



Parks, Recreation and Cultural Services Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, November 29, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PRCS-5 *Motion to adopt the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, October 25, 2011.*



NEXT COMMITTEE MEETING DATE

Wednesday, December 14 (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

PRCS-13 1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK “WIND WAVES”**
(File Ref. No. 11-7000-09-20-099) (REDMS No. 3408489)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-13** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Eric Fiss

Parks, Recreation & Cultural Services Committee Agenda
Tuesday, November 29, 2011

Pg. # ITEM

STAFF RECOMMENDATION

That the extended temporary exhibition of the artwork “Wind Waves” until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.



PRCS-19 2. MAINTENANCE AND MANAGEMENT OF THE FLEET AT BRITANNIA

(File Ref. No.) (REDMS No. 3405577)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-19** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Bryan Klassen

STAFF RECOMMENDATION

That the staff report regarding the Maintenance and Management of the fleet at Britannia dated November 15, 2011 from the Director, Arts, Culture and Heritage Services, be received for information.



PARKS AND RECREATION DEPARTMENT

PRCS-49 3. PROPOSED ANNUAL INFLATIONARY INCREASE IN PLAYING FIELD USER FEES

(File Ref. No.) (REDMS No. 3377997)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-49** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Eric Stepura

STAFF RECOMMENDATION

- (1) *That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and*
- (2) *That 2012 playing field user fees be increased by 1.75%.*



Parks, Recreation & Cultural Services Committee Agenda
Tuesday, November 29, 2011

Pg. # ITEM

- PRCS-57** 4. **GARRATT WELLNESS CENTRE, NEW LICENCE**
(File Ref. No.) (REDMS No. 3404098)

TO VIEW eREPORT CLICK HERE

See Page **PRCS-57** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Carol Lepine

STAFF RECOMMENDATION

- (1) *That the City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the staff report dated November 16, 2011; and*
- (2) *That staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.*

☐

5. **MANAGER'S REPORT**

ADJOURNMENT

☐



Parks, Recreation & Cultural Services Committee

Date: Tuesday, October 25, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Sue Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty

Also Present: Councillor Linda Barnes (arrived at 4:05 p.m.)
Councillor Greg Halsey-Brandt

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, September 27, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 29, 2011 (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

Bud Sakomoto, representing the Scotch Pond Heritage Cooperative, provided an update on the Cooperative's activities and noted the following:

- the Scotch Pond Heritage Cooperative is a non-profit group formed by local fishermen in an effort to preserve fishing heritage;

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

- to be a member of the Cooperative, one must (i) possess a valid fishing licence and (ii) be active in the fishing industry; and
- the Cooperative operates and manages a net float, a net storage facility and net racks at Scotch Pond.

Cllr. Barnes entered the meeting (4:05 p.m.)

In reply to queries from Committee, Mr. Sakomoto spoke of fishing runs and concerns related to fishing stock, noting that fishing stocks are declining. Also, he commented on the Cooperative's past practice of holding an annual open house and remarked that communication with the City would be welcomed.

Discussion ensued regarding the status of Scotch Pond and the condition of its building and floats, in particular the roof of the building. It was noted that a comprehensive report on Scotch Pond would be informative.

Bryan Klassen, Site Supervisor, advised that a report on the condition of the roof was completed. The report identified asbestos in the materials of the roof and staff are now investigating how to address this circumstance.

Discussion ensued regarding the terms of the current agreement between the Scotch Pond Heritage Cooperative and the City. A comment was made regarding whether or not it would be beneficial to amend the agreement to reflect a shift in operational responsibility.

Discussion further ensued regarding the terms of the current agreement between the Cooperative and the City in relation to maintenance and dredging. In reply to a query from Committee, Mr. Sakomoto advised that as a member of the Cooperative, he receives annual financial statements.

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

It was moved and seconded

That staff prepare a detailed report on the status of Scotch Pond, including the condition of the building, the floats, the pilings, the channel, and the shoreline and provide a copy of the current agreement to determine whether the agreement needs updating.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WATER #10"**
(File Ref. No. 11-7000-09-20-129) (REDMS No. 3378876)

It was moved and seconded

That the extended temporary exhibition of the artwork "Water #10" until the end of 2013 at the Cambie Drainage Pump Station in Richmond, as outlined in the staff report dated October 11, 2011 from the Director, Arts, Culture & Heritage, be approved.

The question on the motion was not called as in reply to queries from Committee, Eric Fiss, Public Art Planner, advised that (i) the staff are seeking additional time for the extension of the artwork in the event the development is not completed by the anticipated date; and (ii) staff can revisit the proposed insurance arrangement.

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

PARKS AND RECREATION DEPARTMENT

2. OVAL WEST WATERFRONT PARK – CONCEPT DESIGN

(File Ref. No. 06-2400-20-OWWA1/Vol 01) (REDMS No. 3383678)

In reply to queries from Committee, Mike Redpath, Senior Manager, Parks, advised the following:

- in February 2007, Council approved the Oval Site West Open Space Concept, which addressed the waterfront open space opportunities presented by the development of the Richmond Olympic Oval;
- the proposed concept has been updated and reflect the design for the waterfront City park between the No. 2 Road Bridge and the Oval on the middle arm of the Fraser River; and
- the proposed concept has worked its way up the Capital Budget process and has been identified as a priority.

With the aid of several artist renderings, Doug Shearer, Park Planner, commented on proposed dike improvements and explained how the existing dike would integrate with the proposed dike improvements.

Discussion ensued regarding a reference to the Garden City Lands in Part 1.2 of Attachment 1 to the staff report entitled "Oval West Waterfront Park – Concept Design". Mr. Redpath noted that Attachment 1 was published in February 2006.

Mr. Shearer advised that the proposed concept aims to visually blur the line between the public park and the adjacent private development with the use of lighting, site furnishings and planting. Also, he commented on the width of the proposed dike trail, noting that it is anticipated that the increase in dike trail width address concerns related to mixed-uses.

Discussion ensued regarding the proposed water feature included in Phase I of the ASPAC development. Also, it was noted that adult play equipment would be welcomed along the dike trail.

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

It was moved and seconded

That the concept design for the Oval West Waterfront Park, as detailed in the staff report entitled "Oval West Waterfront Park – Concept Design" from the Senior Manager, Parks, dated October 18, 2011, be endorsed.

CARRIED

Cllr. S. Halsey-Brandt left the meeting (4:50 p.m.) and did not return.

3. **MANAGER'S REPORT**

(i) Snow Geese Management

Dee Bowley-Cowan, Acting Manager, Special Projects, noted that staff have implemented the Snow Geese Management Program and, currently exploring educational programs with local schools.

Discussion ensued regarding skunks and in reply to a query, Ms. Bowley-Cowan advised that pest control companies typically release skunks within a few kilometres of where they were trapped.

(ii) Halloween 2011

Serena Lusk, Manager, Parks Programs, referenced a memorandum entitled 'Halloween Events' (copy on file, City Clerk's Office) and spoke of the various upcoming Halloween events.

Eric Stepura, Manager, Sports & Community Events, spoke of a joint operations team that has been meeting regularly to ensure that Halloween is enjoyed by all, and most importantly is safe for all.

Discussion ensued regarding Halloween night fireworks and the termination of fireworks at Garry Point Park on Canada Day. It was noted that Garry Point Park lends itself well as a community-gathering place for special events, particularly firework displays.

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

It was moved and seconded

That staff investigate additional sites for firework displays on Halloween.

CARRIED

(iii) Onni Development in Steveston

Mr. Redpath spoke of a lighting issue at the Onni development in Steveston, noting that power has been restored and staff are continuing to work with Onni on the matter.

Discussion ensued and staff was requested to explore additional signage for the development in relation to a temporary obstruction.

