



To: Parks, Recreation and Cultural Services
Committee

Date: October 8, 2015

From: Mike Redpath
Senior Manager, Parks

File: 11-7400-01/2015-Vol
01

Re: 2017 Canada 150th Steveston Ships to Shore Events

Staff Recommendation

1. That the proposed 2017 Tall Ship and Ships to Shore celebrations as detailed in the staff report titled "2017 Canada 150th Steveston Ships to Shore Events," from the Senior Manager, Parks, dated October 8, 2015, be endorsed for the purposes of event planning and budget preparation; and
2. That \$895,000 be transferred from the Council Community Initiatives Fund in 2016 to support the event delivery for the 2017 Canada 150th Steveston Ships to Shore Events and that the 2017 Canada 150th Steveston Ship to Shore Events be considered in the 2016 budget process.

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

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Communications Finance Department Intergovernmental Relations & Protocol Unit Major Events & Filming Fire Rescue RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The purpose of this report is to detail the proposed 2017 Ships to Shore events to celebrate Canada's 150th anniversary and to provide an update on ship recruitment in response to the May 26, 2015, Parks, Recreation and Cultural Services Committee referral:

That staff explore the possibility of a major tall ships event in 2017 including related sponsorship activity and committee structure and report back to Committee.

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.

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

2.4. Vibrant arts, culture and heritage opportunities.

Analysis

Canada's 150th anniversary of Confederation in 2017 is a significant milestone for our country that allows us to connect with our past, present and future community and celebrate our exceptional achievements and build a legacy for the future.

At the July 27, 2015, Council meeting, Council endorsed the vision for Richmond's Canada 150:

Richmond's Canada 150 ignites the passions of the citizens of Richmond in a multi-faceted, year-long celebration, honours Richmond's distinct and vibrant cultural diversity, and leaves lasting legacies that foster civic pride and carry the spirit of 150 into the future.

Canada 150 celebrations will tie the past with the future, commemorate the history of the community, create a legacy for Richmond and increase community pride. Since 2011, Ships to Shore has animated the Steveston waterfront by building on the successful 2002 Tall Ships event. The Ships to Shore events support the City's Waterfront Strategy and continue to animate the waterfront during the annual Steveston Salmon Festival. Richmond is established as a destination maritime port on the West Coast.

Background – Ship Recruitment

In April 2014, Council approved a delegation to visit the Japanese National Institute for Sea Training (NIST) in Yokohama, Japan for the purposes of inviting the tall ship Kaiwo Maru to once again visit Richmond in 2017 to celebrate Canada's 150th anniversary of Confederation. A

formal invitation package and presentation, which included a letter of support from the Japanese Consul General, Vancouver, was delivered by the delegation detailing Richmond's desire to once again have the Kaiwo Maru return to our port in 2017.

Since April 2015, staff have been in contact with NIST and the City has now received a positive formal response (Attachment 1) indicating that the necessary preparations have begun for sending the tall ship Kaiwo Maru to Richmond in the first or second week of May 2017.

The crew complement of the Kaiwo Maru is 200 persons; she is a four masted vessel and notably one of the largest tall ships in the world (Attachment 2). The voyage takes approximately one month to transit across the Pacific Ocean from Japan to Richmond. Richmond hosted this vessel in 2005 and her sister ship, the Nippon Maru, in 2002.

The potential arrival of the Kaiwo Maru is fitting to celebrate Richmond's connection to the Pacific Rim and Japan. In addition to 2017 being Canada's 150th anniversary, it is also the 140th anniversary of the arrival of Mr. Manzo Nagano, the first Japanese settler to BC who transited up the Fraser River (Mount Nagano is named after him on the Central Coast of BC), and the 130th anniversary of Mr. Gihei Kuno (Kuno Gardens at Garry Point Park) from Wakayama prefecture, near Richmond's sister City.

Liaison with Japanese National Sail Training Institute

Planning with NIST will continue in 2015 to 2016. As part of the annual 2016/2017 ship recruitment program, continued negotiations and relationship development will occur. Discussions will occur with the NIST federal naval offices to ensure the required coordination for a successful arrival of the vessel 12 months prior to the planned arrival in 2017.

Maritime Infrastructure at Garry Point Park

Richmond's deep water port access for such a large vessel is at Garry Point Park (Attachment 3). While options for a permanent or legacy pier at Garry Point Park are being considered through a separate report to Council, staff are proposing the temporary relocation of the existing Imperial Landing floats to Garry Point Park during the Japanese tall ship visit in 2017 if a legacy pier is not constructed.

This temporary pier will allow for complementary landside programming that can include a main stage and other events to be organized in the Park similar to 2002 where the Vancouver Symphony played at Garry Point Park or in 2011 when Ships to Shore was at Garry Point Park. Two new approach floats will be constructed for use at Britannia/Imperial Landing/Garry Point Park in 2016, which are required to provide the public safe access to the vessel.

