SPB's for RTMM by Jan De Jong

Welcome to another great Sea Plane Base pack from RTMM. This contribution comes from Jan De Jong. As you will recall, Jan created the "ge-boats-msfs" package that RTMM offers (link below). If you were pleased with the concise and beautiful simobjects from Jan, you will be very impressed and happy with the SPB's he has created for you. They are beautiful in real life, and they are "great" in FS2020, but Jan makes them absolutely beautiful and amazing with his artist's eye.

To make this package work correctly you should download and install:

1. Jan de Jong's "GE-boats-msfs"
   - Added to see the moving ai boats in the area
2. Jan De Jong's "rtmm-jj-alaska-ai-plane-objects-v1.00.zip"
   - Added to see the static airplane objects in the area

This package contains the following Sea Plane Bases:

Rosario – W49
Roche Harbor – W39
Port Alberni – CPW9
Gold River – CAU6
Zeballos – CAA5
Port Hardy – CAW5
Rivers Inlet – CAU8
Ocean Falls – CAH2
Hartley Bay – CAY4
Pennisula Point Pullout – 9CO (Oscar)
Murphy's Pullout (Part of 9CO)
Ketchikan Harbor – 5KE
Coal Point - PACP

The following is a detailed description of each base:

Rosario – W49   (48.61952, -122.86436) Heading: 345°

Rosario is located on the eastern shore of East Sound, a large sound running from south to north nearly splitting Orcas Island in the Canadian San Juan Islands area. This mod has five docks for you to start your trip.

Roche Harbor – W39 (48.57093 4,-123.18490) Heading: 274°

Jan has give you 8 docks from which you can start your journey. Historic Roche Harbour is located on the northern shore of San Juan Island. There are 8 starting docks from which to choose your journey's start. Roche Harbor is a historic seaside resort located on San Juan Island, Washington. Steeped in rich history and surrounded by lush gardens, the village is a short drive from nearby Friday Harbor. Accommodations range from a wide variety of lodging options: luxurious modern homes, historic hotel and quaint cottages.

Three renowned restaurants offer waterfront dining from fine evening service to casual café cuisine. Our world-class marina hosts vessels of all sizes and offers whale watching tours, boat and kayak rentals, a floatplane dock, and US customs office. Additional amenities include a full-service spa, grocery store, multiple shopping destinations featuring local artists, and extensive nationally designated hiking trails.

Port Alberni – CAW9 (49.23566, -124.81720) Heading: 359°

Port Alberni was named for Captain Don Pedro de Alberní, a Spanish officer, who commanded Fort San Miguel at Nootka Sound on Vancouver Island's west coast from 1790 to 1792. Port Alberni and the West Coast of Vancouver Island is the traditional territory of the Tseshaht and Hupacasath First Nations of the Nuu-Chah-Nulth ibal Council. The Nuu-chah-nulth were previously called the Nootka. Many place names in Port Alberni have a Nuu-chah-nulth origin, such as Somass (washing), Kitsuksis (log across mouth of creek), Pacheena (foamy), and Nootka (go around). Ancient petroglyph carvings can be found at Sproat Lake.

In March 1787, Captain Charles William Barkley of the Imperial Eagle, explored Barkley Sound, which now bears his name. Barkley travelled with his 17-year-old bride, Frances Barkley, the first European woman to visit what is now British Columbia. Frances Barkley is also the name of one of the two vessels that makes trips down the Alberni Inlet from Port Alberni to Bamfield and Ucluelet. The other, since retired, was the MV Lady Rose.

In 1856, Adam Horne, a Scottish fur trader employed by the Hudson's Bay Company, was directed to locate a land route across Vancouver Island. There were stories that the natives used a trail starting at Qualicum. Adam Horne found this trail leading to the Alberni Valley and it became known as the Horne Lake Trail. Many other settlers used this trail to get to the Alberni Valley.

Today, the town is a hub for local, regional, and provincial government, and its West Coast General Hospital provides services to west coast communities like Bamfield, Tofino, and Ucluelet. Currently, the natural resources of the area are taking centre stage again, but in a different way. Port Alberni is in the process of "re-developing" itself as a tourism destination. The area's amenities, such as the natural environment of the area, the opportunities for fishing (both marine and freshwater), its convenience as a jumping-off point for new outdoor recreation and ecotourism activities such as hiking, kayaking, and mountain-biking, lend themselves to these activities very well.