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

(iv) Garry Point Dock

The Chair referenced correspondence dated October 20, 2011 regarding safety concerns in relation to the new dock at Garry Point (copy on file City Clerk's Office).

It was moved and seconded

That the email dated October 20, 2011 regarding safety concerns in relation to the new dock at Garry Point be referred to staff.

CARRIED

(v) Railway Avenue Corridor

The Chair referenced a staff memorandum dated October 20, 2011 entitled 'Railway Avenue Trail Development' (attached to and forming part of these Minutes as Schedule 1).

It was moved and seconded

That the staff memorandum dated October 20, 2011 entitled 'Railway Avenue Trail Development' from the Senior Manager, Parks, be received for information.

CARRIED

(vi) City Hedge Adjacent to Private Property

Ted G. deCrom, Acting Manager Parks Operations, spoke of the City's practice with respect to City-owned hedges adjacent to private property and noted that the City commits to trim the park side and top of a hedge.

(vii) Status of Referrals

Discussion ensued regarding the status of past referrals.

Cathryn Volkering Carlile, General Manager – Community Services, advised that staff are working on the matter, however it may be some time until a process is developed and put into practice.

(viii) Letter from the Richmond Chinese Community Society

The Chair referenced a letter dated October 19, 2011 from the Richmond Chinese Community Society (copy on file, City Clerk's Office).

Discussion ensued regarding the Society's request and Ms. Volkering Carlile replied to Committee's queries in relation to the Society's current rental agreement with the City.

Discussion further ensued and concerns regarding providing space at a nominal fee to groups not affiliated with the City were expressed.

Elizabeth Ayers, Manager, Community Recreation Services, stated that staff are open to partnering opportunities with the Richmond Chinese Community Society.

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

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

It was moved and seconded

That staff report back on the following motion from the July 25, 2006 Parks, Recreation and Cultural Services Committee meeting:

“That staff consider the request made by the RCCS to provide free community space in exchange for RCCS’s continued creation of publicly accessible programs and report back to the Parks, Recreation and Cultural Services Committee.”

CARRIED

(ix) Cenotaph at City Hall

Jane Fernyhough, Director, Arts, Culture & Heritage, provided an update on the status of adding names to the Cenotaph at City Hall.

(x) Library Services

In reply to queries, Greg Buss, Chief Librarian advised that there is a concern related to the lack of space, and more recently the use of eBooks. Mr. Buss spoke of several concerns related to eBooks.

Cllr. G. Halsey-Brandt left the meeting (5:25 p.m.) and did not return.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:30 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, October 25, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



City of Richmond

Schedule 1 to the Minutes of the
Parks, Recreation and Cultural
Services Committee meeting held on
Tuesday, October 25, 2011.

Memorandum Parks and Recreation

To: Mayor and Councillors
From: Mike Redpath
Senior Manager, Parks

Date: October 20, 2011
File: 06-2345-00/Vol 01

Re: Railway Avenue Trail Development

The purpose of this memo is to provide an update regarding the Railway Avenue Corridor trail development in response to questions arising at the October 17, 2011 General Purposes Committee meeting.

In June 2010, the Railway Avenue linear corridor was acquired by the City through the Parks Development Cost Charge Acquisition program. As a condition of the sale, the City agreed that the lands would only be used for public purposes, and that no commercial for profit development (e.g. market residential) would occur on the site for a minimum of 20 years from the acquisition closing date.

The Railway Avenue Corridor has been identified as a major north-south Greenway/Trail in the Official Community Plan, and in the Council approved 2010 Trails Strategy. The proposed trail will cross the entire island connecting to many neighbourhoods, and it will ultimately link the Middle Arm of the Fraser River (near the current City Works Yard) to Britannia Heritage Shipyard on the South Arm of the Fraser.

In October 2011, Parks is initiating a clean up of the old rail corridor in preparation to open up sections of the trail to the public. This will include brush cutting, and removal of invasive plants and overgrown vegetation that have resulted from the discontinuation of maintenance by CPR. A detailed planning process for the corridor is scheduled to begin in 2012. If you require any further information, please contact me at 604-247-4942 or 604-787-3114.

Mike Redpath
Senior Manager, Parks

mer:mer

pc: TAG



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: November 16, 2011

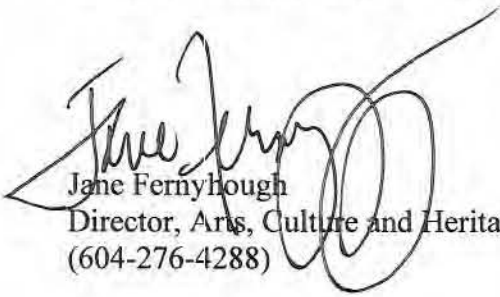
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-20-099/Vol
01

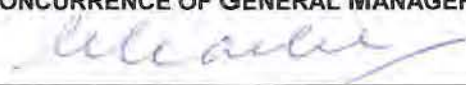
Re: Request to Extend the Temporary Exhibition of the Public Artwork "Wind Waves"

Staff Recommendation

That the extended temporary exhibition of the artwork "*Wind Waves*" until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.


Jane Fernyhough
Director, Arts, Culture and Heritage
(604-276-4288)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On July 28, 2009, Council endorsed the proposal for the Richmond Public Art Program to participate in the Vancouver Biennale 2009-2011, a high-profile temporary outdoor public art exhibition. The sculptures, located along bike and walking paths, parks and urban plazas, and public places throughout Richmond are scheduled to be removed by December 31, 2011, the date agreed to between the City and the Biennale for permission to exhibit the works on City sites.

One of the works, *Wind Waves* by Yvonne Domenge (Mexico), located at Garry Point Park (**Attachment 1**), has been identified for inclusion in the Biennale educational program, BIG IDEAS, throughout the 2011-2012 school year. The Vancouver Biennale has requested that the artwork be permitted to remain at its current location through August 2012. The Biennale would continue to work towards securing a sale of the artwork to a private buyer during this extension (**Attachment 2**).

Analysis

The artwork, *Wind Waves*, has been well received by the public at this location. An extension to the exhibition at Garry Point Park would continue to be a benefit to the artistic and cultural enrichment of the City.

As well, if *Wind Waves* remains in its current location for the time being, the Biennale education program would include this artwork in the BIG IDEAS project that will run from January through May 2012. BIG IDEAS is an art education program and student exhibition which engages students in responding to the Vancouver Biennale exhibition through their own art work in a variety of media. This would benefit the community and provide an opportunity for Richmond schools to participate in this well established educational program (**Attachment 3**).

The Biennale would be responsible for maintenance and insurance coverage for risk of loss, release and indemnity, with the City named as additional insured, to the satisfaction of the City, as in our current agreement. As previously agreed, the Biennale will be responsible for all costs associated with the removal of the work from this site.

The Richmond Public Art Advisory Committee has reviewed and supports the request by the Biennale to extend the exhibition of *Wind Waves* at Garry Point Park through August 2012.

Financial Impact

There is no financial impact to this report.