Anticipated costs for ship hosting are estimated to be \$575,000, which can be potentially offset by sponsorship. It is proposed that funding for the event be allocated from the Council Community Initiatives Fund 2016 and 2017, subject to approval in the budget process. The proposed budget includes hosting fees, Transport Canada fees, security, ship sewage and garbage servicing, tugboat support, marketing, landside program and volunteer management. As the arrival of the vessel is proposed for 20 months from now, more detailed planning and budget

process for landside activation/securing sponsors can commence. Planning is currently underway for additional Canada 150 events and city-wide activities. Opportunities for an enhanced landside program will be considered as part of a future Canada 150 report to Council.

Ships to Shore - Kaiwo Maru – Proposed May 2017 Event Overview

Day One:

Kaiwo Maru would arrive this day or earlier to Garry Point Park. There would be no ship boarding; the arrival of the vessel would be viewed from the shore.

Day Two Opening Ceremonies:

It is estimated that a fenced site at Garry Point Park could hold between 45,000 and 60,000 people. The opening ceremonies would include a raising of the sails ceremony and be supplemented by cultural performances such as a concert or a main stage/headline entertainment event. Vessel boarding and viewing would take place. Crew and event hosting opportunities and onboard hosting opportunities would be planned. Involvement of the local Japanese community and the community at large would be an integral part of the celebrations.

Day Three/Four:

The programming on these days would focus on maximizing public access to the vessel. Specific attention to providing school age student access to the vessel would be explored as well. Landside activities in addition to ship viewing would include a kids’ zone, maritime demonstrations, food trucks and entertainment in the evening. It is proposed that the celebration would end with a fireworks presentation in the harbour similar to the annual Ships to Shore Canada Day fireworks in Steveston.

Day Five:

The Kaiwo Maru would depart this day enroute back to Japan. There would be no ship boarding; focus would be on ensuring Canada Customs compliance and facilitating safe passage from our harbour with pilot and tug support. In the past, a parade of local vessels has escorted the Nippon Maru and Kaiwo Maru out of the harbour.

Proposed budget Ships to Shore – Kaiwo Maru – May 2017

Program	\$170,000
Marketing and Signage	\$35,000
Ship Recruitment and Services	\$230,000
Site Overlay	\$50,000
Infrastructure	\$75,000
Workforce	\$15,000
Total	\$575,000

The Safety and Security budget will be determined upon completion of the integrated safety and security plan.

Canada Day July 1st Canada 150th Anniversary Ships to Shore – Proposed 2017 Event Overview

In celebration of Canada's 150th birthday on July 1, 2017, it is fitting that the annual Ships to Shore programming be combined with the 72nd Annual Steveston Salmon Festival. With an estimated attendance of over 70,000 attendees, the upcoming Canada Day celebrations in Steveston in 2017 are well positioned to be a hub of activity.

Staff are proposing an enhanced 2017 Canada Day Ships to Shore event that can be located at either Garry Point Park or Imperial Landing depending on the availability/size of vessels at that time. Ship recruitment is currently underway for 2016/2017 for Canada Day through Richmond's participation in the Pacific Coast Host Port Alliance. Specific discussions with vessels from the Pacific Rim seeking an additional large international tall ship for 2017 are also underway. No commitments have been made at this time. Staff are working on coordinated ship recruitment with the city of Tacoma, Washington, that is planning to host a tall ship event in July 2017.

Ships to Shore Canada Day activities for 2017 are proposed below:

Day One:

Vessels would arrive this day or earlier. There would be no ship boarding but the public could come to see the vessels arriving into Steveston.

Days Two to Four:

Programming would focus on public boarding and viewing of the ships. In addition to the waterside programming, the landside would be animated with roving entertainment, kids' zone, maritime demonstrations, local musical and entertainment performances, food trucks, boat building and community booths. Staff have also been exploring hosting a wooden boat building competition/demonstration similar to the Port Townsend, Washington's Wooden Boat festival as an additional attraction. Canada Day would end with a celebration of fireworks over the water celebrating our national birthday.

Day Five:

Ships would depart this day. There would be no ship boarding but it is expected that the public could come to see the ships depart.

Proposed budget Canada Day Ships to Shore July 1 2017

Program	\$102,500
Marketing and Signage	\$15,000
Ship Recruitment and Services	\$92,500
Site Overlay	\$20,000
Infrastructure	\$75,000
Workforce	\$15,000
Total	\$320,000

The Safety and Security budget will be determined upon completion of the integrated safety and security plan.

Sponsorship

No sponsorship opportunities have been explored at this time. The budget for this event has been set without sponsor targets. Any sponsorship revenue generated from the event can be returned to the Major Events Provisional Fund for future events or enhance the program.

