get harder to steer, plus Lake Champlain does not have tides. Here for reference only.

14. **Rhododendron**, Former WSF Ferry, Built 1947 in Baltimore MD for Chesapeake Bay Ferries. Acquired by WSF in 1954, Reduction Drive Diesel powered (2172 Hp), double ended, 227' Long, 62' Wide, 11' Draft, 548 Passengers, 7 crew, 45 Vehicle Load. Rebuilt 1995, sold because it was too old, had narrow lanes and low height clearance. Excellent service record, now deteriorating as a Scallops Barge off Vancouver, Island B.C.

15. **Ketchikan Ferries, Oral Freeman (2001) and Ken Eichner II (2013)**, Built and designed in Ketchikan, AK. Reduction Drive Diesel powered, double ended, 116' Long, 48' Wide, 6.0' Lightship Draft, 7' Average Load Draft, 7.5' Heavy Draft. 100 Passengers, 2 crew, 21 Vehicle Load. Oral Freeman has centered house like Whatcom Chief, Ken Eichner II has 3 lanes on one side with deck house one lane off center so it has a straight truck lane, and a narrow single lane on the other side for small cars.

16. **WSF Steel Electric Ferries, Illahee, Klickitat, Nisqually, Quinalt**, Built and designed 1927, Oakland, CA, By Moore Drydock, Diesel Electric Drive, double ended for San Francisco Bay routes. Sold to Puget Sound Navigation in 1940's moved to Puget Sound, All sold to Washington Stare Ferries, 1951. Rebuilt, widened, auto clearance raised 1954-58 by WSF, Rebuilt again, wooden houses replaced 1984-1988. 256' Long, 74' Wide, 11.5' Draft, 616 Passengers, 8 crew, 60-64- Vehicle Load. Excellent service record, for many years were the mainstays of the WSF. Economical, perfect size for later smaller WSF routes, 1950's rebuild increased vehicle, speed and seaworthiness. Final used (2986 Hp) was San Juan Inter-Island, Port Townsend/Keystone, general replacement boat. Condemned in Nov 2007 when Klickitat cranked 2nd plate in 3 months. Scrapped 2010, in Mexico. Their sudden loss caused huge economic loss on Olympic Peninsula.

17. **WSF KdT Class, Chetzemoka II, Salish, Kennewick**. Built 2010-2012, Adapted from Steamship Authority *Island Home* (Woods Hole, Nantucket) Designed by Elliot Bay Design Group. Reduction Drive Diesel powered (6000Hp), double ended, 274' Long, 65' Wide, 11' Draft, 750 Passengers, 10 crew, 64 Vehicle Load. Salish and Kennewick have variable pitch propellers. Emergency replacement for above Steel Electrics. Burn twice the fuel, not as seaworthy, much heavier, hold onto rolls, has 2 greater crew, additional passenger space un-needed/never used, more vehicle capacity was needed before they were built, don't work as well as what they replaced. Placed on Port Townsend and Point Defiance routes, unlike old SE's they do not work on other routes. First boats cost 90 million, 2nd two 60 million ea, have most expensive car spaces of any Ferry in the world. Have unprotected rudders and propellers, already damaged twice in groundings. Perfect example of what not to do.