



# City of Richmond

## Report to Committee

**To:** Parks, Recreation and Cultural Services Committee  
**Date:** November 9, 2016

**From:** Mike Redpath  
 Senior Manager, Parks  
**File:** 11-7140-20-  
 BSH11/2016-Vol 01

**Re:** **Maritime Vessel Management and Operational Plan at Britannia Shipyards National Historic Site**

### Staff Recommendation

1. That the City of Richmond Maritime Vessel Management and Operational Plan as detailed in the staff report titled "Maritime Vessel Management and Operational Plan at Britannia Shipyards National Historic Site" dated November 9, 2016, from the Senior Manager, Parks, be approved;
2. That the City of Richmond accept the transfer of asset of the M.V. Fleetwood from the Britannia Heritage Shipyard Society; and
3. That the M.V. Burnaby restoration program as detailed in the staff report titled "Maritime Vessel Management and Operational Plan at Britannia Shipyards National Historic Site" dated November 9, 2016, from the Senior Manager, Parks, be approved.

Mike Redpath  
 Senior Manager, Parks  
 (604-247-4942)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Finance Department	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b>  
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  DW	<b>APPROVED BY CAO</b>  

## Staff Report

### Origin

The purpose of this report is to present the City of Richmond Maritime Vessel Management and Operational Plan for the Britannia Shipyards National Historic Site, to accept the transfer of the asset M.V. Fleetwood from the Britannia Heritage Shipyard Society, and to seek Council's approval for the M.V. Burnaby restoration program.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

2.4. *Vibrant arts, culture and heritage opportunities.*

This report supports the Council adopted Britannia Shipyards National Historic Strategic Plan 2014-2018 Objectives:

6.2 *Britannia Shipyards' well-maintained fleet of historic vessels reflects the site's history; and*

6.3 *Britannia Shipyards is home to a well-preserved artefact collection that is used to interpret the site's history.*

### Analysis

#### Background

##### Vessel Description, Ownership, Restoration Costs and Annual Maintenance

Britannia Shipyards National Historic Site is a heritage park that provides local residents and visitors from around the world with the opportunity to experience Richmond's maritime and cultural heritage. It is a place for active participation through educational programs, special events and festivals, and a place for quiet reflection.

Britannia Shipyards is the oldest shipyard community in British Columbia and has undergone many transformations since the original cannery was built on the waterfront in 1889. The site was once a thriving community of boatyards, canneries, residences and stores comprising a labyrinth of about 90 buildings connected by wooden boardwalks. Thousands of people lived and worked in the area supporting the canning, fishing and boat building industries on the waterfront.

Since the 1990s, the City of Richmond and the Britannia Heritage Shipyard Society have acquired maritime vessels that have a historic connection to Britannia Shipyards National Historic Site and Steveston. While vessel acquisition and restoration have occurred at Britannia Shipyards since its establishment as a heritage park in the early 1990s, no comprehensive plan

has been prepared to ensure the maintenance, preservation and, if applicable, sea worthiness of the vessels.

At the January 27, 2015, Parks, Recreation, and Cultural Services Committee meeting, the staff report titled "Maritime Vessels at Britannia," was received for information. The report details the existing condition and inventory of the maritime vessels at Britannia Shipyards National Historic Site. Presently, the City owns five maritime vessels: the Iona, the M.V. Burnaby, the Portage Queen, the Silver Ann and the Starliner. The Britannia Heritage Shipyard Society currently owns two maritime vessels: the M.V. Fleetwood and the Merrilee II.

#### Acquisition of the M.V. Fleetwood

The M.V. Fleetwood (the Fleetwood) was built in 1930 at the Vancouver Shipyards Ltd. Often referred to as a 'rum runner' during the Prohibition Era, it is a historic wooden vessel, reported to have been used to transport contraband liquor between Canada and the United States at fast speeds up to 40 nautical miles per hour. The vessel once sought shelter around the waters near Shady Island and Britannia along the Fraser River near the end of the Prohibition Era. The Fleetwood is an excellent example of a historic, fast wooden boat design. As Britannia is a National Historic Site and shipyard that once restored and serviced wooden boats, the Fleetwood's history is significant to the west coast and is a symbol of maritime heritage wooden boat building.

Since 2002, the Fleetwood has been a floating display at Britannia Shipyards docks and a static display on the historic ways in the Shipyard building. In 2015, the Fleetwood was relocated to dry dock in the boatyard at Britannia Shipyards, and has been closed to public access. It is not currently suitable for safe public access and the hull of the vessel is not currently suitable for submersion in water. The vessel is registered to the Britannia Heritage Shipyard Society, and the Britannia Heritage Shipyard Society does not have the means or the funds to restore it.

In May 2013, the Britannia Heritage Shipyard Society Board of Directors approved the following "*that the motorized fleet except the Merrilee II be transferred to the City of Richmond.*" The Britannia Heritage Shipyard Society has indicated to the City their collective inability to maintain and/or restore the Fleetwood and is requesting the City to assume ownership of the Fleetwood.

At the May 2016, Parks, Recreation, and Cultural Services Committee meeting, staff received the following referral:

*That staff examine options to restore the Fleetwood as an indoor civic art project using the City's Public Art Reserve Fund and report back.*

Options for the use of the M.V. Fleetwood will be the subject of a future report to Council.

Options for Consideration of the M.V. Fleetwood

**Option 1** – The City of Richmond accept the transfer from the Britannia Heritage Shipyard Society and assume ownership of the M.V. Fleetwood – Recommended.

The unfortunate deterioration of the vessel, as illustrated below in a series of images, reinforces the need for future action. As a heritage asset, consideration of future restoration options including full restoration, as a static display on site, or disposal of the M.V. Fleetwood will be considered in the larger context of the future planning of the Britannia Shipyards National Historic Site. It is recommended that the City assume ownership of the M.V. Fleetwood from the Britannia Heritage Shipyard Society.

Image 1 – M.V. Fleetwood in late 2002.

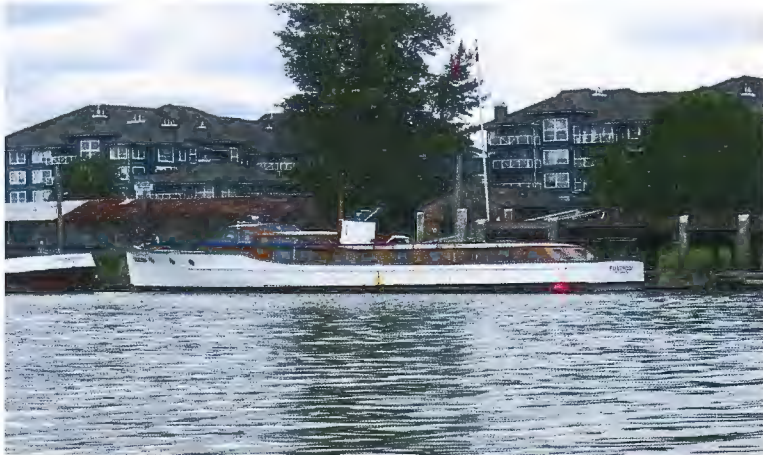


Image 2 – M.V. Fleetwood in 2013 on the marine ways in the Britannia Shipyard building.



Image 3 – M.V. Fleetwood in 2014 wrapped and relocated to permit Britannia Shipyard building restoration of the marine ways.



Image 4 – M.V. Fleetwood in 2016 wrapped and in dry dock in the Britannia site boatyard.



**Option 2** – Not accept the transfer of the asset of the Fleetwood from the Britannia Heritage Shipyard Society – Not recommended.

The Britannia Heritage Shipyard Society has indicated that they do not have the capacity nor the resources to maintain or restore the M.V. Fleetwood. The City could request the Britannia Heritage Shipyard Society to remove the M.V. Fleetwood from the site should the City choose not to accept the transfer of the asset. Should the Britannia Heritage Shipyard Society decide to sell or dispose of the M.V. Fleetwood, the City would lose the ability to interpret a fascinating piece of history that has attracted visitor attention for over a decade.

City of Richmond Maritime Vessel Management and Operational Plan

In April 2014, Council adopted the Britannia Shipyards National Historic Site Strategic Plan 2014-2018 which included Outcome:

*6.2.2 Develop and implement annual maintenance plan for vessels.*

Staff have prepared the City of Richmond Maritime Vessel Management and Operational Plan, which is included in Attachment 1.