Senior Government Support

Subject to approval of the 2017 Ships to Shore events, coordination with the Provincial and Federal Government will be pursued. Specific coordination through the Japanese Consul General in Vancouver will continue for the proposed May 2017 Kaiwo Maru visit.

Organizing Committee 2017

To successfully meet its Major Event Strategy Goals, the City is currently working to build local capacity and expertise coordination. Work is underway with the Britannia Heritage Shipyard Society and the Steveston 20/20 for event coordination and to establish a venue management model to facilitate these 2017 events. Ship recruitment for Ships to Shore events and 2017, including event delivery liaison, has been coordinated through the Council appointed liaisons to the Britannia Heritage Shipyard Society and the Steveston Historical Society. It is recommended that this liaison and committee structure continue to ensure continuity towards 2017. Regular progress reports to Council as the event planning progresses are proposed. The organization of the Ships to Shore events delivery has been building community capacity for event delivery since the establishment of Ships to Shore in 2011.

Marketing

Richmond's successful participation in the Olympic Games and the past five years of hosting Ships to Shore has significantly strengthened the City's relationships with major regional media outlets and Richmond now is known as a very attractive event partner for TV, radio and print

media. In 2015, the domain shipstoshore.ca has been secured and a plan to advertise and promote Ships to Shore to target audiences will be developed.

Community Engagement Committee

Since the first Ships to Shore in 2011, a Community Committee has worked together to animate the waterfront in Steveston. This committee includes an event chair from the Britannia Heritage Shipyard Society and members from the Steveston Community Association, Steveston Harbour Authority and others. As part of the event management, this committee focuses on building capacity for the volunteer workforce, engagement of the Steveston community and leveraging community resources.

Financial Impact

This report proposes \$895,000 for Ships to Shore event funding in 2016 for two separate events to be held in 2017.

Conclusion

This report proposes two separate events in 2017 as part of Richmond's Canada 150th anniversary celebrations. Past visits of the Nippon Maru and Kaiwo Maru vessels from Japan to Steveston have been memorable community events drawing thousands of spectators to our shores. Building on the legacy of 2002 Tall Ships in Steveston, the 2017 Ships to Shore program promises to be complementary signature events that will animate the waterfront and be community accessible celebrations. Approval of this report will advance the event planning and permit staff to further develop the program.



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



Dee Bowley-Cowan
Britannia Site Supervisor
(604-718-8044)

- Att. 1: Letter from National Institute for Sea Training
- 2: Kaiwo Maru Brochure
- 3: Garry Point Park Moorage – Relocated Imperial Landing Float



NATIONAL INSTITUTE FOR SEA TRAINING

57, Kitanakadori 5 chome
Naka-ku, Yokohama-shi, KANAGAWA
231-0003 JAPAN

September 14, 2015

Dear Mr. Brodie,

We, the National Institute for Sea Training of Japan are very honored to receive your invitation, which is inviting our sail training ships "NIPPON MARU" to 2017 celebration of Canada's 150th Birthday. We have also received the request on cooperation for this event from City of Wakayama, your sister city.

Our board of governors has carefully examined the feasibility of dispatching "NIPPON MARU" and/or "KAIWO MARU" to the honorable above-mentioned event.

Taking into consideration our situation, I am pleased to inform you that we, staff of headquarters of National Institute for Sea Training of Japan, have begun to make necessary preparations for sending KAIWO MARU to Richmond in first or second week of May 2017.

I hope further negotiation will be done at working level.

I sincerely wish your event would hold with great success.

Sincerely yours,

Capt. Yoshiharu TAKEI
President
National Institute for Sea Training
Independent of administrative institution
JAPAN

KAIWO MARU



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WELCOME ABOARD THE "KAIWO MARU"

It is my great pleasure to be able to visit your wonderful port and open our ship to the public.

We understand that meeting the people of your country during our stay will strengthen the friendship between our countries.

Please respect the ship rules while on board.

Thank you.

Master of the KAIWO MARU

Introduction



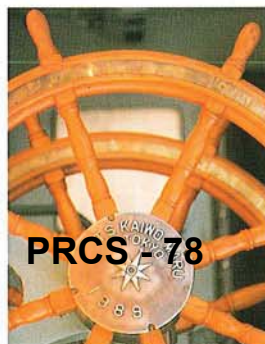
She was launched in 7 , Mar. 1989 at Uruga ship yard of Sumitomo Heavy Industries, Ltd.

The KAIWO MARU was built in 1989, replacing the former KAIWO MARU which was engaged in the training of merchant marine cadets for over half a century.

