



Parks, Recreation & Cultural Services Committee

- Date: Tuesday, June 28th, 2005
- Place: Anderson Room
Richmond City Hall
- Present: Councillor Harold Steves, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Derek Dang
Councillor Sue Halsey-Brandt
Councillor Bill McNulty
- Call to Order: The Chair called the meeting to order at 4:00 p.m., and advised that the following matters would be added to the agenda as additional items:
- (a) Lubzinski Boatworks and Marine Products Ltd.,
 - (b) Steveston Public Art Project Funding: (i) Status of the Accounts; (ii) \$50,000 Community Art Fund; and (iii) BC Packers Legacy Fund;
 - (c) Vancouver Tall Ship Festival – Request to Berth Ships in Steveston;
 - (d) Steveston Water Park - \$80,000; and
 - (e) Garden City Lands Major Sports Complex.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, May 25th, 2005, be adopted as circulated.

CARRIED

DELEGATION

2. *Roger Barnes, of Richmond Youth Soccer, and Roy Oostergo, of Richmond Girl's Soccer, and representing an alliance of thirteen Richmond Soccer Associations, to discuss a proposal to form a new partnership with the City, based on the City's "Guiding Principles".*

(File No. 2345-01)

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Mr. Barnes and Mr. Oostergo gave a PowerPoint presentation on the proposal to provide new soccer fields in the City. A copy of the presentation is on file in the City Clerk's Office. Also on file in the City Clerk's Office, are copies of letters of support provided by Mr. Barnes and Mr. Oostergo.

Discussion then ensued among Committee members and the delegation on:

- the need to centralize sports facilities
- the impact to the City of releasing 47 grass fields as a result of the model now being proposed
- the overuse of Richmond's soccer fields
- the conditions of the soccer fields at the beginning of the Fall/Winter soccer program, the rapid deterioration of these fields by the beginning of November, and the resulting poor conditions for the second half of the winter season and upcoming summer sports
- the proposed annual contribution of \$140,000 for maintenance fees, and whether this figure would be a 'fixed' amount
- the type of building proposed for the training centre, and the features which would be included in this facility
- how local soccer fields compared to fields in neighbouring jurisdictions
- whether the Soccer Association's commitment to contribute \$250,000 capital towards the cost of the project was a realistic proposal
- the need for artificial turf fields to reduce injuries to players
- whether soccer would continue to be affordable to lower income families
- the feasibility of staff reporting to the Committee on the Association's proposed recommendations by September of this year
- the need for public input on the proposal
- how the Soccer Association could release 47 fields from use, and the impact which the release could have on City expenses (i.e. reduction in maintenance costs)
- the history of the development of sand fields in the City
- the development of the Garden City property as a major sports facility and how this project would connect with the proposal now being considered

During the discussion, the delegation was congratulated on the preparation of an excellent, well written, and exciting proposal.

As a result of the discussion, the following series of motions were introduced:

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It was moved and seconded

That the proposal submitted by the Alliance of Richmond Soccer Associations (as presented to the Parks, Recreation & Cultural Services Committee on Tuesday, June 28th, 2005), be endorsed in principle.

CARRIED

It was moved and seconded

That the proposal submitted by the Alliance of Richmond Soccer Associations (as presented to the Parks, Recreation & Cultural Services Committee on Tuesday, June 28th, 2005), be referred to staff for review and to make recommendations regarding the implementation of the proposal by the end of October, 2005.

CARRIED

It was moved and seconded

That the 'training centre' component of the proposal submitted by the Alliance of Richmond Soccer Associations (as presented to the Parks, Recreation & Cultural Services Committee on Tuesday, June 28th, 2005), be referred to staff to examine the feasibility and viability of locating the centre on one of the following sites:

- (1) the DFO land;*
- (2) South Arm Park;*
- (3) Hugh Boyd Park;*
- (4) King George Park and others, and*

report to Committee on this matter by the end of October, 2005.

Prior to the question on the motion being called, staff were requested to include in the referral, the desirability of including the 'training centre' proposal with the Richmond Sports Council's proposal for the Garden City lands.

The question on the motion was then called, and it was **CARRIED**.