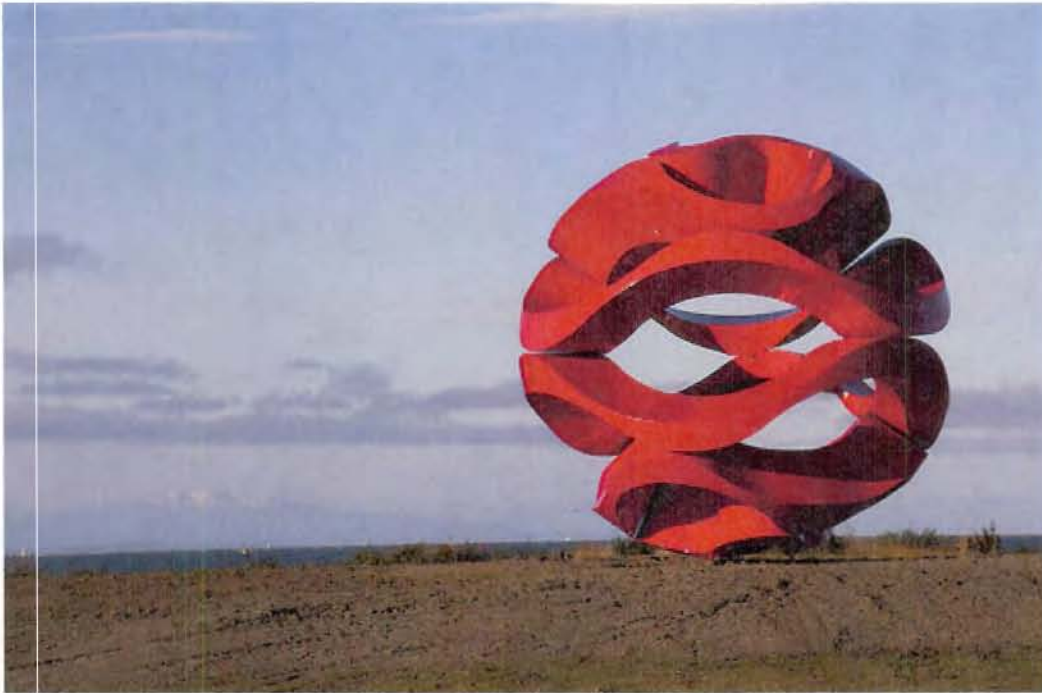
Conclusion

The extended temporary exhibition of the artwork "*Wind Waves*" until the end of August 2012 at Garry Point Park in Richmond will continue to offer many opportunities to enrich the City's cultural fabric, promote tourism, advance art education, and provide a legacy of community engagement.

A handwritten signature in dark ink, appearing to read 'E. Fiss'.

Eric Fiss
Public Art Planner
(604-247-4612)

EF:ef



Wind Waves, Yvonne Domenge, Dan Fairchild Photography

VANCOUVER
SCULPTURE
PERFORMANCE
NEW MEDIA
BIENNALE

October 28, 2011

Eric Fiss
Public Art Planner
Arts Culture and Heritage Services
City of Richmond

Dear Eric,

Please accept this letter as an official request by the Vancouver Biennale to extend the public exhibition period to August 2012 for the sculpture "Wind Waves" in its current location at Garry Point, Richmond. This extension would allow residents and visitors to continue to enjoy the much loved sculpture and allow the Biennale to include "Wind Waves" in our educational programme throughout the 2011-2012 school year, drawing students and educators to the site for learning purposes. Please note that during the proposed extension period, the work may be removed at any time at the discretion of the Vancouver Biennale, most likely as a function of sale or insurance restoration.

During the extension period, "Wind Waves" would continue to be offered for private sale to an international audience of potential buyers through Phillips de Pury. Given the prestige of the artist's current exhibition at Chicago's Millennium Park, we are confident that the sculpture will find a buyer and we are equally confident in the artist's potential for escalating value. We encourage the City of Richmond use the extension period to reconsider its purchase through the Public Art Fund so that the sculpture could remain on permanent display in Richmond. The Vancouver Biennale is prepared to secure a preferred price in the immediate, should the Public Art department proceed with securing the appropriate City approvals as a priority.

I look forward to discussing this with you further and providing any assistance that may be required for a successful outcome.

Best regards,



Miriam Blume
Director of Marketing +
Business Development
Vancouver Biennale

VANCOUVERBIENNALE.COM



Previous BIG IDEAS Exhibition, 2011



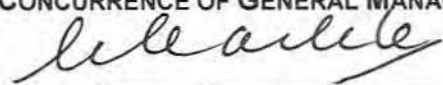
To: Parks, Recreation and Cultural Services Committee **Date:** November 15, 2011
From: Jane Fernyhough
Director, Arts, Culture & Heritage Services **File:**
Re: Maintenance and Management of the fleet at Britannia

Staff Recommendation

That this report regarding the Maintenance and Management of the fleet at Britannia dated November 15, 2011 from the Director, Arts, Culture and Heritage Services, be received for information.


Jane Fernyhough
Director, Arts, Culture & Heritage Services

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG	YES  <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES  <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

At the September 23, 2008 Parks Recreation and Cultural Services Committee meeting staff were requested to

"Examine how to (i) maintain and (ii) manage the fleet of boats at Britannia Heritage Shipyard in conjunction with the Britannia Heritage Shipyard Society."

This report responds to the referral.

Analysis

The Britannia Heritage Shipyard Business Plan (adopted 2001) created the Vision and Guiding Principles for the site. These were reconfirmed with the adoption of the Updated Business Plan 2008-2012. The Guiding Principles include the statement with respect to the vessels:

"the boat collection on display should be heritage boats of the type that would have been built or repaired at Britannia and should be accessible to the public".

At their Annual General Meeting of March, 2010 the Britannia Heritage Shipyard Society adopted the mission statement "The Britannia Heritage Shipyard Society will preserve West Coast maritime history by promoting boat building traditions."

There are currently six vessels on site – one is owned by the City of Richmond and the remaining five are owned by the Society.

City of Richmond owned vessel

Vessel	Description	Significance
Silver Ann	34' gillnet, built 1968	The last boat built at Britannia when it was a working shipyard. She is typical of Japanese Canadian boat construction and representative of hundreds of vessels built in Steveston.

In May 2004, the City embarked on a project to restore the *Silver Ann* and contracted a shipwright to oversee a group of volunteers to do this work. The goal of the restoration was two fold:

- To develop a corps of trained and skilled volunteers for Britannia; and
- To restore the *Silver Ann* to her 1968 configuration as a typical Japanese-Canadian river gill-netter.

The *Silver Ann* was completely restored to her 1968 configuration. She was officially launched on July 1, 2009 and now serves as the flagship for Britannia and the City of Richmond. The *Silver Ann* visits maritime and wood boat festivals throughout the area to promote Britannia Heritage Shipyards as a National Historic Site of Canada.

The goals of the Silver Ann restoration project have been fully realized and the operational model to achieve this has worked well. A small corps of skilled volunteers has been developed

and a vessel of considerable importance to Britannia Heritage Shipyard has been comprehensively restored. The *Silver Ann* retains her Japanese-Canadian heritage and is representative of a typical river gill-netter. She is fully operational, in safe and seaworthy condition and is a valuable asset to the City. In 2010 and 2011, she represented Britannia at the Vancouver Wooden Boat Festival, where she received an excellent response for the quality of her restoration and workmanship.

Ongoing maintenance is funded from the Britannia operating budget and done by volunteers.

Britannia Heritage Shipyard Society owned vessels

The Britannia Heritage Shipyard Society owns five vessels:

Vessel	Description	Significance
Fleetwood	57' former rum-runner, built 1930	A former (1950's – 60's) Britannia Shipyard manager once owned <i>Fleetwood</i> . She represents a specialized working vessel converted to a pleasure craft.
Iona	38' fish packer, built 1928	<i>Iona</i> was a double-ended fishing vessel converted to a collector boat. She represents a typical fish packer used to transport fish from the fishing grounds to the cannery.
Merrilee II	34' Monk design	Pleasure vessel built in Powell River. Ed Monk was a well-known local designer of pleasure vessels in the Pacific Northwest area.
Shuchona IV	53' Table Seiner, built 1927	BC Packers formerly owned <i>Shuchona IV</i> . She represents an important change of technology and mechanization in the fishing industry.
Starliner	38' seine boat, built 1940's	<i>Starliner</i> was built by Terry Lubzinski and represents an important evolution in hull form in the fishing fleet.