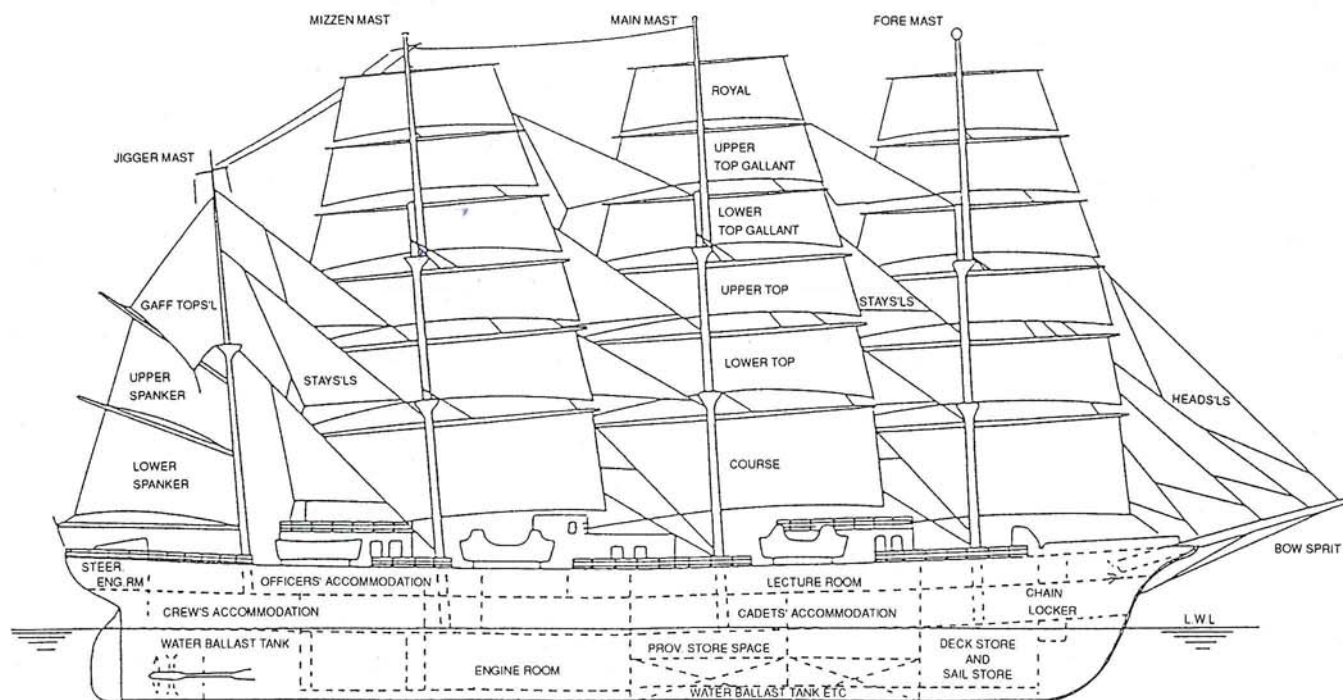
KAIWO MARU is Japanese for “ King of the Sea” . She has lived up to this name by fulfilling the arduous task of the traditional sea training.

KAIWO MARU has a sailing rig which looks the same as the old one but she is superior in performance because state-of-the-art naval design was applied in her construction.

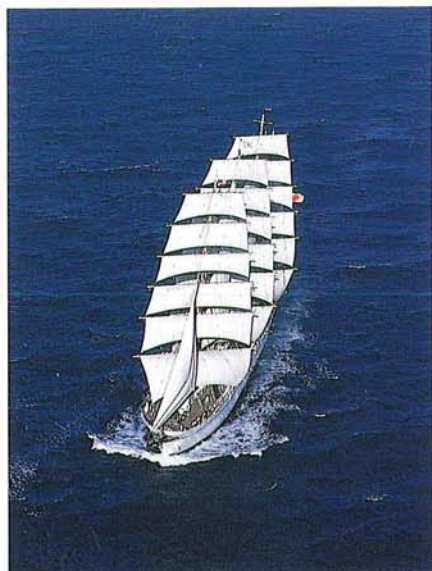
As well as cadets, there are ordinary citizens on board as trainees. They won't be career seamen but will gain valuable knowledge about the ship and the sea, and come to appreciate and respect good seamanship.