PARKS, RECREATION AND CULTURAL SERVICES DIVISION

3. **ICBC STREET BANNER SPONSORSHIP PROPOSAL**

(Report: June 6/05, File No.: 11-7200-20-SBAN1) (REDMS No. 1589415)

It was moved and seconded

That the sponsorship of up to 30 ICBC "Keep Our Future Safe" street banners be approved for commencement in September 2005.

Prior to the question on the motion being called, questions were raised about whether Richmond would have any voice in the design of the street banners. In response, staff advised that they would contact ICBC on this matter.

The question on the motion was then called, and it was **CARRIED**.

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4. LUBZINSKI BOAT WORKS AND MARINE PRODUCTS LTD. – ACQUISITION OF EQUIPMENT

Councillor Steves provided the Committee with copies of a report (as well as photographs) he had written regarding the above matter, and he then reviewed his proposal with the Committee. A copy of the report is attached as Schedule A and forms part of these minutes.

Discussion then ensued among Committee members on:

- possible locations for the equipment at the Britannia Heritage Shipyard
- the need to communicate with the Britannia Heritage Shipyard Building Committee about the proposed relocation of the equipment
- whether the boat works and marine equipment could remain in its present location
- the difficulties in, and anticipated cost of, moving the equipment
- the importance of endeavouring to keep the equipment in Richmond because of its heritage value
- the need to have more attractions at the Britannia Heritage Shipyard which relate to heritage.

As a result of the discussion, the following **referral** motion was introduced:

It was moved and seconded

That the possible acquisition of the equipment from the Lubzinski Boat Works And Marine Products Ltd. be referred to staff for review, and that Council be invited to visit the Lubzinski shop on either July 4th or 5th to witness the final pouring from the blast furnace to manufacture castings for ordered ship wheels.

CARRIED

5. STEVESTON PUBLIC ART PROJECT FUNDING: (i) STATUS OF THE ACCOUNTS; (ii) \$50,000 COMMUNITY ART FUND; AND (iii) BC PACKERS LEGACY FUND

(i) Status of the Accounts

It was moved and seconded

That staff determine the feasibility and if possible, establish an account entitled “Steveston Art Project” to accept donations, unattached, for which tax receipts would be issued.

CARRIED

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(ii) \$50,000 Community Art Fund

(iii) BC Packers Legacy Fund

Information was provided by Senior Planner Kari Huhtala and the Manager, Heritage & Cultural Services, Jane Fernyhough, about (i) the funds allocated to the Community Art Fund, and (ii) the conditions set out in the agreement signed between BC Packers and the City about the uses for which the BC Packers Legacy funds could be expended.

As a result of the discussion, the following **referral** motion was introduced:

It was moved and seconded

That staff investigate the possibility of (i) contacting representatives of BC Packers about use of the BC Packers legacy funds for the Steveston Legacy Fund, and (ii) establishing a reserve fund for the BC Packers Legacy Fund, which could be used for the Steveston Art Fund.

CARRIED

6. **VANCOUVER TALL SHIP FESTIVAL – REQUEST TO BERTH SHIP IN STEVESTON**

It was moved and seconded

That staff review and determine whether the “Odyssey” could be berthed at Britannia during the week of July 4th, 2005.

CARRIED

7. **STEVESTON WATER PARK**

Discussion ensued among Committee members on a resolution adopted previously about the disposition of funding set aside for the construction of the tram barn between development of the Steveston waterfront and the proposed water park.

Discussion centred around the amount of the ‘split’ between the two projects, and in response to questions, confirmation was given that a major portion of the funds, \$70,000 to \$80,000, subject to Council approval, would be directed to the water park.

8. **RICHMOND SPORTS COUNCIL – MAJOR SPORTS COMPLEX**

(Letter: June 6/05, File No.: 2280-20-142)

Councillor referred to the correspondence received from the Richmond Sports Council about proceeding with the development of a new sports facility for use by all sports, and he suggested that staff meet with Mr. Jim Lamond, Chairman of the Sports Council on this matter.

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9. MANAGER'S REPORT

Mike Redpath reminded Committee members that they should meet at the City float, a heritage Public Works vehicle, at 9:00 a.m. on July 1st.