All of these vessels have been donated to the Britannia Heritage Shipyard Society. With a decline in the Society membership and finances in recent years, the vessels have been neglected. The Society has been challenged to keep up even minimal maintenance and it was determined that a priority for the restoration and maintenance was required.

In early 2010, the Society established a Collections Committee specifically to deal with their vessels. In 2011, a shipwright (Colin Duffield) and a marine surveyor (Philip Oldham) were retained to inspect and assess the Society's vessels and to provide a report on the scope of work required for each vessel. This was cost shared between the Society and the City.

The Duffield Oldham report (**Attachment 1**) provides the basis for an individual Restoration Plan for each vessel, to ensure that an effective and efficient process is followed and that historical integrity of each vessel is maintained. Using this report the Society is preparing a prioritized plan for the maintenance and restoration of their vessels. Each plan will outline scope and order of work required and establish a budget and timeline for completion. A program will then be developed for the restoration of each vessel using the skills and training of existing volunteers, while building new volunteer involvement and skills.

As a result of the preliminary findings of Duffield and Oldham, *Shuchona IV* is being decommissioned and broken up (memo to Council, November 8, 2011). A maintenance work plan has been developed for *Merrilee II* and she has been moved into Richmond Boat Works. A

temporary shelter has been purchased and will be erected to house and protect Starliner. A maintenance work plan will be developed for Fleetwood over the winter months.

City staff are working with Society board members to assist with establishing vessel priorities and site improvements. The carriages on the Richmond Boat Builders ways are in need of repair. Society volunteers are supplying the labour and the City will supply the materials to complete this project. This will ensure the safe movement of vessels into and out of the Richmond Boat Builders shop. The Shipyard ways require significant remediation and repairs, including pile caps and timber rail supports. Britannia staff are working with Project Development and Facility Services staff to determine the scope of work required and costs, in preparation for submission to the 2013 Capital budget. Once completed, this will permit the continued safe operation of the shipyard as an important working element in the historic site interpretation. It will also provide better conditions to maintain the fleet of vessels. Repairs to the Richmond Boat Builders carriage can be met within the existing Britannia Shipyard's budget. Remediation of the Britannia Shipyard ways will be submitted in the 2013 Capital budget request.

Management of the fleet

With the exception of the *Silver Ann*, the management of the vessels rests with the Britannia Heritage Shipyard Society. Acquisition of vessels must conform with the vision endorsed by Council as outlined in the Business Plan and with the Society's vision and mandate "to preserve West Coast maritime history by promoting boat building traditions". All vessels must have City approval before being docked at Britannia and must be insured, with the City of Richmond as a named insured. The Society has recognised their limited resources need to be focused on the existing fleet and that their vessels require continuous maintenance. Future acquisitions are not a priority until the current vessels are fully restored.

The City and the Society are developing a plan to attract and train volunteers who are able to act as guides and provide safe and secure access to the vessels at the docks.

Financial Impact

There is no financial impact at this time.

Conclusion

The Britannia Heritage Shipyard Society is moving forward with the maintenance and management of their fleet. Working together, the City and the Society are making progress on the maintenance and management of the fleet at Britannia.


per: Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

**Restoration Possibilities and Preservation Plan
BRITANNIA HISTORICAL SHIPYARD VESSELS:
Fleetwood, Shuchona IV, Starliner, Iona and Merrilee II**

August/November 2011

Britannia Heritage Shipyard Society 5180 Westwater Drive Richmond BC V7E 6P3 Tel 604-718-8038	City of Richmond/Bryan Klassen Britannia Heritage Shipyard 5180 Westwater Drive Richmond BC V7E 6P3 Tel 604-718-8044
--	--

Purpose

Fleetwood, Shuchona IV, Starliner, Iona and Merrilee II present a wide range of challenges regarding their respective future uses and preservation. To help decision making about the restoration possibilities for these vessels, this document presents a report of the structural condition and steps necessary to affect repair (where needed) in each case. The restoration possibilities tables will be useable as guides for potential work.

Discussion of perseveration and maintenance of the boats will also be included, with added comments on how to return the Fleetwood, Shuchona IV, Iona and Starliner to their original configurations.

This document will not make recommendations about the disposition of boats. In some cases the scope of required work may suggest a non-floating future; in other cases very little work is needed.

Several relevant definitions, including “degrees of restoration,” are included in an Appendix for the readers’ interest.

Restoration Possibilities

The following tables present a breakdown each boat’s structural components, and steps that would be required to make that part of the boat sound again. Inner structural work would have to be completed before more superficial work can proceed.

MV "FLEETWOOD" ex "SKEEZIX"

Official Number 156889
Net tonnage 18.22t
Gross tonnage 31.51t



MV "FLEETWOOD" drydocked at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "FLEETWOOD" was built by Vancouver Shipyards in 1930 for the transport of contraband liquor between Canada and the United States. She was converted to a pleasure vessel in 1934.

Structural details:

Length overall: 56'
Beam 12'
Propulsion: General Motors model 6-71 6 cylinder marine diesel engine
Hull construction: carvel planked red cedar, over 1/2" x 3" diagonal red cedar planking
 1 1/2" x 1" bent oak on 11" centers
 1 1/4" x 7" transverse floors
Deck construction: longitudinal 1/2" yellow cedar exterior planking over double diagonal
 1/2" x 3" cedar strips over 2 1/4" x 1 1/2" yellow cedar frames
Superstructure: mahogany planking

General layout

The hull comprises a plumb stem round bilges to a full length keel and transom stern. The decks comprise a bow roller at the stem followed by an anchor winch, forward hatch and raised cabin trunk. Side decks lead to a small aft deck. Below decks there is a chain locker in the forepeak followed by the foc's'le with single berth. Next aft is the galley followed by the wheelhouse. The engine room is next aft followed by the accommodation cabins.

GENERAL CONDITION:

The vessel was found to be in poor condition with numerous deficiencies noted. Most of these conditions arise from the fact she has been drydocked for most of 20 years, possibly longer. The inner diagonal 1/2" planking has dried and the interface between the inner diagonal and outer carvel layer has failed with a subsequent loss of structural integrity. The light construction bent oak framing has pulled away from the hull, particularly in the underwater portions further degrading the structural integrity.

Galvanized hull fasteners generally are corroded and provide no security between the planking. External planking is damaged; much if it from "nail sickness" (the steel composition of the fastener has oxidized, decaying the surrounding wood).

Decay was noted in various bulkheads, mainly below the cabin sole level.

Table

Structure	Condition & steps to repair
Centreline	
Stem & band	Decay of the stem above the metal guard. Photo #1 Repair; Remove the guard to reveal the stem structure; depending of the extent of deterioration it might be possible to scarph in a section. If decay is extensive it would not be practical to repair.
Keel & shoe	Keel generally appeared to be sound
Shaft log & deadwood	Appeared to be sound
Horn timber	Appeared to be sound
Transom frame/built-up transom & knee	Decay was noted in the port side of the transom planking and frame. Photo #2 Repair; Remove all deteriorated structure and replace with new.
Lower hull & bulkheads	
Floor timbers	Many pulled away from the hull with decay noted. Photo #3 Repair; Refasten in place in conjunction with other hull repair.
Bilge stringers (longitudinal members at turn of bilge)	None
Bulkheads	Various decayed particularly below the cabin sole. Photo #4 Repair; Remove deteriorated structure and replace with new. Work will have to be completed in conjunction with hull repair.
Hull to deck	
Deck/sheer clamp (longitudinal members supporting deck and upper hull shape)	Deteriorated over much of its length. Some sections have been replaced but do not provide designed structural integrity. Photo #5 Repair; Very difficult to repair, the best procedure would be to remove the covering boards to access the sections in conjunction with hull repair, and insert new via upper transom corners.