Principal dimension

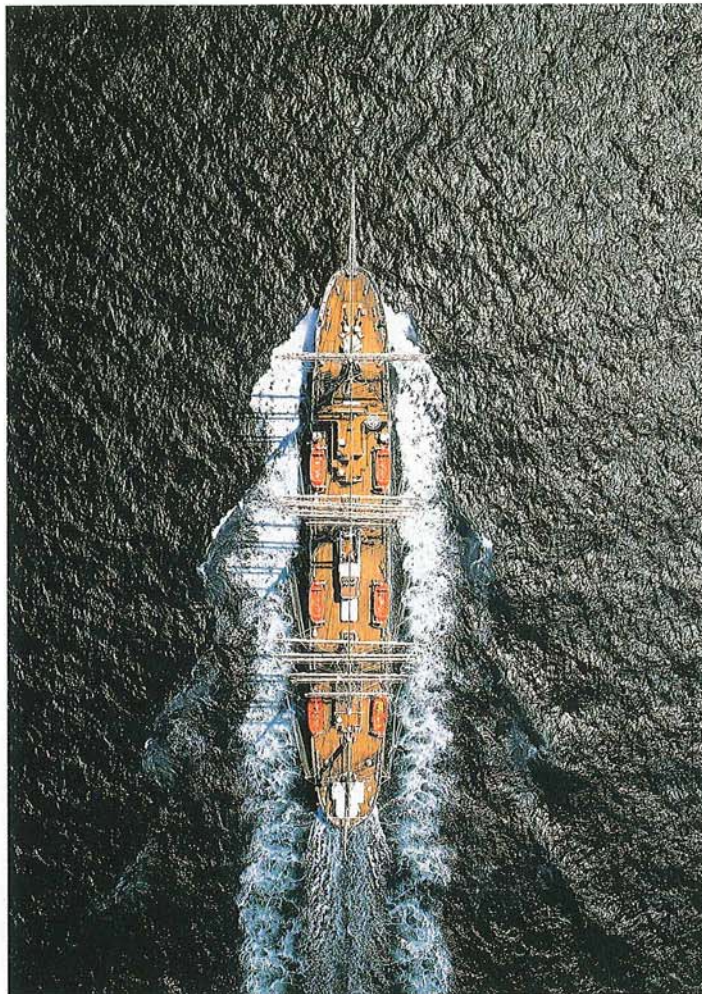


Keel Lay	8, Jul. 1988
Launch	7, Mar. 1989
Completion	15, Sep. 1989
Ship Type	Complete Superstructure Deck Type
Sailing Rig	4 Masted Bark Type
Length Overall	110.09m (361Ft.)
Breadth Mld.	13.80m (45Ft.)
Depth Mld.	10.71m (35Ft.)
Loaded Draft Mld.	6.58m (22Ft.)
Gross Tonnage	2,879GT
Service Speed	13.0K'ts
Main Engine	Diesel Engine 1,500PS×2 (1,103KW×2)
Crew	69 Persons
Complement	Cadets 108 Persons
	Trainees 22 Persons
	Total 199 Persons
Square Sails(Number / Sail area)	18 / 1790m ² (19,267Ft. ²)
Fore & Aft. Sails(Number / Sail area)	18 / 970m ² (10,441Ft. ²)
Full Sails(Number / Sail area)	36 / 2,760m ² (29,708Ft. ²)
Max. Mast Height	55.52m (182Ft.)



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Notice to the guests on board



- 1 . Master of the KAIWO MARU will not bear the responsibility for any injuries to persons or properties due to accident aboard the ship.
- 2 . No smoking, no drinking and no eating on deck, please.
- 3 . As there are narrow and steep steps on board, please watch your head and step and use the hand rail for stairs.
- 4 . Please do not get on board with your heeled shoes for your safety.
- 5 . Please do not forget keep your hands with your children's.



Some characteristics as the sailing ship

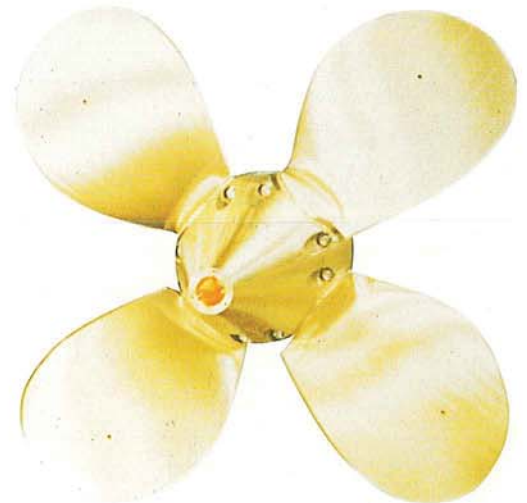
The KAIWO MARU has won THE BOSTON TEA POT TROPHY four times after her complement.

The trophy will be presented annually to the sail training ship which, at the time between 1st January and 31st December each year covers the greatest distance in any period of 124 hours.



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Her significant sailing performance were induced by contemporary science technology of naval architects. Feathering propeller, when it will be folded, it reduce the water resistance of hull.