Questions raised about the status of the development of the bike park at the south end of No. 2 Road, and information was provided that the plan had been completed and that contractors should beginning construction in July.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:33 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, June 28th, 2005.

Councillor Harold Steves
Chair

Fran J. Ashton
Executive Assistant, City Clerk's Office

LUBZINSKI BOATWORKS AND MARINE PRODUCTS LTD.

The Lubzinski family lived at the foot of Number Two Road. They were friends and neighbours of the London family and their children grew up together.

In 1935 the first gillnet drum was invented and installed in a fishing boat by Kimura Boatworks at the Imperial Cannery. The Lubzinski brothers invented the system of vertical rollers that were installed permanently at the back of a boat. Fishermen guided the nets through the fixed net rollers while making a set and hauling in their net on a drum. The Lubzinski Boatworks operated at the Kishi Boatworks during and after World War II. The Lubzinski brothers designed boats that were more streamlined. Their flared bows allowed the boats to go faster and fish further afield. One of the last of the Lubzinski boats was donated to the Britannia Shipyard by Terry Lubzinski.

The Lubzinski brothers also established a Marine Products Company manufacturing ship wheels. It is still operated by Jack and Joe Lubzinski today. Jack invented many of the machines in the shop and redesigned others to manufacture the ship wheel components. It is the last ship wheel manufacturer in the world.

BRITANNIA HERITAGE SHIPYARD PLAN

To properly display and operate the Lubzinski equipment at the Britannia Shipyard will require two shops and a drying shed.

The original Britannia Heritage Shipyard plan had a visitor centre, drying shed and sawmill east of Richmond Boatworks along the north and west sides of the boat yard. This was designed to minimize the noise in the yard for the residential area to the north.

A blacksmith shop was planned in the west wing of the main shipyard. However, it was later decided that this would be a fire hazard in a wooden building and a temporary blacksmith shop was constructed in the boat yard.

PROPOSAL

The drying shed building should be built as originally planned. It can be reconstructed from the existing prefabricated Lubzinski sawmill shop in three sections:

1. Sawmill: A sawmill was originally planned along the east side of the Richmond boatworks open area to line up with the east side of the Britannia Shipyard where logs would have been hauled out of the water. Every boatworks and shipyard had its own sawmill to cut fir and cedar planking for boatbuilding. Logs were mainly supplied to the boatyards by a group of Steveston beachcombers.

This mill would be operative on special occasions to show how shipyards really operated. Sound could be buffered by designing the building to block sound going north as originally planned.

2. Drying Shed: The drying shed is necessary for storing purchased and milled lumber for boatbuilding and ships wheels. A large volume of milled mahogany would be stored here from the Lubzinski site.

3. Blacksmith Shop: While the original blacksmith shop at the Britannia was in the west wing of the shipyard, the Imperial Cannery had their blacksmith shop on the dyke in a separate building with a plank floor. Other blacksmith shops with dirt floors were inside the dyke.

A blacksmith shop could be built at the north end of the sawmill and drying sheds to contain the Lubzinski foundry equipment and furnaces, as well as general blacksmith equipment used in the fishing industry. This building could be slightly wider to accommodate additional crafts that could use the brass and aluminium blast furnaces, e.g. brass souvenirs and glass blowing.

Space could also be provided for the Easthope engine lathe, all that remains from the world's last small independent engine builder.

4. Woodworking Shop: A ship wheel woodworking shop to contain all of the equipment needed to manufacture the Lubzinski ship wheels would be best accommodated in the Seine Loft. This would provide an interesting exhibit similar to the canning line at the Gulf of Georgia Cannery.