The Britannia Shipyard National Historic Site is home to a collection of historic wooden vessels that would have traditionally fished or worked in local waters. Each of the City owned vessels contribute to the animation of Britannia Shipyards once working waterfront.

Over time, the City owned maritime vessels at Britannia Shipyard Shipyards National Historic Site have deteriorated due to the absence of a comprehensive Maritime Vessel Management and Operational Plan. Annual maintenance costs for the City vessels at Britannia Shipyards are approximately \$16,500 and are funded through the Britannia Parks Operations Equipment budget. Maritime vessels require annual maintenance to keep equipment and systems running efficiently for their design life.

A Maritime Vessel Management and Operational Plan is an annual schedule of predictable actions taken to keep the vessel or components of the vessel in proper working order. The City of Richmond Maritime Vessel Management and Operational Plan includes the following:

- a) The history of the vessel and its significance;
- b) The standards to which the vessel was built (if any);
- c) The proposed use and operating profile of the vessel;
- d) A detailed evaluation, based on a report by a surveyor, of the vessel's current condition for the purpose of its proposed use and proposed operating profile as set out in the safety management system;
- e) Transport Canada Registry or proof of ownership;
- f) The maintenance and repair schedule for the vessel; and
- g) Annual operating cost of the vessel.

#### Restoration of the M.V. Burnaby

The M.V. Burnaby is a historic tugboat that patrolled British Columbia harbours as a working vessel supporting the west coast fishery. The M.V. Burnaby was built in 1925, is 39 feet in length and has a working three cylinder Easthope engine. This maritime vessel was the type of tugboat that would have towed smaller fishing skiffs in the Fraser River out to open waters.

In March 2016, staff accepted the transfer of the asset of the M.V. Burnaby vessel under the *City Wide Artefact Collections Policy 8710*. At that time, the vessel restoration was not completed and the vessel has been stored in the Richmond Boatbuilders building at Britannia Shipyards National Historic Site. The M.V. Burnaby is currently owned by the City.



Image 5 – M.V. Burnaby in the 1930s.



Image 6 – Partially Restored M.V. Burnaby in 2015.



Image 7 – Restored 3 Cylinder Easthope Engine in the M.V. Burnaby in 2015.



### Cost to Complete the Restoration of the M.V. Burnaby

When the vessel was donated to the City, the previous owner, Mr. Garnier provided staff with the M.V. Burnaby's Restoration Plan (Attachment 1) for the vessel. In accordance with the *City Wide Artefact Collections Policy 8710*, a Marine Surveyor, Bob (J.R.) Downs, was engaged to evaluate the vessel, engine and materials to verify the total value of the vessel and the cost of materials to complete the restoration.

The estimated cost to complete the restoration is \$40,000, which includes materials and labour for a trained boat builder to work with a volunteer group at Britannia Shipyards. Funding is available to restore the vessel in the Britannia (1990-2011) account and the on-going annual operating costs would be funded through Britannia Parks Operations Equipment budget.

### Options for Consideration to Restore the M.V. Burnaby

#### **Option 1** – Restore the M.V. Burnaby – Recommended.

The M.V. Burnaby is a historic tugboat built in 1925 and is a unique addition to the existing vessels at Britannia Shipyards National Historic Site. In October 2016, Council approved \$199,125 in additional funding for expanded programming and staffing at Britannia Shipyards National Historic Site. The restoration of a heritage vessel would be an excellent opportunity in 2017 and be in support of the City's goal to animate the Britannia Shipyards National Historic Site.

The restoration of the M.V. Burnaby is also consistent with the Council adopted Britannia Shipyards National Historic Site Strategic Plan 2014 – 2018 strategic goal to be: "... *home to a well-preserved artefact collection that is used to interpret the site's history.*"

A full restoration will support expanded programming at the Britannia Shipyards National Historic Site. In celebration of Canada's 150th birthday in 2017, a program would be established to involve volunteers working with a designated boat builder to complete the restoration of the M.V. Burnaby. The previous owner, Mr. Garnier, has offered to donate his time to assist with the restoration. Once restored, the M.V. Burnaby could be used as a museum exhibit at the dock, increasing the experiences for visitors as a floating classroom where the public could participate in the Britannia Shipyards National Historic Site "Working on the Waterfront" school education program.

#### **Option 2** – Not complete the restoration of the M.V. Burnaby – Not recommended.

The M.V. Burnaby is a unique historic tugboat that would have been used to support the fishing industry in Steveston and Richmond. Should the City choose not to complete the restoration of the M.V. Burnaby, the Britannia Shipyards National Historic Site would lose the opportunity to animate the waterfront with a working vessel for both public boarding at festivals and school education programs. The vessel would remain in storage or could be sold.

### **Financial Impact**

This report proposes the restoration of the City's vessel the M.V. Burnaby. Full restoration is estimated to be \$40,000. This funding is available through the existing Britannia (1990 to 2011) capital account. This account is for ongoing work to improve and expand the National Historic



Site at Britannia and is intended to create enhanced visitor experiences. Any future costs associated with the M.V. Fleetwood would be the subject of a future report to Council.

**Conclusion**

This report recommends the acquisition of the M.V. Fleetwood from the Britannia Heritage Shipyard Society, the implementation of the City of Richmond Maritime Vessel Management and Operational Plan for City owned vessels at Britannia and to complete the restoration of the M.V. Burnaby to celebrate Canada's 150th birthday in 2017. Planning for the enhanced programming and the development of an updated business plan for the Britannia Shipyards National Historic Site, which incorporates the current strategic plan and the previous business plan, will commence in late 2016 and continue in early 2017.



Mike Redpath  
Senior Manager, Parks  
(604-247-4942)



Dee Bowley-Cowan  
Britannia Site Supervisor  
(604-238-8044)

Att. 1: City of Richmond Maritime Vessel Management and Operational Plan



**CITY OF  
RICHMOND**  
Maritime Vessel  
Management and  
Operational Plan  
November 2016



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CNCL - 583





Britannia Shipyards National Historic Site is a heritage park that provides local residents and visitors from around the world the opportunity to experience Richmond's maritime and cultural heritage. It is a place for active participation through educational programs, special events and festivals, and a place for quiet reflection.

Britannia Shipyards is the oldest shipyard community in British Columbia and has undergone many transformations since the original cannery was built on the waterfront in 1889. The site was once a thriving community of boatyards, canneries, residences and stores comprising a labyrinth of about 90 buildings connected by wooden boardwalks. Thousands of people lived and worked in the area supporting the canning, fishing, and boat building industries on the waterfront.

Since the 1990s, the City of Richmond and the Britannia Heritage Shipyard Society have acquired maritime vessels that have a historic connection to Britannia Shipyards National Historic Site and Steveston. While vessel acquisition and restoration have occurred at Britannia since its establishment as a heritage park in the early 1990s, no comprehensive plan has been prepared to ensure the maintenance, preservation and, if applicable, sea worthiness of the vessels.

## City of Richmond Maritime Vessel Management and Operational Plan

Britannia Shipyards National Historic Site is home to a collection of historic wooden vessels that would have traditionally fished or worked in local waters.

A Maritime Vessel Management and Operational Plan is an annual schedule of predictable actions taken to keep the vessel or components of the vessel in proper working order. The City of Richmond Maritime Vessel Management and Operational Plan includes the following:

- a) The history of the vessel and its significance;
- b) The standards to which the vessel was built (if any);
- c) The proposed use and operating profile of the vessel;
- d) A detailed evaluation, based on a report by a surveyor, of the vessel's current condition for the purpose of its proposed use and proposed operating profile as set out in the safety management system;
- e) Transport Canada Registry or proof of ownership;
- f) The maintenance and repair schedule for the vessel; and
- g) Annual operating cost of the vessel.

This City of Richmond Maritime Vessel Management and Operational Plan will be used as an annual schedule of predictable actions taken to prevent the vessel or components of the vessel from failing or to repair normal equipment degradation experienced with the operation of the vessel to keep it in proper working order.

# Maintenance Schedule for All City Owned Vessels

## Maritime Vessel Preventative Maintenance Schedule and Plan

This maintenance plan is a preventative maintenance plan, which includes monthly, annual and start or end of season checks.