Accommodations

Officers' dining saloon



Fore nav. bridge

Captain's day room



Cadets' bed room



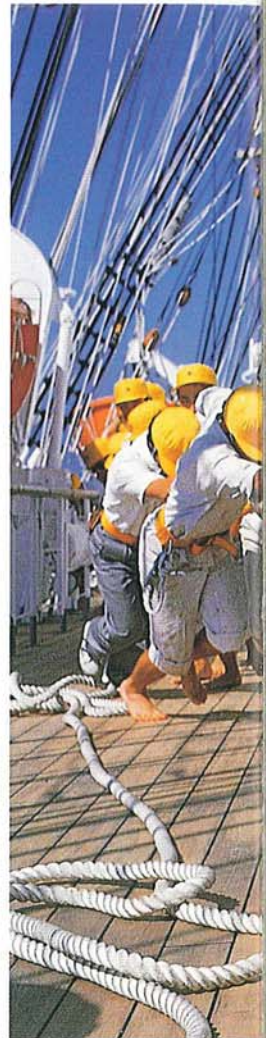
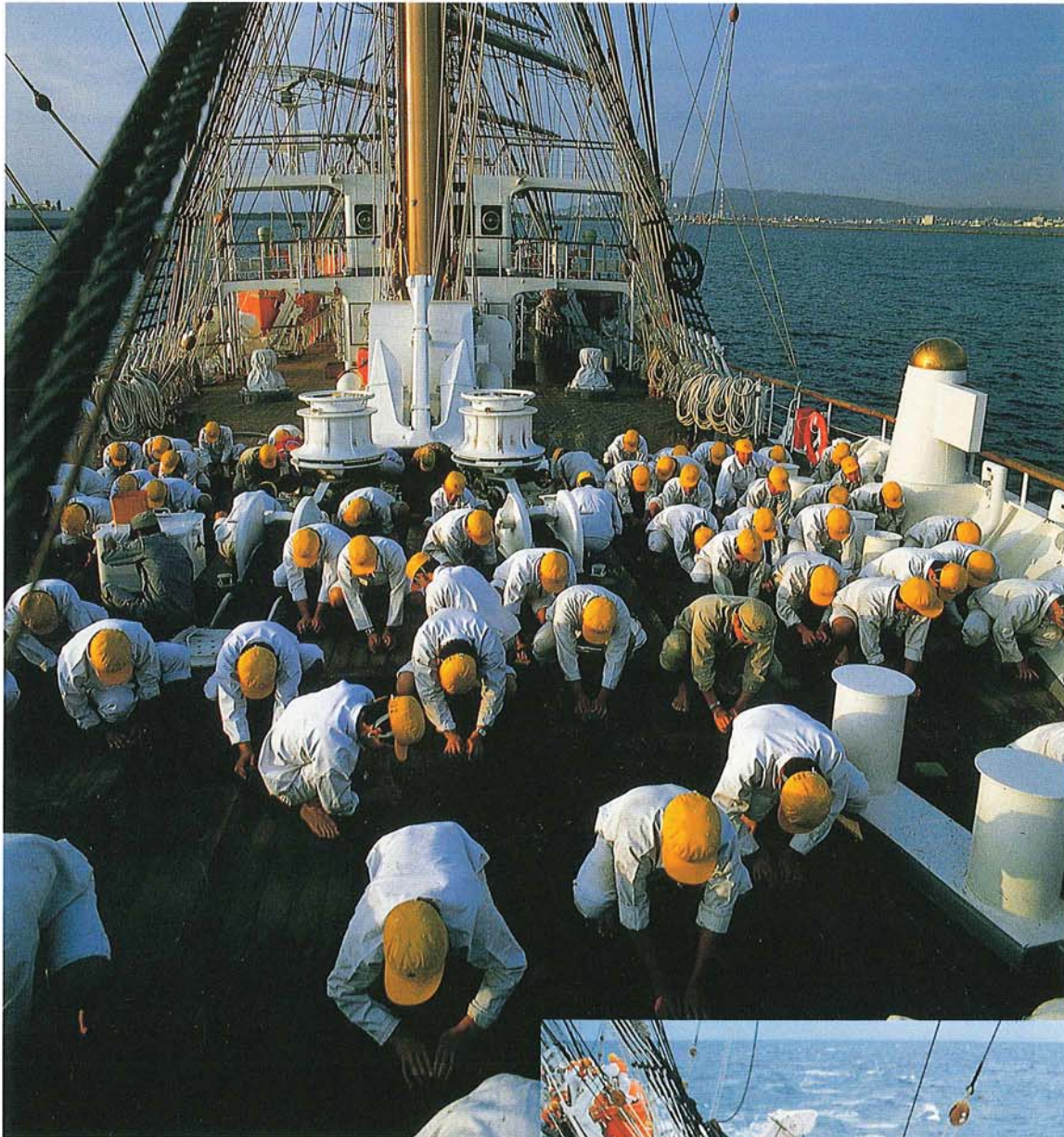
Engine control room



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Cadets' lecture and dining room

Scenes on deck



Scrubbing deck

Cadets and crew scrub wooden decks and also clean public and accommodation spaces after gymnastics every morning.