Gold River – CAU6 (49.67852 4, -126.11651) Heading: 328°

Gold River – CAU6

Gold River SPB has 2 starting docks. Gold river is located nearly in the center of Vancouver Island, up the beautiful Gold River that flows to the western shoreline. Taking advantage of its deep water and abundant forests, Gold River developed in 1967 as a prototypical logging and pulp and paper industry community. Gold River quickly sprang into prosperity and established excellent community facilities. When shifting world markets brought the mill closure in 1998, many of Gold River's inhabitants were forced to relocate. Since then, the village has attempted to capitalize on its idealistic setting among picturesque mountains, lakes, rivers, ocean, and forests to develop tourism and sport fishing as its main economic supports.

Currently, Gold River serves as a base for such famous activities as the Nootka Island trek, hiking the Elk Lake trail and mountain climbing Golden Hinde (Vancouver Island's highest peak), Crest Creek climbing crags, MV Uchuck III, and the Great Walk.

Gold River also serves as a historic point, being the closest village to the famous Yuquot, or "Friendly Cove", where British explorer Captain James Cook first set ashore. There Cook met the Mowachaht native band's chief, Chief Maquinna.

Zeballos – CAA5 (49.98014, -126.84654) Heading: 192°

Nestled among towering forest-cloaked mountains, Zeballos sits at the head of Zeballos Inlet, gateway to Nootka Sound, world-famous for salmon fishing and kayaking opportunities. The inlet was named by Captain Alejandro Malaspina in 1792 after one of his lieutenants, Ciriaco Cevallos. Zeballos was first populated in the early 1930s when gold was discovered in the surrounding hills. Housed under canvas, the early prospectors battled rain, cold and mud.

Logging came to the valley in the early 1950s, and an iron mine was opened in 1962, but it was logging which offered the most jobs and hope for the future. The iron mine closed in 1969. Several attempts were made to make the larger of the gold mines profitable, one in the 1970s and another in the mid-80s, but they were unsuccessful.

The ensuing gold rush built an "instant" town by 1938 that, some say, reached a population of more than 1500 people. There were three hotels, a laundry, a bakery, two taxi companies and a weekly newspaper. Plans were soon underway for a hospital and a school.

When the war came in 1939, many of the miners left to fight in the armed forces and the mines began to close. By 1942 they were all shut down.

Today logging is the mainstay of the Zeballos economy. An ice plant receives and processes a variety of fish through the year, which is shipped to markets throughout Vancouver Island and the mainland.

Zeballos is increasingly becoming a destination for travelers who are looking for the excitement of wilderness recreation activities and for those wishing to learn about and to delve into its gold mining past.

Port Hardy – CAW5 (50.71646, -127.47065) Heading: 020°

Port Hardy has 4 starting docks to choose from. Port Hardy is located on the northwestern shore of Vancouver Island. Port Hardy's culture and history begin near the BC Ferries Terminal at Bear Cove – the oldest known site of human habitation on Vancouver Island (circa 5850 BCE). First contact with Europeans occurred in the early 19th century when the steamship S.S. Beaver was sent on an exploratory trip by the Hudson Bay Company (HBC) in 1836. Coal deposits motivated the HBC to establish a fortified trading post at Beaver Harbour a dozen years later. The trading post was named "Fort Rupert" after the company's governor, Prince Rupert, Duke of Bavaria. Though little of the fort remains today, the Kwakiutl First Nations continue to reside adjacent to the former fort site.

The current location of Port Hardy was settled at the turn of the century when Alec and Sarah Lyon operated a store and post office on the east side of Hardy Bay. A 1912 land deal promoted by the Hardy Bay Land Co., put the area on the map and increased its population. By 1914, 12 families had settled, built a school, sawmill, church and hotel. There was limited access to the community until the logging road connecting Port Hardy to Campbell River was paved in December of 1979.

Rivers Inlet – CAU8 (51.68277, -127.24786) Heading 087°

River's Inlet – CAU8

Rivers Inlet is a fjord in the Central Coast region of the Canadian province of British Columbia, its entrance off Fitz Hugh Sound, about 125 km (78 mi) southwest of the community of Bella Coola and about 65 km (40 mi) north of the northern tip of Vancouver Island and the western entrance of the Queen Charlotte Strait.