	Monthly	Annually	Start or End of Season
<b>Hull</b>	<ul style="list-style-type: none"> <li>Regularly check that all watertight closures will keep water out.</li> <li>Check the cabin interior for water and stains, which could signal a leak and weak materials.</li> </ul>	<ul style="list-style-type: none"> <li>Anti-fouling bottom paint, as needed.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect and renew as needed - Anti-fouling bottom paint, topside cleaning, and / or waxing.</li> </ul>
<b>Machinery</b>	<ul style="list-style-type: none"> <li>Check fluid levels (oil, water, engine coolant).</li> <li>Check that bilge alarms and pumps sound or turn on when activated.</li> <li>Check the engine(s) for oil or fuel leaks.</li> <li>Inspect the starter motor and alternator.</li> <li>Check transmission fluids and gear oil for water.</li> </ul>	<ul style="list-style-type: none"> <li>Change main engine and auxiliary generator oil and filter at the hours of operation interval recommended by the manufacturer or once a year, whichever comes first.</li> <li>Tune up gasoline engines and replace electrical parts, such as spark plugs, as needed.</li> <li>Grease universal joint, gimbal bearing, propeller spline, and unit fittings.</li> <li>Check and replace the sacrificial zinc anodes on shafts, props, tabs, and other underwater gear, as well as engine-mounted zincs on the underside of exhaust elbows or risers and on the end caps of heat exchangers to guard against corrosion.</li> <li>Check anchor and cable/rope/chain for wear.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect and tighten all hoses and drive belts often. Replace them when they are worn or cracked.</li> <li>Maintain painted surfaces and apply a light coating of oil to reduce corrosion.</li> <li>Inspect and service transmissions and outdrive units according to manufacturer's recommendations.</li> <li>Verify that the steering gear has its full range of motion and that the gear moves easily, without being loose.</li> </ul>
<b>Electrical System</b>	<ul style="list-style-type: none"> <li>Test all circuits for proper operation.</li> <li>Inspect and test batteries.</li> <li>Batteries should be in approved boxes or trays, well ventilated and securely fastened.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect all exposed wiring, fuse or breaker panels and electrical equipment. Wire insulation should be intact and contacts and connectors should be secure and clean.</li> </ul>	



	Monthly	Annually	Start or End of Season
<b>Safety Systems</b>	<ul style="list-style-type: none"> <li>• Check lifejackets for deterioration.</li> <li>• Check first aid kit and re-stock as necessary.</li> <li>• Check safety equipment: lifejackets, flares, fire extinguishers, liferafts, life buoys, bilge pumps, oars, anchors, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Send liferaft for servicing at a station accredited by the manufacturer (if one on board).</li> <li>• Check fire/smoke detectors (replace battery).</li> <li>• Check fire hoses in place and equipment operational (nozzle).</li> </ul>	<ul style="list-style-type: none"> <li>• Have fire extinguishers inspected by technician.</li> </ul>
<b>Sailing Vessels – Rigging and Sails</b>	<ul style="list-style-type: none"> <li>• Clean and repair sails as needed.</li> </ul>	<ul style="list-style-type: none"> <li>• Inspect all standing and running rigging and sails.</li> </ul>	<ul style="list-style-type: none"> <li>• Lubricate winches, blocks, turnbuckles and other mechanical equipment.</li> </ul>
<b>Other Systems or Equipment</b>	<ul style="list-style-type: none"> <li>• Check radio equipment, antennas, batteries, and backup systems.</li> <li>• Replace any outdated or damaged equipment.</li> </ul>	<ul style="list-style-type: none"> <li>• Inspect and service the fuel tank, filter, fitting, and lines on a regular basis. Keep tanks free of scale, dirt, and water.</li> <li>• Check, clean and lubricate mechanical parts of all systems as needed for proper operation. These systems include hydraulic trim systems, air systems, anchoring systems, and bilge and sanitation systems.</li> </ul>	
<b>Painting</b>		<ul style="list-style-type: none"> <li>• Touch up as required.</li> </ul>	<ul style="list-style-type: none"> <li>• Complete paint job of a wooden vessel, as required (approximately every three years). Would require additional funding.</li> </ul>
<b>Boat Cover</b>		<ul style="list-style-type: none"> <li>• Inspect and clean covers and upholstery.</li> </ul>	
<b>Survey</b>		<ul style="list-style-type: none"> <li>• When required for insurance or if it is suspected something is in need of a major repair.</li> </ul>	



## IONA



*Iona: in 2016 after being moved into the boat yard at Britannia Shipyards*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** 1930s

**Rig:** Collector Boat

**Length Overall:** 38 ft.

**Beam:** N/A

**Draft:** 3 ft.

**Power:** Not available

**Transport Canada Registry #:** Not registered

### History

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From 2009-2011, the Britannia Heritage Shipyard Society embarked on a restoration project of the Iona, a 38 foot wooden commercial fishing vessel known as a “collector boat.” Collector boats would transport the catch from the fishing boats and pack the fish on ice, to allow for the main fishing boats to continue their operations without losing time. The Iona was originally built as a “double-ender” in the 1930s and then modified by a previous owner. She was donated to the Britannia Heritage Shipyard Site in 1991 by Steveston’s Koyanagi family.

### Proposed Use and Operating Profile

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The Iona currently sits in dry dock in the boatyard at Britannia Shipyards.

### Maintenance and Repair Schedule

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No maintenance or repair schedule required as the vessel is in dry dock.

### Annual Operating Cost

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- \$0



**BILL OF SALE**

KNOW ALL MEN BY THESE PRESENTS THAT LEONARD KOYANAGI  
OF 8051 ROSEWELL AVE

....., British Columbia, hereinafter referred to as the Party of the First Part, for and in consideration of the sum of ONE DOLLAR....., lawful money of Canada,

and other valuable consideration, paid by CITY OF RICHMOND  
ON BEHALF OF THE BRITANIA STEERING COMMITTEE

....., British Columbia, hereinafter referred to as the Party of the Second Part, the receipt of which is hereby acknowledged, does by these presents grant, bargain, sell, and convey unto the said Party of the Second Part, and his or its executors, administrators, successors and assigns, the goods and chattels particularly described as follows: One fishing boat 38 feet 0 inches long, 8 feet 6 inches beam, 3 feet 1 inches deep, named "IONA", powered with a 125 H.P. PERKINS DIESEL engine, Serial Number....., licenced at the Port of VANCOUVER British Columbia, under the number 13K 17247

TO HAVE AND TO HOLD the same unto the said Party of the Second Part and his or its executors, administrators, successors and assigns, forever absolutely free and clear of all claims or liens whatever.

IN WITNESS WHEREOF, the said Party of the First Part has caused these presents to be subscribed by himself or itself this 18 day of OCTOBER, A.D. 1991

WITNESS: [Signature] Leonard Koyanagi

ADDRESS: 8191 Francis Rd, Richmond



Survey

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**PHILIP J. OLDHAM** MARINE SURVEYOR LTD.

215 East 28th Street, North Vancouver, British Columbia V7N 1C1 Canada  
Tel (604) 984-7286 • Fax (604) 984-7276 • eMail philipoldham@shaw.ca

June 29, 2012

Britannia Heritage Shipyard Society  
5180 Westwater Drive  
Richmond, B.C.  
V7E 6P3

Dear Sirs:

RE: Heritage vessels  
"IONA" "STARLINER" "MERILEE II" "FLEETWOOD"  
Restoration possibilities & cost  
File number PO/1630-12

I have been asked by the Britannia Heritage Shipyard Society to provide my opinion as to the restoration possibilities and estimated cost to restore the motor vessels "Iona", "Starliner" and "Merrilee II" to a functioning and operable condition.

In addition, I have been asked to provide my opinion as to the restoration possibility and cost to restore the motor vessel "Fleetwood" to three stages of restoration; to be a land based stationary public display, to be a floating, functional vessel for public display in her present configuration and to be a fully functional vessel with the original, run runner configuration and propulsion.

This report is based on information provided in the Restoration Possibilities and Preservation Plan report on the vessels dated August/November 2011

Restoration costs are based on a labor rate of \$65.00/hour plus materials. The labor rate does not take into consideration work completed by the Society's volunteer labor.

Information included in this report is the opinion of the undersigned and has been determined after consultation with industry professionals, reviewing information from internet sources and personal experience.