Breast hook (at stem) & quarter knees (at transom)	Breast hook appears sound Quarter knees (upper) at transom decayed port and starboard sides. Repair; Remove deteriorated structure and replace with new.
Hull	
Ribs	Various show signs of deterioration with some having been sistered or replaced. Many are pulled away from the hull particularly at the keel. Photo #6 Repair; Remove covering board & set new steamed ribs from above.
External planking	Many areas of decay mostly due to oxidation of galvanized fastenings. Photo # 7 Repair; The most extreme repair would involve replanking the vessel (see below) Some original may be used with repairs to the damaged material
Inner diagonal planking	Much of the inner planking has shrunk & cupped resulting in the loss of structural integrity. Some decay noted in various sections. Photo #8 Repair; Remove the exterior planking, repair/replace deteriorated sections and fit new exterior planking with a bonding agent between the inner and outer. Reframing would have to be completed first to provide a solid surface to fasten to and to allow the existing hull to act as a bending mold for the new frames
Transom planks	Decay noted in various. Photo #9 Repair; Remove and replace damaged sections
Fasteners	Heavily rusted both inner and exterior. Photo #10 Repair; Replace fasteners in conjunction with replanking
Caulking	Will need to be recaulked after planking
Rub rail	Appeared to be sound
Hull fittings	
Shaft & rudder stuffing boxes	Appeared to be sound. Original (port & starboard) are still in place & should be removed.
Through-hulls/valves, hoses & hose clamps	All to be replaced.
Engine mount through-fastenings	Appear to be sound
Portholes	Appear to be sound
Deck	
Deck beams	Some decay noted in conjunction with deck. Repair; Remove decayed structure and replace in conjunction with deck sections
Carlins (longitudinal members under cabin sides)	Appeared to be sound
Deck & covering boards	We are advised the decks were replaced during this drydocking. Some decay was noted in the inner planking.

Bulwarks & caps/toe rail	Appeared to be sound
Hatches & covers	Appeared to be sound
Deck fittings	
Stanchions	Will need to be refastened with deck/sheer clamp repair
Cleats	Many removed
Winch	Condition unknown
Vents	Good
Cabin	We are advised the cabin was rebuilt during this drydocking
Interior	
Sole bearers	Good
Sole (cabin floor)	Good
Cabinetry	Good where complete
Overhead liner	Good
Hull ceiling	Good
Machinery supports	
Engine log bearers & engine logs	Good
Tank supports	Not sighted
Battery supports	Not sighted
Systems	
Bilge pumps	Not sighted New pumps & systems would have to be installed
Electrical	Some work has been undertaken on AC systems – work is not to marine standard. DC system would have to be installed new.
Plumbing	The condition of tanks is unknown. All plumbing systems would have to be installed new.

Preservation:

To preserve the "Fleetwood" in her present condition as a historical vessel for public display little needs to be done over the short term. Areas of deterioration could be preserved with anti-fungal treatments or sealed with resins. This could provide a safe platform for viewing. Interior lighting could be installed, sections of cabinetry fitted and the interior painted. Models, diagrams and pictures would convey the original character of the vessel.

Returning "Fleetwood" to her original configuration is not recommended; the scope of work (which would include research and design, removal of existing cabin structure, building new wheelhouse/ helm station and cargo area is very large, especially when considered in addition to the necessary hull repairs.

To restore the vessel to a seaworthy condition would require the steps presented in the table above – this would be a very costly and time consuming endeavour.

PHOTO APPENDIX



Photo #1 Damage of exterior stem structure



Photo #2 Deterioration of inner transom structure



Photo #3 Detail of floor timber pulled away from hull



Photo #4 Deterioration of bulkhead under engine stern tube



Photo #5 Deterioration of sheer clamp forward cabin



Photo #6 Detail of rib pulled away from hull



Photo #7 Detail of corroded fastener with adjacent deteriorated wood planking



Photo #8 Deterioration of inner planking



Photo #9 Deterioration of transom exterior planking starboard corner



Photo #10 Detail of corroded fasteners inner planking

MV "SHUCHONA IV"

Official Number 154431
Net tonnage 26.19t
Gross tonnage 38.51t



MV "SHUCHONA IV" moored at Britannia Historical shipyard, Richmond, B.C.

Overview:

MV "SHUCHONA IV" was built by T. Atagi Boatworks, Steveston, B.C. in 1927 and donated to the Britannia Historical Shipyard Society 1997 by BC Packers.

Structural details:

Length overall: 53'
Beam 13' 9"
Propulsion: General Motors 6 cylinder marine diesel engine
Hull construction: carvel planked red cedar
 2" x 3" bent oak on 12" centers
Deck construction: 3 1/2" x 1 1/2" cedar
Superstructure: painted plywood

General layout

The hull comprises a plumb stem, round bilges to a full length keel and rounded transom stern. The decks comprise a bow roller at the stem followed by an anchor winch, forward hatch and superstructure with command bridge over. The superstructure encloses the wheelhouse forward, followed by a cabin and the galley. Side decks lead to the working deck. The working deck consists of the fish hold followed by the lazarette.

Below decks there is a chain locker in the forepeak followed by the foc's'le with upper and lower single berths. Next aft is machinery space.

GENERAL CONDITION:

Inspections were restricted by ceilings, liners and equipment installations.

The vessel is a heavily constructed example of a west coast fishing vessel. Hull framing and planking generally appear to be in reasonable condition where sighted with the exception of the stern section where extensive deterioration has occurred. We are advised additional underwater hull fastening and recaulking, occurred eight years ago, and bulwarks were replaced approximately 10 years ago.

The decks are in very poor condition.

The fish hold has been created with sprayed-in-place foam against the hull; this method of creating an insulated fish hold usually results in deterioration of the hull framing and planking behind the foam.

We are advised the engine and systems have not been operated for approximately 10 years and they would require considerable rehabilitation to restore them to a serviceable condition.

The superstructure generally is in poor condition with areas of decay noted.



Photo #1 Detail of deterioration in hull framing stern section



Photo #2 Detail of deterioration under aft deck and transom/hull connection



Photo #3 Detail of deterioration at fish hold foam/hull connection

Preservation:

In order to restore this vessel to a seaworthy condition it would be necessary to rebuild the superstructure, decks and hull stern section. Removal of the foam fish hold may reveal deterioration of the framing and planking which would necessitate their replacement. Reconfiguring "Shuchona IV" to a table seiner entails adding a table, mast, boom and rigging. This would require design research, building a rotating table and locating and fitting a suitable mast and boom.

MV "STARLINER"

License Number 8K 12111 (New Westminster, B.C.)



MV "STARLINER" on blocks at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "STARLINER" was built as a Fraser River gillnetter

Structural details:

Length overall: 35' 4"

Beam: 10'

Draft: 2' 6"

Propulsion: Ford 4 cylinder gasoline engine

Hull construction: carvel planked red cedar
2 1/2" x 1" bent oak on 8" centers

Deck construction: 3" x 1" red cedar

Superstructure: painted plywood side and solid red cedar front

General layout

The hull comprises a plumb stem, round bilges to a full length keel and rounded transom stern.

Decks consist of a small foredeck followed by the cabin superstructure. Side decks lead to the working deck. The working deck consists of the main fish hold followed by smaller holding compartments. Aft is the cockpit with engine controls.

Below decks there is stowage in the forepeak followed to starboard by the galley and to port by a dinette. Aft is the wheelhouse and head compartment.

GENERAL CONDITION:

Inspections were restricted by ceilings, liners and equipment installations.

The vessel was found to be generally in poor condition due to a great extent by the fact she has been unprotected and not maintained for many years.