Rivers Inlet was a major fishing area with huge salmon runs. Three canneries dotted the shorelines until their closure by consolidation through the monopoly of companies, and the consolidation around large centralized ice plants in the 1950s.

The inlet is about 45 km (28 mi) in length from its head at the community of Rivers Inlet, which was a logging and fishing town that was also the home of the Wuikinuxv and their government, the Wuikinuxv Nation, also known variously as the Owekeeno, Awikenox, Oowekeeno and also as the Rivers Inlet people. The main rivers feeding Rivers Inlet are the Kilbella River and its tributary, the Chuckwalla River, and the 3 km (1.9 mi) Wannock River, which feeds the head of Rivers Inlet and was fed by the fresh-water fjord Owikeno Lake, 50 km (31 mi) in length, and which was fed by the Tzeo, Sheemahant and Machmell Rivers. The Machmell, the largest, was fed from the northern flank of the Ha-Iltzuk Icefield, one of the largest of the southern Coast Mountains icecaps, and which was capped by the Silverthrone Caldera.

About 15 km (9.3 mi) down the inlet, west from the town and the head of the inlet, is the mouth of a 30 km (19 mi) side-inlet from the north, Moses Inlet, which is fed by the Clyak River and which itself has a western side-inlet named Hardy Inlet, 15 km (9.3 mi) in length.

Ocean Falls – CAH2 (52.35212, -127.69280) Heading 236°

The Heiltsuk native speaking people inhabited the coastal region surrounding Ocean Falls for more than 9,000 years. In 1903, the Bella Coola Pulp and Paper Company surveyed the area and was impressed with the hydro power potential of the site. In 1906, following the company's acquisition of 260 acres (1.1 km2) of land, clearing began for the town and three years later, a sawmill, hospital and school were established. In 1912, the dam was erected and the pulp mill began operating. The Ocean Falls pulp and paper mill was the largest mill in British Columbia for many years. The mill produced mechanical, sulfite and sulphate pulp processed on two newsprint machines, two kraft paper machines and one tissue machine. Much of the electrical power for the mill and town was produced by four hydro turbines.

Ocean Falls' population numbered 250 in 1912 and grew to 3,500 by 1950. By 1970, the number of inhabitants had dropped to 1,500. Only about 70 people, mostly loggers, remained by 1990.

The profit structure of the original investment changed considerably during the mill's many years of operation. Low labour costs, inexpensive hydro power and low infrastructure costs made the Ocean Falls mill a viable proposition. Nevertheless, the remote location, rising labour costs and the high cost of operating a town site made further investment unattractive. The Ocean Falls pulp and paper mill was a very large and complex production facility and modernization costs were prohibitive.

By the early 1970s, the facility was inefficient and uneconomical. The owner at that time, Crown Zellerbach, decided to close the plant and effectively shut down the town by March 1973. The provincial government bought the town and mill at a minimal cost a few weeks before the planned closure and kept the mill operating until 1980. The Ocean Falls mill thus joined the ranks of other older, remote pulp and paper mills in British Columbia shut down during the latter part of the twentieth century.

Today, much of the town has been demolished, and many of the remaining buildings are in decay. Nevertheless, Ocean Falls maintains a residential community and a social network of former residents.

Hartley Bay – CAY4 (53.42246, -129.25089) Heading: 302°

Hartley Bay is a First Nations community on the coast of British Columbia. The village is located at the mouth of Douglas Channel, about 630 kilometres (390 mi) north of Vancouver and 145 kilometres (90 mi) south of Prince Rupert. It is an isolated village accessible only by air and water with a population of 200.
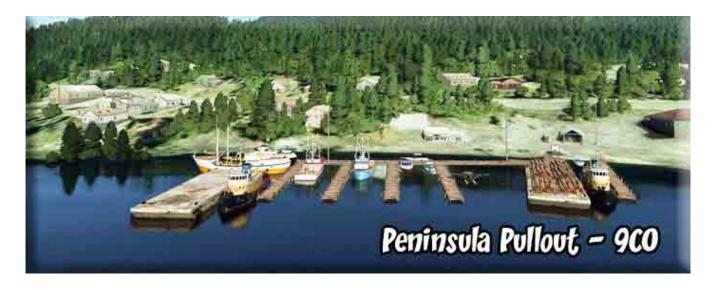
It is home to the Gitga'ata (sometimes Gitga'at or Gitk'a'ata), which means "People of the Cane." The Gitga'at are members of the Tsimshian nation. As of 2013, 167 band members live on the reserve and 533 members live off reserve in Prince Rupert, Vancouver or other regions. The community is served by seaplane and ferry from Prince Rupert. A distinctive feature of the community is the wooden boardwalks which are used rather than gravel roads.