No guarantee is made with respect to the information presented.

“IONA”



Originally built in approximately 1937 as a fisheries collector vessel, she was restored by the Richmond Boat Builders over the period 2009-2011, is presently floating and in good condition. Minor finishing work is to be completed including; ballasting, cabinetry in the wheelhouse and modifying the electrical system to comply with marine standards.

Cost to complete the outstanding work is estimated at

Labor - 75 hours @\$65/hr =	\$4,875.00
Materials	500.00
Total	\$5,375.00

## M.V. BURNABY



*M.V. Burnaby: 2016*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** 1925

**Rig:** Tugboat

**Length Overall:** 39 ft.

**Beam:** 9 ft.

**Draft:** 4 ft.

**Power:** 3 cylinder Easthope

**Transport Canada Registry #:** Not registered.

### History

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Built in 1925, by the Ericksen Bros. Shipyards in North Vancouver, the M.V. Burnaby is a west coast vessel to its core. The M.V. Burnaby and other vessels like her were essential to fishing operations on the West Coast, helping tow gillnetters to and from fishing grounds as well as rescuing other ships that may have drifted downriver.

In 2016, the M.V. Burnaby has been stored in the Richmond Boatbuilders building at the Britannia Shipyards National Historic Site.



## Proposed Use and Operating Profile

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None at this time.

## Maintenance and Repair Schedule

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Refer to **Maintenance Schedule for all City Owned Vessels** for details.

## Annual Operating Cost

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- \$10,000
- Does not include painting every three years.

## Survey



# MEADOWS MARINE SURVEYORS LTD.

Marine Surveyors and Consultants  
10322 Resthaven Drive  
Sidney, B. C. V8L 3H1



### VALUATION SURVEY: Condition and Valuation

Vessel Name:	<b>Burnaby</b>	Survey Date:	22 January, 2016
Builder/Model:	Ericksen Bros.	Surveyed:	in drydock
Designer:	Unknown	Location:	South Watts Rd Ladysmith, BC
Official No:	152719		
Type:	Tugboat	Requested By:	Dee Bowley-Cowan for: Britannia Shipyard
Age:	1925	Address:	5180 Westwater Drive Richmond, BC V7E 6P3
Length Overall:	38' 10"	Telephone:	604-718-8050
Reg. Length:	34ft. 6 in.      10.52 m.	E-mail:	dbowley@richmond.ca
Beam:	9 ft. 0 in.      2.77 m.		
Draft:	4. ft. 0 in.      1.22 m.		
Ballast:	none installed		



### CONDITIONS OF SURVEY

- 1) This survey was completed only for the client named as requesting it.
  - a) This report is issued entirely without prejudice for the exclusive use of the client named for the designated purpose.
  - b) Any other person or persons using or relying on this survey do so at their own sole risk and peril.
- 2) This is not a complete survey.
  - a) An in depth full survey, including hidden areas is available at additional cost. A complete structural, mechanical and electrical inspection was not undertaken. Further deficiencies and or deterioration may be found if the vessel is fully opened up for detailed examination.
  - b) There are different types of surveys, each one being undertaken for a specific purpose and requiring different degrees of inspection.
  - c) In the case of a verbal discussion with the client, during or after the survey, then said discussion is a vital part of the survey even though it is not contained herein.
  - d) No opinion is given regarding hidden or inaccessible areas of the vessel. Deterioration and or original construction faults may exist in such areas.
- 3) Examinations of all vessels are made in good faith and carried out as thoroughly and as carefully as possible. However, Meadows Marine Surveyors Ltd., its representatives, employees, agents or otherwise, cannot accept liability or responsibility under any circumstances whatsoever, for errors in judgment, inaccuracy, omission, misrepresentation or misstatement, default or negligence in this or any report in the carrying out of any surveys.
- 4) Items listed below were examined during survey and, unless otherwise noted, were found to be in satisfactory condition for their intended purpose.

### CONSTRUCTION / SCANTLINGS

Hull:	Carvel planked fir and red cedar - 1 3/8"
Hull Form:	Straight stem, full keel, round chine, fantail stern.
Fastenings:	Original – galvanized boat nails ; New -- vessel completely re-fastened – 18/8 stainless steel #14 screws – 2 per rib
Hull Lining:	4 1/2" x 3/4" rough yellow cedar in stock – not planed or installed.
Stem:	Ekki /gumwood– plumb new
Forefoot:	Fir
Sternpost:	gumwood – plumb
Keel:	5 1/2" fir with 3/4" gumwood shoe
Horn Timber:	5 1/2"fir - new
Deadwood:	fir
Floor Timbers:	2 3/4" fir – new aft
Ribs:	Oak - 2 3/4" x 1/2" & 2 3/4" x 5/8" stacked, on 9" centers, with extra 2" x 5/8" on top, below bilge stringers
Sheer Clamp:	Upper /Forward -- 3 1/2" x 2 1/2" fir Lower/Aft -- 2" x 6" fir & yellow cedar
Bilge stringers:	Fir – triple 2 3/4" x 1 3/4"
Stern:	Fantail
Rim Timbers:	yellow cedar - new
Rubrail / Guards:	New red cedar ' under-guards '
Deck:	1 3/4" " red cedar – caulked – new

Valuation Survey- Condition and Valuation: Burnaby.docx

Deck Beams: 4 " x 4 " yellow cedar, on 18" centers, with 2 3/4" yellow cedar hanging knees at main wheelhouse and lodging knees at tow bitt beams.

Hatch Coamings: 3" yellow cedar

Tow Bitts: yellow cedar"

Cabin Carlins: 4" x 3 3/4" yellow cedar

Cabin Framing: 2" x 2" yellow cedar

Cabin Siding: 3/4" x 3" red cedar tongue & groove in stock – not installed

Roof Beams: 2 5/8" x 2" - 14" centers

Tie Rods: Vertical - 1/4" galvanized steel ' ready rod ' at each house post.  
Horizontal - 1/4" galvanized steel – ends threaded  
- cabin carlins to sheer clamps

**ENGINE SYSTEMS**

<u>Main Engine:</u>	EASTHOPE	<u>Marine Gear:</u>	EASTHOPE
Model:	3 cylinder '20/30'	Ratio:	1:1
Serial Number:	515539		
Horsepower:	20 @ 700 RPM 30@ 1000 RPM	<u>Instrumentation:</u>	none
Hours:	zero on 'rebuild'		
Age:	Circa 1953 – '54		
Engine Beds:	4" x 12" fir - new, on 10"x 10" fir – original -- .- ...-- bolts new		
Engine Mounts:	solid		
Cooling Type:	fresh water -- keel coolers 1" copper – two runs		
Exhaust System:	not installed		

The engine(s) and related mechanical equipment were not inspected or test run.



**Fuel Systems:**

Fuel Type:	gasoline	Tank Fillers:	no t installed
Tank Capacity:	2 x 50 gallon	Tank Material:	steel
Fuel Lines:	USCG Type A1 Neoprene	Tanks Vented:	not installed
Water Separator:	no		
Location:	pt & stbd of engine	Shutoff Valves:	at tanks

Tanks reported taken from Canoe Cove power boat ie not new, but appear in good condition. Fuel tanks were not tested. Life expectancy for tanks such as these can vary from 25 to 50 years.

**Bilges:** clean, dry

<b>Pumps:</b>	Location	Discharge
None installed - See Recs		

**WIRING and ELECTRICAL**

None Installed

**CONTROLS and DRIVE TRAIN**

Steering: Wheel to chain & cable to steel quadrant - not installed	Skeg: Steel
	Rudder: steel plate - new

Valuation Survey- Condition and Valuation: Burnaby.docx

Shaft:	2" Stainless steel	Rudder Gland:	steel tube - new
Stern Bearing:	Cutless – new	Shaft Gland:	bronze - good
Propeller:	25 " 3 blade not obs.	Below Keel:	no
Zincs:	not installed	Electrolysis:	none obs.
Controls:	none		

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**SEA CONNECTIONS**


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None

**BUILDING MATERIALS**

5/8" x 4.5"	yellow cedar (lining)	- rough	- 530 lin. ft. - \$ 500
4" x 13/16"	yellow cedar	-- t.& g.	- 630 lin. ft - \$ 2205
misc. dimension	red & yellow cedar	-- rough	- 240 bd. ft. - \$ 720
2" x 8" x 10'	fir	-- rough	- \$ 25
1" x 4"	red cedar	- t.& g.	- 200 lin. ft. - \$ 700
			<u>\$4,150</u>

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**REMARKS AND DESCRIPTION**


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This is a classic early 20<sup>th</sup> century design small coastal tug boat with narrow beam and fantail stern, easily driven and designed for general purpose towing in local waters . Over the last 20 years it has had a major rebuild with all deteriorated hull components replaced with new, so as to maintain it's historical value..