The superstructure and decks are deteriorated. Much of the forward hull framing appeared to be sound with the exception of where it was exposed to the elements. The fuel tank has been leaking gasoline into the bilge & seeped through the hull to the atmosphere – the effect on the wood structure is unknown.

The fish holds have been created with sprayed-in-place foam against the hull; this method of creating an insulated fish hold usually results in deterioration of the hull framing and planking behind the foam.

The gasoline fuelled engine may be usable but if so will require rebuilding together with new fuel tanks and systems.

Table:

Structure	Condition & steps to repair
Centreline	
Stem & band	Appeared to be sound
Keel & shoe	Appeared to be sound – the effect of being soaked in gasoline is unknown
Shaft log & deadwood	Appeared to be sound – would have to be modified with new engine installation
Horn timber	Appeared to be sound
Transom frame/built-up transom & knee	Appeared sound where sighted
Lower hull & bulkheads	
Floor timbers	Appeared to be sound
Bilge stringers (longitudinal members at turn of bilge)	None
Bulkheads	Appeared to be sound
Hull to deck	
Deck/sheer clamp	Not sighted
Breast hook	Not sighted
Hull	
Framing	The majority appeared to be sound where sighted. Photo #1 Those deteriorated, particularly under the aft cockpit would have to be replaced
Planks	The majority appeared to be sound as sighted from the exterior Some will need replacing.
Transom planks/staves	The exterior appeared sound The inner surface was not accessible
Hull fasteners	Mostly corroded Repair; Remove existing nails and refasten
Caulking	Recaulk in conjunction with above
Rub rail	Appeared to be sound
Bumper (if any)	None

Hull fittings	
Shaft & rudder stuffing boxes	To be replaced with replacement engine installation
Through-hulls/valves, hoses & hose clamps	All to be replaced in conjunction with plumbing system upgrade
Engine mount through-fastenings	To be replaced with engine replacement
Depth sounder, keel cooler, zincs, topside vents	To be replaced with engine replacement
Portholes	None
Swim grid	None
Deck	
Deck beams	Some may be reused forward; will likely all need replacing aft
Carlins (longitudinal members under cabin sides)	Solid yellow cedar under side decks. To be assessed during deck and superstructure replacement.
Deck & covering boards	To be replaced with deck replacement Photo # 2
Bulwarks & caps/toe rail	To be replaced with deck replacement
Hatches & covers	To be replaced with deck replacement
Deck fittings	None
Cabin	Heavy deterioration Photo #3 All to be replaced
Interior	
Sole (cabin floor)	To be replaced Photo #4
Cabinetry	In poor condition but may be usable depending on the restored configuration
Overhead liner	None fitted
Hull ceiling	Appeared to be sound but would have to be removed for access to hull framing.
Machinery supports	
Engine log bearers & engine logs	To be replaced with engine replacement
Tank supports	To be replaced in conjunction with cabinetry rebuild
Bilge pumps	To be replaced in conjunction with rewiring electrical systems
Hoses and discharge through-hull	All in poor condition To be replaced in conjunction with hull repair

Preservation:

The vessel may be suitable as a restoration project depending on the hull condition when the fish holds are opened up.

The decks and superstructure would have to be removed, together with the hull ceilings to expose the framing.

Reconstruction would involve rebuilding the decks and superstructure. The interior would have to be rebuilt, together with operating systems and engine.

Restoring the "Starliner" to her original configuration would require design research and fitting of a net drum, rollers, mast, boom and rigging.

PHOTO APPENDIX



Photo #1 deterioration of rib in forward hull section



Photo #2 deterioration of side deck over carlin plank



Photo # 3 Heavily deteriorated superstructure



Photo #4 cabin sole broken up note also gasoline engine installation

MV "IONA"



MV "IONA" moored at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "IONA" was originally built in approximately 1937 as a fisheries collector boat.

Structural details:

Length overall:	37' 6"
Beam	9' 4"
Draft:	2' 8"
Propulsion:	1990 Perkins 135 hp marine diesel engine
Hull construction:	carvel planked red cedar 2" x 1" bent oak on 8 1/2" centers
Deck construction:	3" x 1" fir
Superstructure:	cedar strips

General layout

The hull consists of a plumb stem, round bilges to a full length keel and rounded transom stern. Decks comprise a small foredeck followed by the cabin superstructure. Side decks lead to the working deck. The working deck consists of the main fish hold followed by a lazarette. Below decks there is stowage forward followed by the machinery space with wheelhouse over.

The vessel was rebuilt by Richmond Boat Builders over the period 2009 – 2011.

Work completed included;

Work was carried out by volunteers under the direction of a shipwright and includes;

Removing all deteriorated wood structure in the stern section and reconstruction,

Replacing various bottom planks,

Removing deteriorated wood structure in the superstructure and reconstruction,

Refinishing brightwork and painting interior & exterior,

Rewiring electrical system.

Preservation:

Reconfiguring "Iona" to her original configuration as a double ender, as she was originally built is possible but would require undoing and removing recent repairs; thus it is not recommended at this time. If attempted, steps would include design, installing a stern stem, two or three temporary moulds aft of the aft bulkhead, steam bending planks and temporarily attaching them to the moulds and steaming in frames. Staggering of butt joints would require removal of sections of exiting planks forward of the bulkhead. The aft deck and sub-structure behind the aft bulkhead would then be rebuilt.

The vessel has recently been repaired and it is critical to maintain her condition. The engine should be preserved over the winter and run up regularly during the summer.

Regular on-board inspections should be made to ensure the bilges are kept clean with a limited amount of water present.

It is important that good ventilation be maintained in the vessel's interior at all times to prevent the establishment of fungus and resulting deterioration of the wood.

It was noted the newly installed 120 volt system included non-marine quality components; the system should be upgraded to comply with marine standards.

MV "MERRILEE II"

Official Number 198128
Net tonnage 13.45t
Gross tonnage 14.31t



Overview:

MV "MERRILEE II" was designed by Ed Monk and built by Lloyd Griffith in 1950

Structural details:

Length overall: 34'
Beam 10'
Draft: 3'
Propulsion: Lehman Ford 6 cylinder marine diesel engine
Hull construction: carvel planked yellow cedar
2" x 1" bent oak on 12" & 5" centers
Deck construction: canvas sheathed plywood
Superstructure: painted plywood

General layout

The hull comprises a plumb stem, round bilges to a full length keel and transom stern.

The decks comprise a foredeck with bow roller and foc's'le escape hatch followed by the cabin superstructure. Side decks lead to the cockpit.

Below decks there is a chain locker in the forepeak followed by the foc's'le with V-berth. From the foc's'le steps lead up to the wheelhouse. Next aft is the salon with galley to port and settee and heads compartment to starboard.

GENERAL CONDITION:

This boat's structure is in very good condition, it was nearly impossible to find any wood that needs replacing, the majority of the work required to put this boat in sparkling condition is cosmetic – bleeding topside fastenings, cracking and lifting of thick paint on cabin corners and deck edges, and rubbing strips that require rebedding. Although cosmetic, these are big jobs.

The topsides need repainting, which will entail some stripping where the paint is lifting - it may be easier to completely strip the topsides. The topside seams also need to be re-puttied.

Bleeding fastenings are the result of failure of the galvanizing on the boat nails. The nails likely are still substantial with lots of holding power, although this should be confirmed when the boat is next hauled. One could pull 15 - 20 nails from all over the hull to check. Stopping bleeding of nails is a challenge, fresh paint overtop will work for a while, but a better solution is to expose the nail heads and treat them with a phosphoric acid primer, paint, then plug/putty. Below the water line, only plugs/putty that are being dislodged by rust should be exposed and treated.

