

Let's compare the Whistler peak to peak gondola with BC Ferries proposed cable ferry.

Whistler

Longest gondola in the world at 3.04 Km.  
unsupported span.

Guaranteed by the Class and reputation  
of Dopplmeyer Engineering of Switzerland  
-a world class company that only builds  
Ski lifts, all over the world.

Lead Engineer is proudly supporting the  
50 million project with a you tube video.

Utilizes 6 by 41 high quality 2 and 1/8 wires  
and minimum bend radius is an incredible  
170 times rope diameter.

Operates in air, where it is obvious if the

Wires are perfectly balanced or not.

Operates 6 hours per day, in daylight, in ski

Season and shuts down if the wind blows.

Ferries

Proposed longest cable ferry in the world at 2 Km  
unsupported span.

Guaranteed by a group of third party consultants  
with a limitation of liability clause in the first page  
of all their reports.

David Hahn wanted nothing to do with this project.

I have an email where he sheds responsibility to

Rob Clarke CFO. Rob Clarke promptly sheds  
responsibility by 'reclusing ' himself for conflict of  
interest issues. VP of Engineering Mark Collins has  
wisely left. New VP of Engineering Mark Wilson has  
inherited the project. Lead Architect has announced his  
retirement September 1<sup>st</sup> – The day the contracts are to  
be let.

Utilizes generic 6 by 19 wires of 1 and 5/8 inch diameter  
with a comparatively tight bend radius of 18 times rope  
diameter.

Operates submerged in corrosive salt water of  
insufficient depth to allow perfect balancing of the  
wires.

Expected to operate 365 days per year, in all weathers  
and sea conditions and in darkness.

Supports lightweight thermoplastic and magnesium capsules to carry people and their ski gear.

Designed to an ultra conservative safety

Factor of 10 plus it is easy to guarantee balancing the wires because you can see them to guarantee a safety factor of 20.

A thousand ton ship is hung on the wires plus carries people plus their one ton trucks plus cement trucks and gasoline semi trucks and loaded gravel trucks.

Designed to a safety factor of 1.3 per consultants report. At 1.0 the system breaks at design load. Wow. We have a 0.3 safety factor and a ridiculous assessment of the wind force by Ferries.

PK 23 June 2013