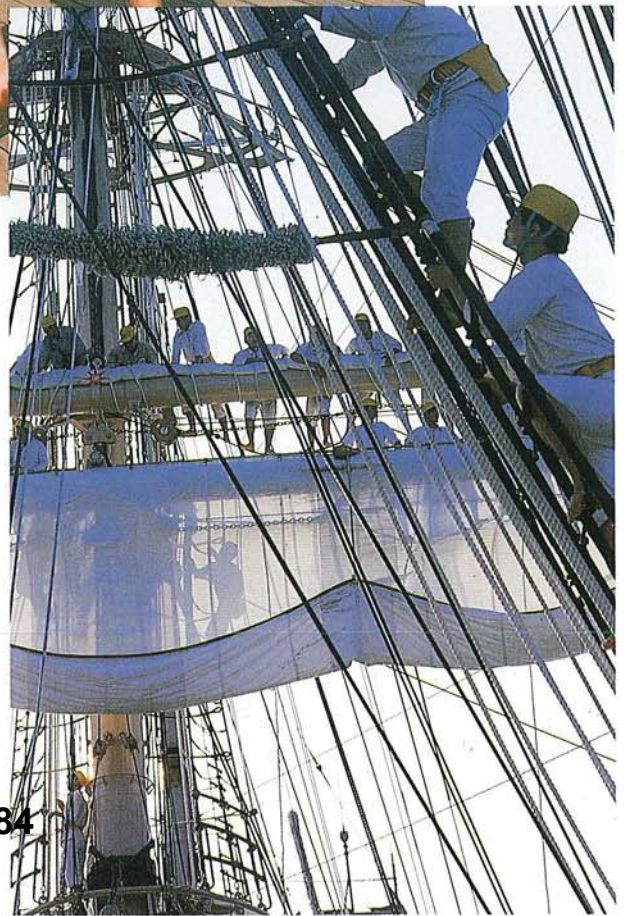


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Exercising boat station drill



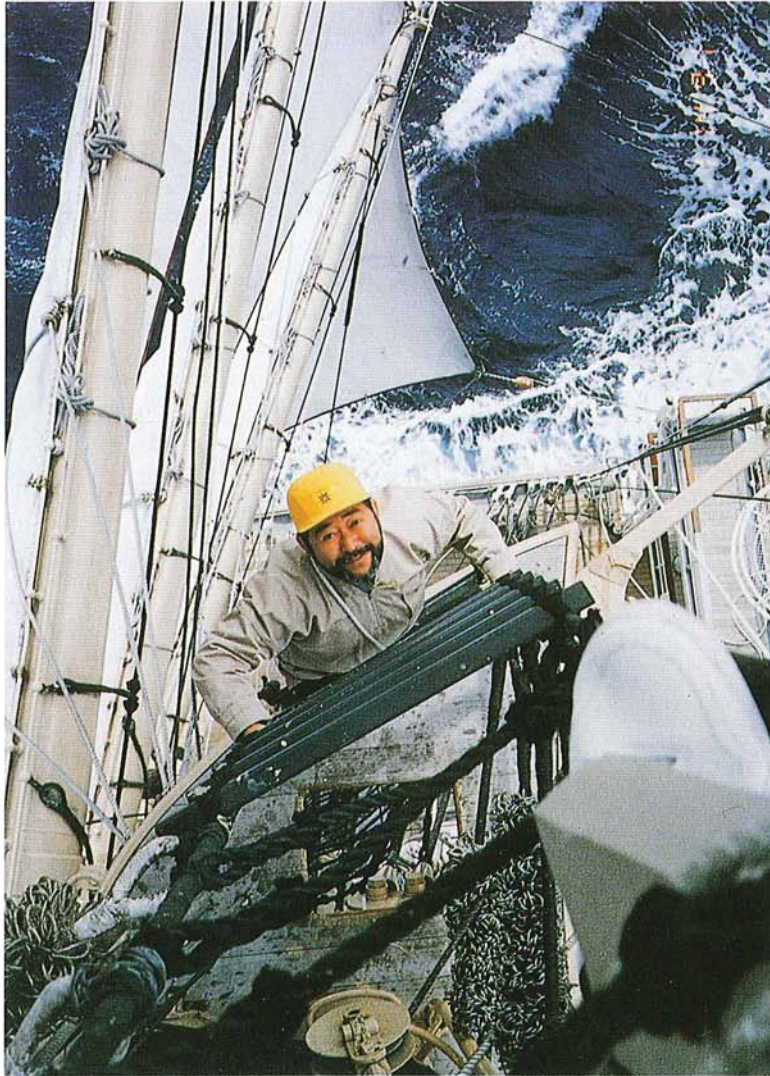
Hauling the upper-top sail's halyard



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Climbing the mast to make fast sail

Trainees



Training to climb the mast



Making fast jibs



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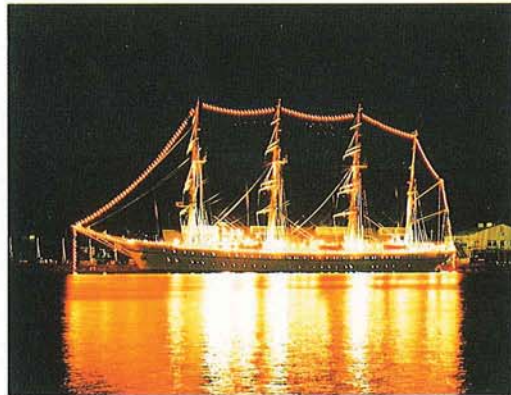
Seaming new sails

The figurehead “KONJŌ”

The figurehead “KONJŌ” (“deep blue”) represents ideal Japanese womanhood. It is a younger sister of the RANJŌ that was presented to the NIPPON MARU.