Most original hull components forward of the wheelhouse were sound and were retained but all decking, deck beams and cabin framing is new . Aft of the wheelhouse, all hull and deck components are new except for the keel, sternpost and some planking. The entire hull is re-fastened and re-caulked. All hull lining is removed and material for new yellow cedar lining is on hand, as is material for deck house sides and roof covering.

A classic three cylinder EASTHOPE' 20/30 ' engine has been rebuilt ( re-ringed, cylinders honed & new connecting rods – FORDSON tractor ) and is installed on new beds, with a 2" drive shaft and Cutless bearing and a new steel plate rudder is installed.

All work to date is completed with first class materials and workmanship ; design and components are reproduced 'as original build'.

**General Arrangement:**

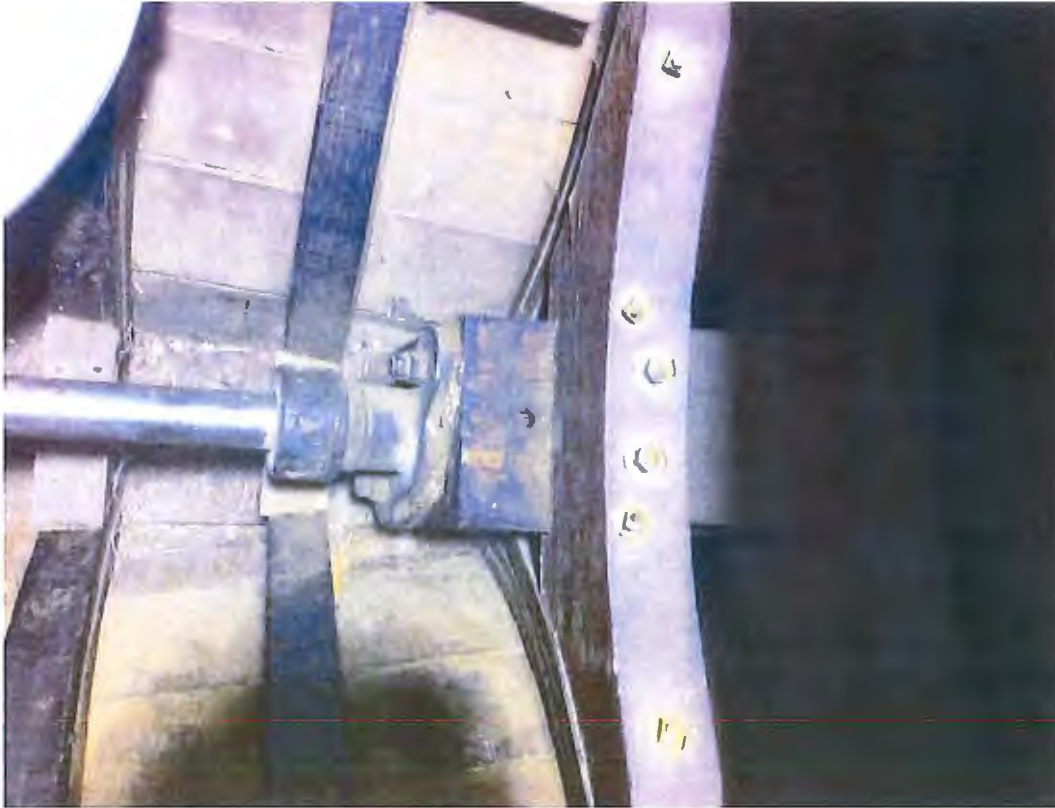
There is a small foredeck and long trunk cabin with small wheelhouse midship . New house framing is installed, but it is not sided ,roofed or glazed; there is no door. New red cedar decks are installed on new yellow cedar deck beams and carlins with a new lazarette hatch coaming ; bulwarks are not installed. The interior of the vessel is open from stem to stern; interior; bulkheads and joinery is not yet installed.





Valuation Survey- Condition and Valuation: Burnaby.docx





Floor Timbers & packing gland

#### DEFECTS NOTED

. Accessible areas were tested by sounding where accessible and except if noted below the vessel was judged sound for its intended purpose. If more information is required, a program of core sampling is recommended.

This list is not meant to be exhaustive but to point out items of interest or concern.

1. Checks noted in the stem and stern posts ; these will close up when the vessel is launched.
2. Stopwaters are loose at forefoot ; these will tighten up when the vessel launched,
3. Some original ribs or sections of ribs remain in the vessel which show deep cracks ; these are judged sound for purposes now, but it is suggested that these be renewed at a later date.
4. Some original through hulls have been plugged with bungs. The exterior of these should be covered with lead "tingles" and blocking should be installed on these inside the hull.
5. The keelshoe is a bit loose, but should tighten up on launching.

Valuation Survey- Condition and Valuation: Burnaby.docx

**ESTIMATED VALUES**

	Present Market Value	Current Replacement Value
Vessel	\$ 4,000. <sup>00</sup>	\$ 125,000. <sup>00</sup>
Engine	\$ 6,000	\$ not built
Materials	\$ 4,150	\$ 4,150

**Note:** The vessel could bring \$30,000 to \$40,000 as an antique tug / pleasure cruiser, with a materials cost of under \$10,000 to complete the re-build. But in it's present unfinished state it would be very difficult to sell inspite of the excellent rebuild to date.

However, because of the pristine condition of the rebuilt Easthope engine, gear and drive train for which there is an active market, a value of \$10,000 is considered a reasonable price for the vessel and engine ( materials extra )

**CONCLUSIONS**

This report does not deal with Coast Guard safety requirements. No stability test was performed. It is the owner's responsibility to ensure that the vessel is equipped to meet such requirements. This is not a certificate of seaworthiness.

This survey was conducted without removing equipment or panels, without core sampling and without test running equipment. This report is submitted without prejudice.

Subject to the items noted in the Recommendation Report receiving the required attention, this vessel is recommended for insurance coverage.

January 29, 2016

J R Down.  
Marine Surveyor

Continued ... Recommendations Report



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## RECOMMENDATION REPORT

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In Connection with the survey of: M.V. 'Burnaby'  
Made on: 22 January, 2016  
At: Ladysmith, BC

The following recommendations should receive the required attention before the vessel is launched.

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1. When launched, the vessel should be kept at dockside and equipped with two 120 volt sump pumps and one portable 3" gasoline powered 'trash' pump, with personnel on watch, until the planking has swelled tight to render her watertight, before it is moved from connection to shore power.
2. When disconnected from shore power, the vessel should be equipped with two 2000 GPH bilge pumps and adequate battery power and charger to maintain charge for bilge pumping service.

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Mailed To: Britannia Shipyard  
Att'n: Dee Bowley-Cowan  
  
Address: 5180 Westwater Drive  
Richmond, BC V7E 6P3

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When the above recommendations have been complied with, please sign and forward to your insurance agent.

28 January, 2016

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J R Down.  
Marine Surveyor

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This is to certify that the Recommendations have been completed in detail.

---

Date

---

Master / Owner

Telephone: (250) 655-0161

Fax: (250) 655-0869

[meadowsmarine@shaw.ca](mailto:meadowsmarine@shaw.ca)



## MEADOWS MARINE SURVEYORS LTD.

Marine Surveyors and Consultants  
10322 Resthaven Drive  
Sidney, B. C. V8L 3H1



Dee Bowley-Cowan  
Britannia Shipyard  
5183 Westwater Dr.  
Ricyhmond, BC V7E 6P3

Dear Madam:

SUBJECT: VALUATION SURVEY  
VESSEL: M.V. "BURNABY"

Enclosed are duplicate copies of our report, for the above noted vessel, as requested.  
If you require any additional information, or if we can be of further assistance, please let us know.

