

Media Backgrounder

The MV Burrard Pacific Breeze – the newest member of the family!

- The passenger house and cross-structure joining the two hulls of the catamaran were built by ABD of North Vancouver.
- These were then taken by barge to the Esquimalt Graving Dock, where Victoria Shipyards built the wheelhouse and HVAC (Heating, Ventilation and Air Conditioning) compartment, installed the engines and performed the final assembly.
- Size:
 - LENGTH **33.54 m (109')**
 - WIDTH **11.89 m (38' 8")**
 - DEPTH **3.53 m (11' 6")**
 - TONNAGE **161 T (net) 438 T (gross)**
- Engine:
 - **4 – 6-cyl. Detroit Diesel Series 60.** These engines are similar to the diesel engines used on our buses, and the engine overhauls are done by the Coast Mountain Bus Co. fleet overhaul facility.
 - Each engine develops **400 horsepower** (300 kilowatts).
 - The engines and the generators that provide the electrical power are equipped with diesel oxidation catalysts for lessened environmental impact. This feature goes beyond marine regulations.
- The MV Burrard Pacific Breeze incorporates all-new technology, including the TechSol Max II computer system, which controls almost every aspect of the mechanical and electrical systems.
- All of the crewmembers must be trained and certified competent on the new vessel, which is why the ferry will not go into service until late fall, possibly December. As part of the training, they have to be able to find their way around the vessel in the dark, in case they have to deal with emergencies involving fire, smoke or a power outage at night.
- Passenger capacity: **400**
- Project cost, 2009: **\$25 million**
 - TransLink - **\$15 million**
 - Federal Gas Tax Revenue Fund - **\$5 million**
 - Provincial Transportation Plan - **\$5 million**



- The new SeaBus is painted in the distinctive TransLink livery of grey, medium blue and yellow, indicating it has been built or purchased with funding from the Federal Gas Tax Fund.

SEABUS BY THE NUMBERS

- Average daily ridership: 18,500
- Number of passengers carried in 2008: 5.54 million – a record, beating the previous high of 5.49 million in 1986 (Expo)
- Number of service hours lost due to both ferries being out of action at the same time: 1.5 (in 32 years)
- SeaBus officially went into service June 17, 1977.
- Distance per trip: 3.24 km (1.75 naut. mi.)
- Total distance covered by the SeaBus, 32 years later: 4,806,532.6 km
- Lunar equivalent (number of trips to the moon and back): 6.2
- Ordinal number of passenger Charlene Cox, 8:16 a.m., April 12, 2002 – 90 years to the day since *RMS Titanic's* maiden voyage: **100,000,000**
- Number of times SeaBus has struck an iceberg: **0**

HISTORY

- Ferries have transported people and vehicles from Vancouver to the North Shore for over a century. One of the ferries was called *The Senator*, which docked at the foot of Lonsdale in North Vancouver in the 1890s.



- The first ferry to West Vancouver was provided by “Navy Jack” Thomas, a Welshman who had deserted from the Royal Navy. He began transporting people by rowboat between Vancouver and West Van in 1903.
- Ferry service operated in one form or another until 1958, when the drop in demand due to the Lions Gate Bridge made it uneconomical to run.
- Increasing demand at the Lions Gate Bridge less than 20 years later led to the return of ferry service.
- **Over the years, the SeaBus has had some interesting experiences:**
 - Nov. 2000: used one of its rescue boats to pick up 14 passengers and crew after a float plane crashed in Vancouver harbor
 - Summer 2006: diverted from its course to stand by when a private pleasure craft caught fire
 - May 21, 1995: Joan Parranto boarded the SeaBus at Waterfront, but was Joan Smith by the time she got to Lonsdale Quay. During the 12-minute crossing, she married Allan Daniel Smith, signing the

register in the wheelhouse. The couple and the wedding party then returned to Waterfront.

- 1994: Scenes from *Intersection*, with Richard Gere and Sharon Stone, were shot on-board
- 1976: **SeaBus helped make transportation history and preserve it at the same time.** Waterfront Station – the former western terminus of the CPR in the heyday of passenger rail – was slated for demolition until it was chosen as the site of the SeaBus dock. Now, it's been magnificently restored and, when Canada Line opens next month, will be a transportation hub serving five different modes.