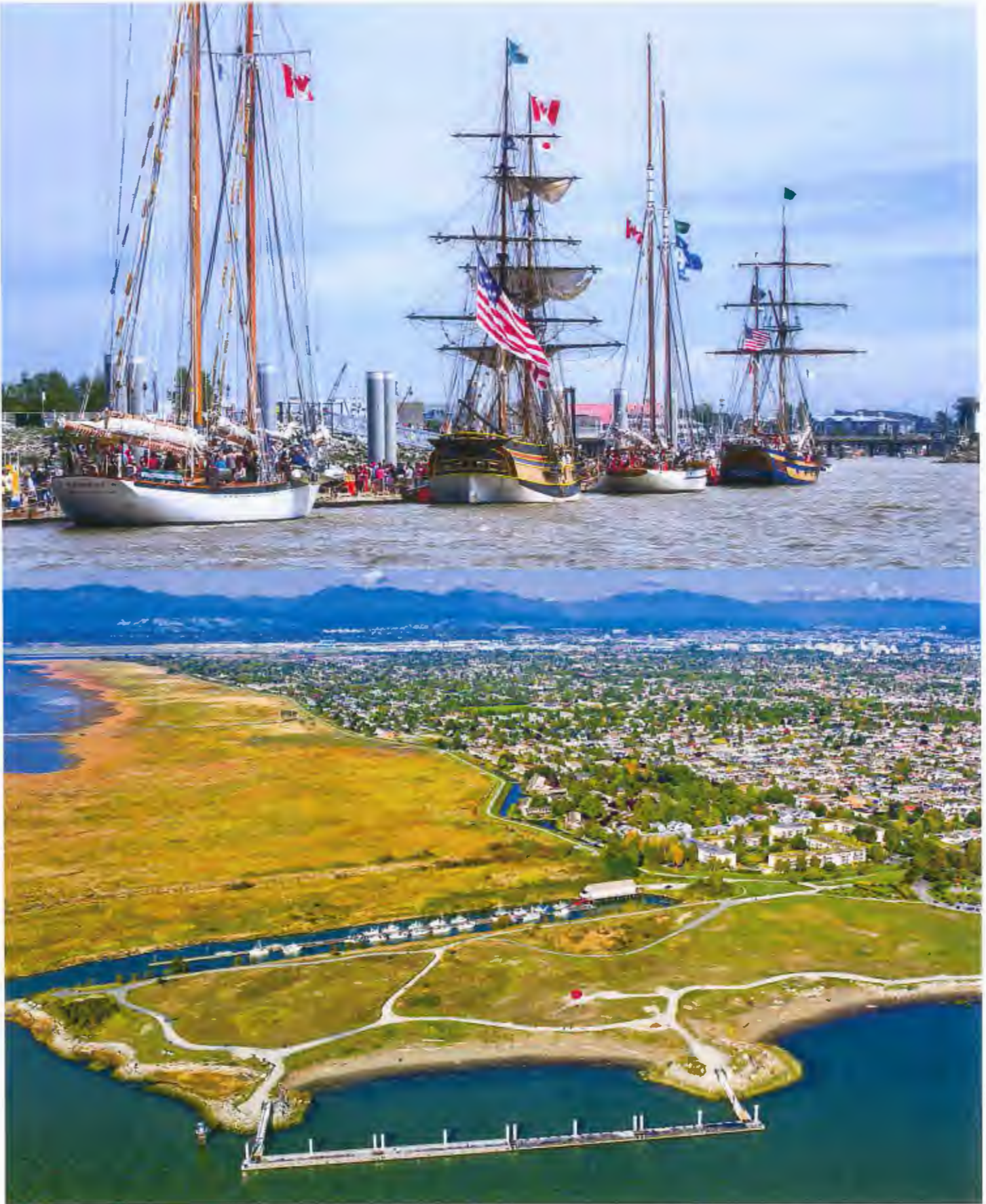
The dignified expression on her face reflects a noble mind and a tender-heart. Looking at her figure holding a Japanese Noh-flute, you can imagine a sweet traditional note echoing over rough seas pacifying them and soothing the difficulties of young cadets and crew.





Published by
The Training Ship Education Support Association

Photo by
Yoneo Morita & Sumitomo Heavy Industries, Ltd.



Garry Point Park moorage - Relocated Imperial Landing Float