Yours truly,

January 29, 2016

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J.R.Down.  
Marine Surveyor

## M.V. Burnaby Restoration Plan

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As per e-mail from Mr. Garnier dated January 31, 2016

### **Forward House:**

- Tongue and groove, sides and top with supplied red and yellow cedar;
- Canvas forward and wheel house tops;
- Rub rail to finish canvas and define house and wheel house;
- Install yellow cedar ceiling wood (supplied, may need thickness planing); and
- Install side port lights in manner keeping with original photos.

### **Wheel House:**

- Blocking and framing for windows; and
- Install windows forward and drop sash on sides.

### **Steering:**

- Rudder shaft machine work to accept quadrant ("holds up" rudder);
- Refurbish and install steering blocks or make new and install;
- Make and install bulwark blocks/fairleads;
- Install ships wheel at forward wheelhouse bulkhead;
- Install steering chain/cable; and
- Grease shaft at zerk fitting below deck.

### **Power:**

- Finish installation of tank fills and vents, route and connect fuel lines to filter and then engine;
- Incorporate and install header tank into coolant system of engine (keel coolers already installed);
- Using supplied bell cranks, hook up gear shifting mechanism; and
- Pack shaft, install propeller, once in water will need to align engine/shaft.

### **Make and Install:**

- Forward guards, toe rails, bulwarks forward, bulwark caps(aft), house stepped mast for light; and
- Finish installing tow posts.

### **Stem:**

- Cut to length after fitting forward splash guards (or bulwarks).

### **Electrical:**

- Wire for forward, side, mast and stern lights.

### **Metalwork:**

- Anchor davit, quadrant protector "hoop" to fasten to bulwarks.

## M.V. FLEETWOOD

aka the Skeezik



*Fleetwood: 2002 Britannia dock/boatyard*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** 1930

**Rig:** N/A

**Length Overall:** 60 ft.

**Beam:** N/A

**Draft:** 6 ft.

**Power:** 3 engines

**Transport Canada Registry #:** 156889

### History

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The M.V. Fleetwood was built in 1930 at Vancouver Shipyards Ltd., specifically as a “rum runner.” The boat was originally named the Skeezik and was powered with three engines: one diesel and two 450 horsepower liberty gas aircraft engines.

This power gave her the fast speed, of up to 40 nautical miles per hour, necessary to transport contraband liquor between Canada and the United States. The Skeezik could outrun most government patrol ships that might want to stop her activities. The Prohibition Era from 1920 to 1933 was an exciting and dangerous time and Skeezik early in its life received a gunshot into its bow after it came across a government patrol ship. After the end of the Prohibition the high speeds were not needed or economical and the boat was converted to a pleasure boat in 1934.

The structure of the boat consists of cedar, oak and mahogany throughout. Frames and beams are oak with inner and outer strakes of cedar planking. The inner strakes are diagonally laid while the outer strakes are in the conventional longitudinal manner. The stern transom is square. The deck is flush with a 16 inch forecastle strip at the forward.



The cabin coaming runs from the wheelhouse almost to the stern and supports the cabin structure, which has at least a height of 23 inches above the weather deck. The accommodation space is accessed by a starboard side entrance through the top hatch. The deck perimeter is outlined with bronze pipe stanchions that are fitted with teak or mahogany cap rails.

### Proposed Use and Operating Profile

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It is not currently suitable for safe public access and the hull of the vessel is not currently suitable for submersion in water. As a heritage asset in the community, consideration of future restoration options including full restoration, options as a static display on site, or even disposal of the M.V. Fleetwood will be considered in the larger context of the future planning for the Britannia Shipyards National Historic Site.

### Maintenance and Repair Schedule

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No maintenance or repair schedule required as the vessel is in dry dock.

### Annual Operating Cost

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- \$0



*Fleetwood in 2013*



*Fleetwood in 2014 – Wrapped and relocated to permit Shipyard restoration of marine ways.*

## Transport Canada Registry

11/2/2016

Details for registered vessel FLEETWOOD (O.N. 156889)



### Transport Canada

[Home](#) > [Marine Transportation](#) > [Marine Safety](#) > [Products & Services](#) > [Vessel Registration Query System](#) >  
 Details for registered vessel FLEETWOOD (O.N. 156889)

## Details for registered vessel FLEETWOOD (O.N. 156889)

### Vessel

<b>Official Number</b>	156889
<b>Vessel Name</b>	FLEETWOOD
<b>Former Vessel Name</b>	SKEEZIK
<b>IMO Number</b>	-
<b>Hull Number</b>	-
<b>Year Built</b>	1930
<b>Year Rebuilt</b>	-
<b>Port of Registry</b>	VANCOUVER
<b>Registry Date</b>	1930-08-02
<b>Certificate Expires</b>	2016-12-31
<b>Number of Encumbrances</b>	0

### General Statistics

<b>Vessel Type</b>	NON-COMMERCIAL / PLEASURE CRAFT
<b>Gross Tonnage</b>	31.51
<b>Net Tonnage</b>	18.22
<b>Construction Type</b>	CARVEL/FLUSH
<b>Construction Material</b>	WOOD
<b>Vessel Length (m)</b>	17.22
<b>Vessel Breadth (m)</b>	3.69
<b>Vessel Depth (m)</b>	1.83

### Engine

<b>Engine Description</b>	DIESEL
<b>Number of Engines</b>	3
<b>Propulsion Type</b>	SELF-PROPELLED
<b>Speed (knots)</b>	10.0
<b>Propulsion Method</b>	TRIPLE SCREW
<b>Propulsion Power</b>	80
<b>Unit of Power</b>	BRAKE HORSEPOWER

### Builder

<b>Name</b>	VANCOUVER SHIPYARDS LTD.
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Date Modified: 2013-10-17

11/2/2016

Details for registered vessel FLEETWOOD (O.N. 156889)

**Address**  
**City** VANCOUVER  
**Country** CANADA  
**Postal Code** -

### Owners

#### Sequence #1. Number of Shares: 64

**Name** BRITANNIA HERITAGE SHIPYARD SOCIETY  
**Address** 5180 WESTWATER DR.  
**City** RICHMOND  
**Country** CANADA  
**Postal Code** V7E 6P3

### Authorized Representative

**Name** BRITANNIA HERITAGE SHIPYARD SOCIETY  
**Address** 5180 WESTWATER DR.  
**City** RICHMOND  
**Country** CANADA  
**Postal Code** V7E 6P3

## Survey

---

### PHILIP J. OLDHAM MARINE SURVEYOR LTD.

215 East 28th Street, North Vancouver, British Columbia V7N 1C1 Canada  
Tel (604) 984-7286 • Fax (604) 984-7276 • eMail philipoldham@shaw.ca

June 29, 2012

Britannia Heritage Shipyard Society  
5180 Westwater Drive  
Richmond, B.C.  
V7E 6P3

Dear Sirs:

RE: Heritage vessels  
"IONA" "STARLINER" "MERILEE II" "FLEETWOOD"  
Restoration possibilities & cost  
File number PO/1630-12

I have been asked by the Britannia Heritage Shipyard Society to provide my opinion as to the restoration possibilities and estimated cost to restore the motor vessels "Iona", "Starliner" and "Merrilee II" to a functioning and operable condition.

In addition, I have been asked to provide my opinion as to the restoration possibility and cost to restore the motor vessel "Fleetwood" to three stages of restoration; to be a land based stationary public display, to be a floating, functional vessel for public display in her present configuration and to be a fully functional vessel with the original, rum runner configuration and propulsion.

This report is based on information provided in the Restoration Possibilities and Preservation Plan report on the vessels dated August/November 2011

Restoration costs are based on a labor rate of \$65.00/hour plus materials. The labor rate does not take into consideration work completed by the Society's volunteer labor.

Information included in this report is the opinion of the undersigned and has been determined after consultation with industry professionals, reviewing information from internet sources and personal experience.

No guarantee is made with respect to the information presented.



“FLEETWOOD” ex “SKEEZIK”



The vessel was built by Vancouver Shipyard in 1930 for the transport of contraband liquor from Canada to the United States. She was converted to a pleasure vessel in 1934. I have been asked to provide my opinion for three restoration options.

OPTION ONE:

Restoration to a suitable condition for her to be placed on land as a static display providing access for the public to walk through and view the vessel's interior.