The deck paint is lifting where it meets the toe rail and the edges of the deck. Paint is also cracked and lifting in a few spots on the corners of the bridge and around the front windows. Although minor, this results in water entrapment in the wood below. At a minimum, these areas should be stripped and repainted; these surfaces still appear, and feel sound. Particularly good news is that the cabin sides below all the windows feel sound as well (cabin sides below windows are often a trouble spot).

There are a few minor problem spots. There is rot in the aft end of the starboard longitudinal beam support of the cockpit cover, and a soft spot on the trunk cabin roof at the forward starboard corner, which may be the painted canvass lifted over a concave area. These areas need to be stripped and investigated to find the extent of rot, and the lifted canvass glued to the concave portion of the cabin roof.

Table:

Structure	Condition & Steps to repair
Centreline	
Stem & stem band	Good
Keel	Not checked outside; inside was good
Shaft log	Not checked outside; inside was good
Horn timber	Does not have one, flat planning hull
Transom frame, quarter knee	Good, also include large transom "frame blocks," oriented flush to the transom in each lower quarter, which support the turns of bilge and receive the bilge stringers.
Lower hull & bulkheads	
Floor timbers	Good
Bilge stringers	Good
Bulkheads	Good
Engine stringers	Good
Hull to deck	
Deck/sheer clamp (longitudinal members supporting deck and upper hull shape)	Good
Breast hook (at stem) & quarter knees (at transom – upper and lower)	Good breast hook. Good quarter knees, which are simple blocks.

Hull	
Ribs	Good
Planks	Good
Fasters	Showing rust streaks on topsides, see overview.
Caulking	Good except one weeping seam at the turn of bilge in the head – re-caulk this part only.
Rub rail	Needs to be bedded, which will entail, removal, cleanup of surfaces, checking plank condition underneath, refastening onto bedding compound.
Bumper (if any)	
Hull fittings	
Shaft & rudder stuffing boxes	Good
Through-hulls/valves, hoses & hose clamps	Gate valves on 1/2" lines port and starboard above water line (likely these are tank vent lines) consider replacing gate valves. Engine cooling water intake (1", aft of engine on port side), and exit (1" port side above water line forward of engine – no valves, consider adding ball valves to both. Through-hull, in foc's'le port locker above water line is combined exit for manual and automatic bilge pumps – no valve, consider adding. Ensure all hose attachments have double marine grade hose clamps.
Engine mount through-fastenings (if any)	Fastened to substantial engine logs.
Depth sounder, keel cooler, zincs, topside vents	Boat in water, see comment on vents above.
Portholes	Good
Swim grid	Check sizing of washers on inside surface of transom, I think the existing ones were starting to pull through the transom frames – increase size if needed. This needs to be rechecked.
Deck	
Deck beams	Good
Carlins (longitudinal members under cabin sides)	Good
Deck & covering boards	Good
Bulwarks & caps/toe rail	Good
Hatches & covers	Good
Deck fittings	
Stanchions	Good
Cleats	Good
Winch	Good
Vents	Good
Cabin	
Roof beams	Good

Roof	One possible soft spot at forward starboard trunk cabin roof. May be canvass that has lifted away from underlying structure.
Sides	Good
Windows	Good
Doors	Side door bottom tracks need replacing.
Interior	
Sole bearers	Good
Sole (cabin floor)	Good
Cabinetry	Good
Overhead liner	Good
Hull ceiling (inner hull covering)	Water damage to plywood on starboard side below side door.
Machinery supports	
Engine log bearers & engine logs	Additional metal frame attaching engine to engine logs, extending 2 ft forward and 1 ft aft of engine.
Tank supports	Good
Battery supports	Good
Other machinery supports	Good
Bilge pumps	
Pumps	Automatic pump not working. Repair or replace
Switches	Not assessed
Wiring to battery	Not assessed
Hoses and discharge through-hull	See comments on through-hulls.

Preservation:

Hull fasteners should be inspected and treated or replaced as required. Any deterioration in the superstructure should be repaired. The exterior should be repainted and brightwork refinished. The engine should be preserved over the winter and run up regularly during the summer. Regular on-board inspections should be made to ensure the bilges are kept clean with a limited amount of water.

It is important that good ventilation be maintained in the vessel's interior at all times to prevent the establishment of fungus and resulting deterioration of the wood.

This report was completed on November 4, 2011 and represents inspections completed by Colin Duffield August 2011 and Philip Oldham, October 2011.

Colin Duffield

Philip Oldham

Appendix

Degrees of Restoration

(Definitions from the Smithsonian Institute)

1. Protection: The act or process of applying measures designed to affect the physical condition of a vessel by defending or guarding it from deterioration, loss or attack or to cover or shield the vessel from danger or injury. Such treatment is generally of a temporary nature and anticipates further historic preservation treatment.

2. Stabilization: The act or process of applying measures designed to arrest, retard or prevent deterioration of a vessel and to assure its structural integrity. This may include rendering the vessel weather resistant and water-tight. The essential form of the vessel shall be maintained during this process

3. Preservation: The act or process of applying measures to sustain the existing form integrity and material of a vessel. It may include initial stabilization work where necessary as well as on going maintenance.

4. Rehabilitation: The act or process of returning a vessel to a state of utility through repair or alteration that make possible an efficient contemporary use while preserving those features of the vessel that are significant to its historical, navel, architectural, technological and cultural values.

5. Restoration: The act or process of accurately recovering the form and detail of a vessel as it appeared at a particular time by the removal of later work or by replacement of missing or substantially deteriorated earlier work.

Other Definitions:

Historic Fabric: The material remains of a historic vessel or object, whether original materials or materials incorporated in a subsequent historically significant period.

Integrity: The authenticity of a vessel's historic identity as evidenced by the survival of characteristics such as plan, hull form, rigging, use of materials and or craftsmanship which existed during the vessel's historic period.



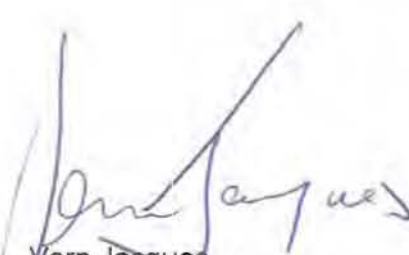
City of Richmond

Report to Committee

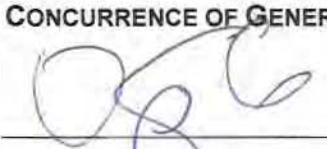
To: Parks, Recreation and Cultural Services Committee **Date:** October 6, 2011
From: Dave Semple
General Manager, Parks and Recreation **File:**
Re: **Proposed Annual Inflationary Increase in Playing Field User Fees**

Staff Recommendation

1. That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and
2. That 2012 playing field user fees be increased by 1.75%.


Vern Jacques
Acting Director, Recreation
(604.247.4930)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

Playing field user fees are currently not included in the City's Consolidated Fees Bylaw. The authority to charge user fees for use of Richmond's playing fields was granted through City Council resolutions R02/18-17 for artificial turf fields and R06/11-10 for natural turf fields.

Since fees for playing fields went into effect, staff have conducted an annual review to determine the market rates for field user fees as well as the Consumer Price Index for Greater Vancouver (CPI). The results of this research would form the basis for staff recommendations for annual fee increases. These fee increases would be presented to Richmond Sports Council for their endorsement. This process is labour intensive and often causes heated debate amongst various member groups of Richmond Sport Council.

This report outlines the history of playing field user fees in Richmond and addresses future annual fee increases for playing fields.

Findings of Fact

Artificial Turf Playing Field User Fees

In October 2002, Council approved the introduction of fees for the use of artificial turf playing fields. The revenue is redirected to offset maintenance and capital replacement of those fields as follows:

60% of the fees collected from the artificial turf fields in Richmond have been placed in the Special Sports Reserve Fund as sustaining and new capital, and

40% has been directed to field operating costs and administration.

