



MINUTES

PARK, RECREATION AND CULTURAL SERVICES COMMITTEE

Date: Tuesday, July 24, 2001
Place: Anderson Room
Richmond City Hall
Present: Councillor Harold Steves, Chair
Councillor Derek Dang, Vice-Chair
Councillor Malcolm Brodie
Councillor Linda Barnes
Acting Mayor Bill McNulty
Also Present: Councillor Greenhill
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, July 24, 2001, be adopted as circulated.

CARRIED

PARKS, RECREATION AND CULTURAL SERVICES DIVISION

2. **BCP 45**
(Report: July 13/01, File No.: 0100-20-BHSH1-01) (REDMS No. 384419)

The Manager, Cultural Services, Jane Fernyhough, reviewed the report. Ms. Fernyhough distributed a copy of a letter from F.I. Hopkinson Marine Surveyors Ltd. which is attached as Schedule 1 and forms a part of these minutes.

A discussion then ensued on the matter which included the information that if a partnership with the Vancouver Maritime Museum was achieved the BCP 45 would be docked at Britannia for the time negotiated for it to be in Steveston.

The following suggestions were then put forth: i) that the City also research the possibility of obtaining the "rumrunner"; and ii) that an oral history of Mr. Allan Mearns memories of fishing on the BCP 45 could form a part of an interpretative exhibit.

The Chair provided a brief history of the rumrunner and its association with the Britannia Shipyard.

Mr. Graham Turnbull said that a call had been received, at the Gulf of Georgia, which was referred to the Britannia Heritage Shipyard Society, from a lawyer executing an estate which included a boat considered to be the "rumrunner".

It was moved and seconded

That staff work with the Britannia Heritage Shipyard Advisory Board and the Britannia Heritage Shipyard Society and negotiate a long term partnership agreement with the Vancouver Maritime Museum regarding the mooring, use, upkeep and promotion of the BCP 45.

CARRIED

It was moved and seconded

That:

- (1) staff research the possibility of locating and obtaining the rumrunner for the City; and***
- (2) the wishes of the Britannia Historical Society, on the issue of the rumrunner being docked and housed at the Britannia Heritage Shipyard, be determined.***

CARRIED

3. STEVESTON INTERURBAN

(Report: July 12/01, File No.: 0060-20-SIRSI) (REDMS No. 457528)

The Manager, Cultural Services, Jane Fernyhough, reviewed the report. The Director of Parks, Dave Semple, and Transportation Engineer, Jim Hnatiuk, were also present.

A brief discussion then took place on i) whether a future connection to light rail transit would be possible; ii) whether Railway/Granville Avenue could be utilized as a rail corridor. A request was made that staff bring forth a previous report prepared on this proposal; and iii) the importance of the route running along the Steveston waterfront.

Mr. Michel Brisbois, Steveston Interurban Restoration Society, said that historical trams are used as flagships in other cities using the same concept as the Railway/Granville Avenue idea. Restoration costs for the tram, in Mr. Brisbois opinion, would be approximately \$260,000 although the actual cost could be determined only once the restoration process was underway. Mr. Brisbois said that it was the Society's business to restore the tram and that while he would prefer the tram remain in the City, he would be satisfied with the tram remaining in BC. A lease arrangement with the Fraser Valley Rail Society in Surrey was currently receiving consideration as part of the Heritage Valley proposal to have several interurbans running in the near future. The Society views this as a way of completing the tram restoration and having it operating in the short term.

A discussion then ensued which included the following:

- whether the \$75,000 currently in the interurban account could be incorporated into the lease developed with the City of Surrey;
- the legality of moving the tram out of the City;
- whether the monies generated by the terms of the lease are rolled back into the costs of the tram restoration;
- the worldwide composition of the members of the Steveston Interurban Restoration Society;
- the group currently involved with the restoration of the tram would, during the period of the lease, continue the collection of historical artefacts and archival material;
- the Steveston Interurban Restoration Society would be willing to sign an agreement that as a condition of the lease the tram would be returned to the City.

Mr. Bob Ransford said that he thought that the Society was not of the belief that the City had any control of the tram. He also thought that if the tram were to leave the City it would not come back. Due to the significant manner in which the tram would tie the heritage tourism sites together Mr. Ransford said that the City should continue to negotiate with the Society to ensure the tram remains in Richmond.

Mr. Graham Turnbull said that the tram running in Steveston had been a long term goal. Mr. Turnbull was concerned that the Fraser Valley Railway Society had provided a presentation and brochures indicating that the Steveston Interurban would be a part of their program. Mr. Turnbull suggested that, at the very least, the tram should be brought to running condition prior to its being leased in order that the City's stake in the tram be stronger.

A discussion took place on the financial aspects involved in the restoration process and the City's current equity in the tram.

Mr. Dana Westermarck said that all projects that served to generate a focus to Steveston would be tied together by the tram and that the tram would provide a connection that was once provided by the river. Mr. Westermarck pointed out that a \$200,000 restoration investment in the tram would result in a \$2,000,000 asset for the City.