Work to complete this option would involve general clean-up of the vessel and moving her from her present location on the ways to the display location (to be determined). It is assumed the vessel's superstructure would be modified to that of the "SKEEZIK"

Hull exterior; to fill damaged wood planking, repaint hull and refinish brightwork

Install two propeller shafts and propellers to show running gear during rum running career.

Superstructure; to remove existing superstructure and modify to rum runner configuration

Interior; to fit paneling to complete interior appearance, paint and finish brightwork

To repair cabin soles,

To install 120 volt wiring as per municipal code,

To clean machinery space, removing redundant equipment

To provide display material describing her rum running career and any relevant archival material.

It is my opinion the cost to prepare the vessel as a static, on-land display would be approximately:

Labor	200 man days (1,400 hr) @ \$65/hr	\$91,000.00
Materials		50,000.00
Total		\$141,000.00

OPTION TWO;

In her present (recreational) configuration restore her to a functioning condition capable of travelling local waters to boat shows and display functions.

In order to determine a cost to restore the vessel, the cost to build a new, comparable vessel today was determined; discussions with local shipwrights indicated an approximate replacement cost of \$3-4 million depending on the quality of finish.

Three independent shipwrights inspected the vessel and each agreed the hull planking was not usable for a functioning vessel.

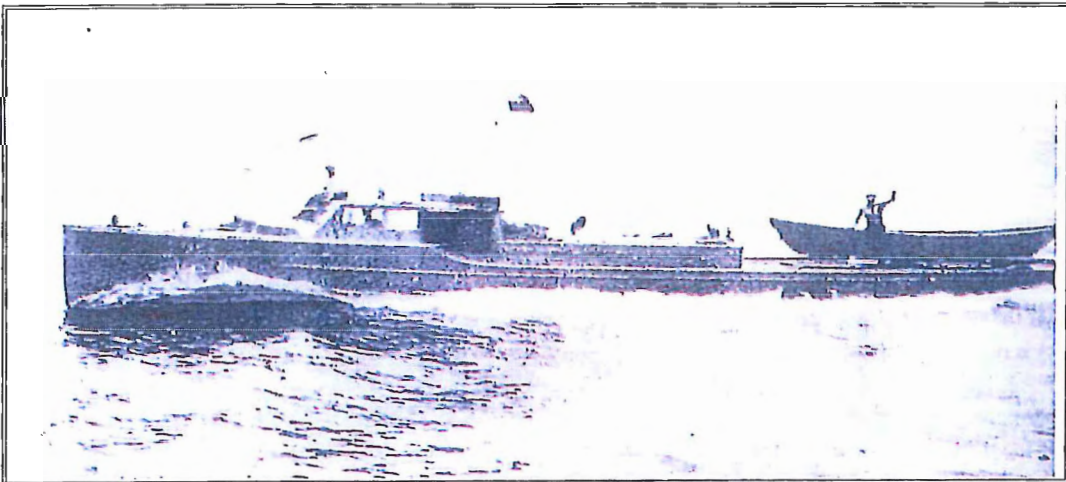
As reported in the Restoration Possibilities and Preservation Plan the vessel's structure is in poor condition and in order to restore her to a functioning condition the hull would have to be rebuilt. Much of the accommodation structure is usable and could be integrated in the final result. Fuel and water tanks would have to be replaced and all operating systems installed. The condition of the engine is unknown; I understand the engine was functional in 2001 & depending on the extent of preservation prior to lay-up the unit may be serviceable without rebuild.

A time estimate of four man years could be expected for completion of the restoration. The work could be completed where she lies on the ways.

It is my opinion the cost to restore this vessel would be approximately:

Labor 4 man years (8000 hrs) @\$65/hr	\$520,000.00
Materials	150,000.00
Engine rebuild	50,000.00
Total	\$720,000.00

OPTION THREE



To restore her to her original configuration as the "SKEEZIK" including the propulsion system, capable of travelling local waters to boat shows and display functions.

This option would require a virtual reconstruction of the vessel. As reported in Option Two, the hull structure must be rebuilt and the superstructure would have to be redesigned to conform to her original style. Vancouver Shipyard (now Seaspan) advises the original plans are not available.

With the exception of the propulsion system the reconstruction would probably be about the same as in Option Two (\$670,000.00).

An extensive search of the internet has revealed much information about the V12 engines but very little on units for sale; two were sold in England for \$55,000 each, one in Florida (installed in a replica 38' rum runner) for \$58,000.

The original propulsion system included a small diesel engine installed on the centerline for general purpose propulsion with the Liberty V12's for high speed performance. It is estimated such a unit might be in the range of 40 hp.

For the purpose of this report it is estimated a cost of \$250,000 could be expected to have the engines installed in the vessel.

It is my opinion the cost to restore the vessel as original would be approximately;

Labor 4 1/2 man years (9,000 hrs) @\$65/hr	\$585,000.00
Materials	150,000.00
Engines & systems	250,000.00
Total	\$985,000.00

#### OTHER OPTIONS

While it is preferable for the hull to be rebuilt thus restoring the vessel to her original condition, another option would be to laminate fibreglass and resin over the existing hull. This work would require removing the present coatings to expose the wood planking. Layers of fibreglassing resin and cloth could be applied, providing a water tight seal and some strength. In order to provide hull stability all deteriorated hull framing would have to be replaced or sistered.

This is not a long term solution but would save much of the cost of rebuilding the hull.

Estimated cost to apply fibreglass materials to the hull

Labor	\$100,000.00
Materials	25,000.00
Total	\$125,000.00

With respect to the vessel's engine; if inspection reveals the existing engine is inoperable or not repairable, the engine from the "Shuchona IV" may be used to replace the existing unit.

#### CONCLUSION

Each of the vessels discussed in this report will require a planned maintenance schedule and budget to preserve their restored condition.

*Philip J. Oldham*

Philip J. Oldham  
Marine Surveyor





## PORTAGE QUEEN



*Portage Queen: 2015 Port Townsend*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** c. mid 19th century

**Rig:** Power vessel

**Length Overall:** 24 ft.

**Beam:** 6 ft. 6 inches

**Draft:** 2 ft.

**Power:** Easthope

**Transport Canada Registry #:** Not registered

### History

---

In 1874, the Portage Queen rowboat was discovered floating in the waters off the West Coast of Vancouver Island. It was thought that she had fallen from the decks of a square-rigger at sea. Since her discovery, the Portage Queen has undergone numerous modifications including the addition of an engine and structural improvements. She was purchased by Captain Joe Higgs in 1988. His research on the history of the vessel confirmed that she was designed as a Captain's Gig (a boat used as a Captains private taxi).



## Proposed Use and Operating Profile

---

The vessel is used to promote Britannia Shipyards National Historic Site and tourism for the area at the Port Townsend Wooden Boat Festival. It is also used as a landside display at Ships to Shore and Richmond Maritime Festival. Since Britannia Shipyards National Historic Site is participating in more festivals and events, the Portage Queen acts as a showcase for the site's marine engine exhibit in the Seine Net Loft with her Richmond-built Easthope engine.

## Maintenance and Repair Schedule

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Refer to **Maintenance Schedule for all City Owned Vessels** for details.

## Annual Operating Cost

---

- \$1,500
- Does not include painting every three years.

Survey

**PHILIP J. OLDHAM MARINE SURVEYOR LTD.**

215 East 28th Street, North Vancouver, British Columbia V7N 1C1 Canada  
Tel (604) 984-7286 • Fax (604) 984-7276 • eMail philipoldham@shaw.ca

September 17, 2012

City of Richmond  
Britannia Heritage Shipyard  
5180 Westwater Drive  
Richmond, B.C. V7E 6P3  
Attention Mr. Bryan Klassen

Dear Sirs;

RE: Donation of 24' power vessel  
Estate of Gary Cook  
File No. PO/1722-12

I have been asked to provide my opinion as to the value of the MV "PORTAGE QUEEN" for the purpose of providing the widow of Gary Cook with a taxable donation receipt.



General Description

Length 24'  
Beam 6'6"

Construction believed to be carvel planked red cedar planking on oak ribs with varnished mahogany trim and varnished fir interior.

Propulsion functional vintage two cylinder EASTHOPE marine gasoline engine.

The vessel was reportedly built in the mid 1800s and restored by Gary Cook in approximately 2010. Restoration included rebuilding the interior to its present configuration and repairing the underwater hull surface and applying a sheathing of epoxy resin and fibreglass cloth.