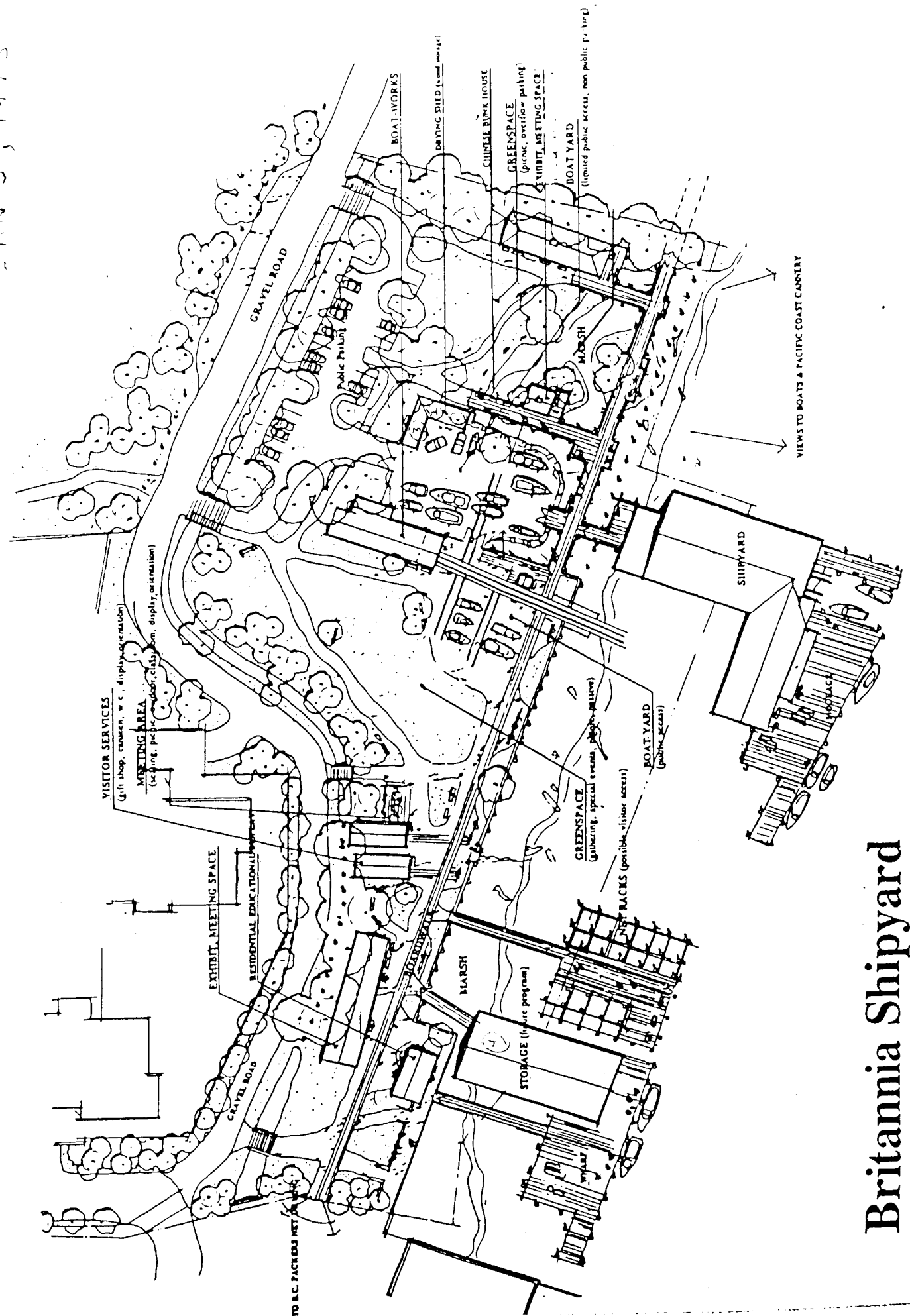
Visitors could visit the Richmond Boatworks, the blacksmith shop and foundry, and the heritage zone, then go through the main Britannia Shipyard, across the docks and back to shore through the Seine Loft for a complete package tour.

If the City of Richmond does not take the whole Lubzinski collection as an operating unit, it is intended to offer the entire collection to the North Vancouver Maritime Museum.

Richmond Council is invited to visit the Lubzinski shop on the afternoon of July 5th when the last pouring will be made from the blast furnace to manufacture castings for the ship wheels on order.

Harold Steves

CHRIS PHINNEY
ADOPTED BY COUNCIL
JAN 5, 1993



Britannia Shipyard Park Plan