It was moved and seconded

That the matter of the Steveston Interurban be referred to staff in order that:

- (1) the financial details be clarified;***
- (2) possible corporate sponsors or available grants be identified; and***
- (3) the five year phased development detailed in Option 2 of the report, dated July 12, 2001 from the Director of Recreation and Cultural Services, be extended to seven years.***

CARRIED

Councillor Dang left the meeting.

4. MANAGER'S REPORT

The Director of Recreation and Cultural Services, Kate Sparrow, reported that notification had been received from the East Richmond Community Association that Multifest would be cancelled this year.

Ms. Sparrow also provided an update on the Community Needs Assessment. The Request For Proposal has been issued and the closing date is August 3. Associations have been notified and will have an opportunity for involvement.

The Manager, Parks Administration and Programs, Mike Redpath, reported that the Garden Contest was well underway. Mr. Dave Tarrant is to be the key note speaker at the awards ceremony scheduled for September 6.

Mr. Redpath extended to the Committee an invitation to join the Parks Department barbeque scheduled for July 26, 11:30 – 1:30, at the Britannia Shipyards.

The Manager, Parks Operations, Gord Barstow, reported that the health of a number of the trees on Chapmond Crescent that had been reported on at the previous Committee meeting, was improving.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:36 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, July 24, 2001.

Councillor Harold Steves
Chair

Deborah MacLennan
Administrative Assistant

F.I. HOPKINSON MARINE SURVEYORS LTD.

1225 Riverside Drive, North Vancouver, B.C., Canada V7H 1V6
Telephone (604) 924-4903 Facsimile (604) 924-4906

24th April 2001

Vancouver Maritime Museum
1905 Ogden Avenue
Vancouver, BC
V6J 1A3

ATTENTION: JENNIFER BRECKON, CURATOR

Dear Sirs

RE
F/V BCP #45
Inspection
Case No. 11495

In accordance with your request of 19th February 2001 we attended this morning at the Heritage Harbour adjoining the Museum where the subject vessel is moored afloat.

We are pleased to advise that the vessel appears to be in above-average condition considering her age.

We have the following specific comments concerning her condition and the environment presently aboard.

- The vessel has a slight port list which prevents rainwater from draining freely off the main deck. Rainwater tends to gather adjacent to the starboard side of the fish hold hatch coaming. We noted that there is a considerable amount of equipment located in the fish hold and we will refer to that later. This equipment is mostly on the starboard side and it appears that it has been placed there to rectify the list. The pooling of fresh water on the deck will lead to rot and leaking. We suggest that the list be corrected by means of transferring of fuel oil from the port tank to the starboard. As a temporary measure, and if necessary, the starboard water tank could be filled, however, it would need to be drained in the likely event that we have below-freezing temperatures over next winter. As a last resort the list could be corrected by the installation of lead ballast on the starboard side of the fish hold.

.../2

Page 2
24th April 2001
Vancouver Maritime Museum

- There is an electric heater in the forecastle/engine compartment area. This is performing well insofar as it provides heat to that particular area. We have on file several cases where heaters of this nature have sustained mechanical problems with the fan, causing fires to be started in vessels. We would suggest that the existing heater be replaced with one having no moving parts.
- The loose equipment in the fish hold, which is mostly on the starboard side, should be removed to improve the circulation of air in this compartment. We are pleased to note that most of the original foam insulation with which this compartment was lined has now been removed.
- The access hatch to the lazarette, leading from the fish hold, should remain open as this will improve the circulation of air in that compartment.

Some relatively small areas of rot were found to be present in frames and carlings in the fish hold and lazarette. There are a number of slight deck leaks around the tops of some of the frames in the fish hold and lazarette.

Weed growth on the underwater body suggests that dry docking is due. We shall be pleased to inspect the vessel again when she is hauled out and the underwater body cleaned prior to re-antifouling. At this time we anticipate that the haul-out will include re-antifouling and re-zincing at a probable cost of about \$15,000.00. The vessel should receive maintenance to the underwater body thereafter at intervals not exceeding three years.

You have asked what the probable costs of maintaining the vessel over the next five years would be. Assuming there are two haul-outs in that period we expect the cost to be about \$30,000.00. In addition to this the vessel should receive ongoing maintenance such as deck caulking, painting, etc. which at shipyard rates should probably account for an additional \$10,000.00 per annum. From the above, therefore, you will see we are predicting shipyard maintenance costs over the next five years at about \$80,000.00. This, then, is about \$18,000.00 per year.

.../3

Page 3
24th April 2001
Vancouver Maritime Museum

No doubt considerable savings could be made if volunteer rather than shipyard labour is utilized as much as possible.

If we can offer any other help on this vessel please do not hesitate to call.

Yours truly

F.I. HOPKINSON MARINE SURVEYORS LTD.



F.I. Hopkinson
Master Mariner, NAMS-CMS, MIIMS

FIH:clw