Condition;

The vessel was found to be in good restored condition.

Valuation:

In my opinion the vessel has an estimated value of \$10,000.00. This amount takes into account the vintage value of the vessel and its engine.

The receipt should be made to:

Mrs. Kathryn Cook  
#806 - 168 Chadwick Court  
North Vancouver, B.C. V7M 3L4

Yours truly

Philip J. Oldham  
Marine Surveyor



## SILVER ANN



*Silver Ann: 2014 Britannia dock*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** 1968-1969

**Rig:** Gillnetter

**Length Overall:** 35 ft.

**Beam:** 10 ft.

**Draft:** 4 ft.

**Power:** self-propelled

**Transport Canada Registry #:** 330746

### History

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The Silver Ann was built in 1968-69, and was the last boat constructed at the Britannia Shipyards, inside the Richmond Boatbuilders building. This gillnetter was built by S. Asari for George Osaka, in the year of his 25th wedding anniversary (the silver anniversary), which is why she is named the "Silver Ann."

In November 2001, she was acquired by the City of Richmond and was brought back home to be restored inside the Richmond Boatbuilders Building. She is believed to still have her original engine. For the Silver Ann, history has come full circle in more ways than one. Clint Osaka, one of the volunteers who helped to restore her, is the great nephew of George Osaka, her original owner.

## Proposed Use and Operating Profile

---

The Silver Ann is currently used to animate the site's waterfront for public tours and is a part of the Working on the Waterfront School education programs. It is also showcased as a tourism attraction for site visitors and at the City's Ships to Shore and Richmond Maritime festivals as it was the last boat built on site.

## Maintenance and Repair Schedule

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Refer to **Maintenance Schedule for all City Owned Vessels** for details.

## Annual Operating Cost

---

- \$5,000
- Does not include painting every three years.

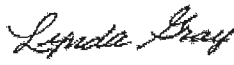




Transport  
Canada

Transports  
Canada

**CERTIFICATE OF REGISTRY  
CERTIFICAT D'IMMATRICULATION**

Vessel name - Nom du bâtiment : SILVER ANN	Official number - N° matricule: 330746	Port of registry- Port d'immatriculation: VANCOUVER	IMO - OMI #:
Gross tonnage - Jauge brute: * Net/Register tonnage - Jauge nette/registre:	8.84 6.40	Length - Longueur: Breadth - Largeur: Depth - Creux:	9.24 m 2.77 m 1.10 m
* Assigned Formal Tonnage does not assign a Net/Register Tonnage * Jauge assignée formelle n'attribue pas une jauge nette au registre			
All up weight (Air cushion vehicles) - Poids total admissible (Véhicules à coussin d'air) :	KG	Model designation (Air cushion vehicles) - Désignation du modèle (Véhicules à coussin d'air):	
Hull material - Matériel de la coque: WOOD	Propulsion: SELF-PROPELLED	Brake power - Unité de puissance: 126 KW	
Builder's name and place of build - Nom du constructeur et lieu de construction: BRITANNIA SHIPYARDS STEVESTON, BC CANADA	Build - Construction: 1969/00 yyyy-mm - aaaa-mm	Vessel descriptor - Descripteur de bâtiment: FISHING	
Owner(s) name and address - Propriétaire(s) nom et adresse: CITY OF RICHMOND 6911 NO 3 RD RICHMOND, BC CANADA V6Y 2C1			
Name and address of authorized representative Nom et adresse du représentant autorisé: CITY OF RICHMOND 6911 NO 3 RD RICHMOND, BC CANADA V6Y 2C1		Date of first registry (at current port) Date de la première immatriculation (au port courant): MAY 02, 1969	
Remarks/Remarques: <b>THIS CERTIFICATE IS NOT VALID IF ALTERED. THE CERTIFICATE OF REGISTRY MUST BE KEPT ON BOARD WHILE THE VESSEL IS IN OPERATION. FAILURE TO REPORT ANY CHANGES, INCLUDING A CHANGE OF ADDRESS TO THE PORT OF REGISTRY, MAY RESULT IN THE SUSPENSION/CANCELLATION OF THE REGISTRATION.</b> <b>SI MODIFIÉ, CE CERTIFICAT N'EST PAS VALIDE. DURANT L'EXPLOITATION DU BÂTIMENT, LE CERTIFICAT D'IMMATRICULATION DOIT TOUJOURS RESTER À BORD. À DÉFAUT DE RAPPORTER DES CHANGEMENTS, Y COMPRIS UN CHANGEMENT D'ADRESSE AU PORT D'IMMATRICULATION, IL PEUT Y AVOIR COMME CONSÉQUENCE LA SUSPENSION/RÉVOCATION DE L'IMMATRICULATION.</b>			
Issue date - Date d'émission: OCTOBER 04, 2016	This certificate expires at the end of - Ce certificat expire à la fin de: NOVEMBER, 2019		
Issued at - Émis à: Vessel Registration/Immatriculation des bâtiments Marine Safety/Sécurité maritime Transport Canada/Transports Canada Ottawa	Signature  (Chief Registrar - Registraire en chef) (CSA 2001 - LMMC 2001 s.42)		

84-0169 (0711-04)

## STARLINER



*Starliner*

**Homeport:** Britannia Shipyards National Historic Site, Richmond, British Columbia

**Year Built:** Unknown

**Rig:** Gillnetter

**Length Overall:** 35 ft.

**Beam:** N/A

**Draft:** 4 ft.

**Power:** Unknown

**Transport Canada Registry #:** Not registered

### History

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The vessel was originally designed as a 35 foot gillnet fishing vessel that operated in the Fraser River and was built by the Lubzinski brothers.

### Proposed Use and Operating Profile

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It is not currently suitable for safe public access and the hull of the vessel is not currently suitable for submersion in water. It resides in dry dock in the boat yard at Britannia Shipyards National Historic Site.

### Maintenance and Repair Schedule

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Refer to **Maintenance Schedule for all City Owned Vessels** for details.

- No maintenance or repair required as the vessel is in dry dock.

### Annual Operating Cost

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- \$0

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**PHILIP J. OLDHAM** MARINE SURVEYOR LTD.

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Tel (604) 984-7286 • Fax (604) 984-7276 • eMail philipoldham@shaw.ca

June 29, 2012

Britannia Heritage Shipyard Society  
5180 Westwater Drive  
Richmond, B.C.  
V7E 6P3

Dear Sirs:

RE: Heritage vessels  
"IONA" "STARLINER" "MERILEE II" "FLEETWOOD"  
Restoration possibilities & cost  
File number PO/1630-12

I have been asked by the Britannia Heritage Shipyard Society to provide my opinion as to the restoration possibilities and estimated cost to restore the motor vessels "Iona", "Starliner" and "Merrilee II" to a functioning and operable condition.

In addition, I have been asked to provide my opinion as to the restoration possibility and cost to restore the motor vessel "Fleetwood" to three stages of restoration; to be a land based stationary public display, to be a floating, functional vessel for public display in her present configuration and to be a fully functional vessel with the original, rum runner configuration and propulsion.

This report is based on information provided in the Restoration Possibilities and Preservation Plan report on the vessels dated August/November 2011

Restoration costs are based on a labor rate of \$65.00/hour plus materials. The labor rate does not take into consideration work completed by the Society's volunteer labor.

Information included in this report is the opinion of the undersigned and has been determined after consultation with industry professionals, reviewing information from internet sources and personal experience.

No guarantee is made with respect to the information presented.

“STARLINER”



The vessel was originally designed and built as a gillnet fishing vessel operating in the Fraser river. She is in very poor condition having been left unprotected and not maintained for many years.

In order to determine a cost to restore the vessel, the cost to build a new, comparable vessel today was determined; discussions with local shipwrights indicated a replacement cost of approximately \$750,000, not including any fishing related equipment. As per the Restoration Possibilities report the basic hull may be restorable however, the superstructure, decks and interior would have to be rebuilt. It may be possible to rebuild the Ford gasoline engine but a diesel unit would be desirable.

It is my opinion the cost to restore this vessel would be approximately:

Labor -1 ½ man years (3,000 hrs) @ \$65/hr	\$195,000.00
Materials	50,000.00
Engine rebuild	5,000.00
Total	\$250,000.00

The cost of fishing related equipment would have to be researched separately as its availability is unknown.