The Gitga'at geographical name for the bay where the village is situated is Txałgiu. This name was anglicised to Kalkayu when Indian Reserves were formed in 1889, these being Kulkayu (Hartley Bay) Indian Reserve No. 4 and Kulkayu (Hartley Bay) Indian Reserve No. 4A (the community is physically on No. 4A). The ancient winter village of the Gitga'at, known today as Lax Galts'ap or "Old Town," is located 12 miles (19 km) north on Douglas Channel. There was also a village site in a small bay on Gil Island, not far from where the Queen of the North sank. Capt. George Vancouver anchored there in 1793, where he observed remains of houses. Both of these ancient sites continue to be used by the Gitga'at today, as they do other important resource and cultural sites within their traditional territories.

Hartley Bay was established and settled in 1887 after a number of families left Metlakalta, B.C., where they had joined other Tsimshian people at the utopian mission begun by the lay minister William Duncan. When Duncan and his Tsimshian supporters moved to New Metlakatla, Alaska, many of the Gitga'at returned to their traditional territories. However, they chose to settle at Txałgiu rather than their ancient village.

On March 22, 2006, the people of Hartley Bay helped rescue the passengers of the BC Ferries vessel Queen of the North, by arriving before the Canadian Coast Guard. The town community centre was turned into a rescue centre with the small community providing aid. According to Betsy Reece, "everyone not out on the water was helping keep people warm and fed at the cultural centre." T.

Peninsula Point Pullout – 9CO (nine charlie oscar)
(55.38477, -131.73747) Heading: 302°
(Includes Murphy's Pullout)

Peninsula Pullout – 9CO

Away from the hustle-bustle at Peninsula Point Pullout Seaplane Base airport in Ketchikan is a secret passage for airport travel. The VIP Terminal Facilities at Peninsula Point Pullout Seaplane Base airport in Ketchikan can now be booked easily by any traveler through the air assist online platform. Also known as Private Lounge, this service offers travelers the most luxurious travel amenities at Peninsula Point Pullout Seaplane Base airport in Ketchikan terminal.

Murphy's Pullout – 8K9 (55.39022, -131.73674) Heading: 160°

Murphy's Pullout –

A simple Sea Plane Pullout not far from Penninsula Pullout. Across the Tongass Narrows waterway from the Ketchikan International Airport (PAKT). A popular embarkation point for Alaska "flight seeing" trips.

Ketchikan Harbor – 5KE (55.34613, -131.66371) Heading: 273°

Ketchikan Harbor SPB – 5KE

Ketchikan Harbor Seaplane Base (IATA: WFB, FAA LID: 5KE) is a privately owned, public use seaplane base located at the harbor of Ketchikan,[1] a city in the Ketchikan Gateway Borough of the U.S. state of Alaska. It is located near the Ketchikan International Airport, which also has its own seaplane landing area. Prior to the opening of the Ketchikan International Airport in 1973, scheduled passenger seaplane service was operated with amphibian aircraft between the seaplane base and the Annette Island Airport located approximately 20 miles south as this land plane airfield previously served as the primary airport for Ketchikan with scheduled airline flights being operated by Pan American World Airways, Pacific Northern Airlines and Western Airlines into Annette Island over the years.

As per Federal Aviation Administration records, the airport had 38,945 passenger boardings (enplanements) in calendar year 2008,[2] 40,462 enplanements in 2009, and 43,737 in 2010.

Ketchikan Harbor Seaplane Base has one seaplane landing area designated NW/SE which measures 10,000 x 1,500 ft. (3,048 x 457 m). For the 12-month period ending December 31, 2006, the airport had 10,450 aircraft operations, an average of 28 per day. At that time there were 51 aircraft based at this airport.

Coal Point – PACP

Jan has added the Ferry docks and the harbor at Homer Spit and made a fictional SPB for it PACP which stands for " Coal Point " the name at the entrance of the harbor.

There is a water runway behind the first dock (Matanuska), 040 - 220 degrees and is 750 x 30 meters, behind the first dock is dock #1 for your float plane and also at the begin of the harbor dock #2.