The only exception to this is Richmond High where the agreement made with SD No. 38 is that 40% of all field user fees are placed in the Special Sports Reserve fund for the ultimate replacement of the field surface and 60% directed towards the City's field maintenance costs.

User fees for artificial turf playing fields enables the City to recover the operating costs of its artificial turf fields, and will fund the eventual infrastructure replacement cost of the artificial turf fields.

Natural Grass Playing Field User Fees

Fees for use of Richmond's natural turf fields went into effect in January 2007. The agreement made with community field sport groups and Richmond Sports Council is that 100% of the revenue collected from the use of Richmond's natural turf fields goes towards upgrading existing field sport facilities and/or new field sport facility development.

Funds collected from ball diamond users go into a special Diamond Improvement Reserve fund which is under the Special Sports Reserve fund to be used to upgrade existing ball diamond facilities and/or building new ball diamond facilities.

Funds collected from field users (i.e. football, soccer, rugby, cricket, field lacrosse and field hockey) go into the Special Sports Reserve fund to be used for upgrading existing fields and building new field sport facilities in Richmond.

History of Richmond's Playing Field Fee Increases

After a staff review of market rates and with the endorsement of Richmond Sports Council, playing field user fees were increased by 3% for 2009 and a further 3% for 2010.

For 2011, at the request of Richmond Sport Council, playing field user fees were not increased. The rationale for not increasing playing field for 2011 was that community sports groups were facing financial hardship due to the implementation of HST (which added 7% to many goods and services that formerly had been tax exempt) and cutbacks in Provincial Gaming Grants.

For 2012, the Provincial Gaming Grants for community sport groups have been, in most cases, re-established near former funding levels. Therefore, Richmond's community field sport groups are in a better financial position to contribute towards the costs of operating, or upgrading community playing fields.

Analysis

It is important that the fees for use of Richmond's playing fields are increased annually to keep up with the costs of inflation, which trail the costs of maintenance. As well, it is beneficial to establish a process for increasing future playing field user fees that is fair to the field users and easy to administer by City staff.

In accordance with the City of Richmond's Long Term Financial Management Strategy Policy 3707 section 9, all user fees are to be increased annually by CPI.

After researching various methods of establishing inflationary fee increases, consulting with Richmond Sports Council and in abidance with the City's Long Term Financial Management Strategy, the process that best meets the needs of community field sport groups and the City, is to annually increase playing field user fees effective January 01 of each year by an amount equal to the previous year's CPI.

Unusual circumstances may occur that warrant Council to make a decision on a greater or lower playing field fee increase for any particular year.

The process of systematically increasing user fees by an amount equal to the previous year's CPI is used by other City departments (Engineering and Transportation) for a variety of rental fees, permit fees and sales of products such as maps, drawings and manuals.

Future Playing Field Increases

For the most recent year, the CPI is 1.75%. It is recommended that the 2012 playing field user fees be increased by that amount. A comparison between 2011 and proposed 2012 playing field fees is shown in **Attachment 1**.

It is further recommended that playing field user fees be included in the City's consolidated fee bylaw, which adjusts fees annually by an amount equal to the previous year's CPI.

Financial Impact

Annual revenue projections will be able to keep pace with inflation.

Conclusion

It is important that the fees for use of Richmond's playing fields are increased annually to keep up with the costs of inflation. As well, it is beneficial to establish a process for increasing future playing field user fees that is fair to the field users and easy to administer by City staff.

After researching various methods of establishing inflationary fee increases, consulting with Richmond Sports Council and in abidance with the City's Long Term Financial Management Strategy, the process that best meets the needs of community field sport groups and the City, is to annually increase playing field user fees by an amount equal to the previous year's CPI.



Eric Stepura
Manager, Sports and Community Events
(1274)

es

Attachment 1

Playing Field Fee Comparison 2011 and Proposed 2012 (with a 1.75 % increase)

	2011 Fees			Proposed 2012 Fees		
	Full Size	Mini Field		Full Size	Mini Field	
Natural Turf Field Fees						
Sand Turf (With Lights)						
Commercial (all ages)	\$ 33.16	\$ 16.58	/hr	\$ 33.74	\$ 16.87	/hr
Private or Non-resident (all ages)	\$ 26.52	\$ 13.26	/hr	\$ 26.98	\$ 13.49	/hr
Richmond Youth Groups	\$ 9.28	\$ 4.64	/hr	\$ 9.44	\$ 4.72	/hr
Richmond Adult Groups	\$ 19.89	\$ 9.95	/hr	\$ 20.24	\$ 10.12	/hr
Sand Turf (No Lights)						
Commercial (all ages)	\$ 23.88		/hr	\$ 24.30		/hr
Private or Non-resident (all ages)	\$ 19.10		/hr	\$ 19.43		/hr
Richmond Youth Groups	\$ 6.68		/hr	\$ 6.80		/hr
Richmond Adult Groups	\$ 14.33		/hr	\$ 14.58		/hr
Soil Turf (No Lights)						
Commercial (all ages)	\$ 7.96	\$ 3.98	/hr	\$ 8.10	\$ 4.05	/hr
Private or Non-resident (all ages)	\$ 6.37	\$ 3.19	/hr	\$ 6.48	\$ 3.24	/hr
Richmond Youth Groups	\$ 2.22	\$ 1.11	/hr	\$ 2.26	\$ 1.13	/hr
Richmond Adult Groups	\$ 4.78	\$ 2.39	/hr	\$ 4.86	\$ 2.43	/hr
Artificial Turf Fees						
Richmond Youth Groups	\$ 20.16	\$ 10.08	/hr	\$ 20.51	\$ 10.25	/hr
Richmond Adult Groups	\$ 33.95	\$ 16.98	/hr	\$ 34.54	\$ 17.28	/hr
Commercial/Non-Residents (all ages)	\$ 50.06	\$ 25.03	/hr	\$ 50.94	\$ 25.47	/hr
Ball Diamonds						
Sand Turf (With Lights)						
Commercial (all ages)	\$ 21.00		/hr	\$ 21.37		/hr
Private or Non-resident (all ages)	\$ 16.82		/hr	\$ 17.11		/hr
Richmond Youth Groups	\$ 5.89		/hr	\$ 5.99		/hr
Richmond Adult Groups	\$ 12.63		/hr	\$ 12.85		/hr
Sand Turf (No Lights)						
Commercial (all ages)	\$ 19.25		/hr	\$ 19.59		/hr
Private or Non-resident (all ages)	\$ 15.39		/hr	\$ 15.66		/hr
Richmond Youth Groups	\$ 5.41		/hr	\$ 5.50		/hr
Richmond Adult Groups	\$ 11.57		/hr	\$ 11.77		/hr
Soil Turf (No Lights)						
Commercial (all ages)	\$ 5.62		/hr	\$ 5.72		/hr
Private or Non-resident (all ages)	\$ 4.51		/hr	\$ 4.59		/hr
Richmond Youth Groups	\$ 1.60		/hr	\$ 1.63		/hr
Richmond Adult Groups	\$ 3.40		/hr	\$ 3.46		/hr

Track and Field Fees and Charges (Facilities at Minoru Park)

Training fee - All ages Track and Field Club	\$ 700.19 /year	\$ 712.44 /year
Richmond Youth Meets	\$ 127.31 /meet	\$ 129.54 /meet
Richmond Adult Meets	\$ 202.60 /meet	\$ 206.15 /meet
Private Group Track Meets or Special Events	\$ 509.23 /day	\$ 518.14 /day
Private Group Track Meets or Special Events	\$ 42.40 /hr	\$ 43.14 /hr

Community Recreation Fees Increase Proposal - January 1, 2012

Fitness - Drop In						Comments
Current Rates	Current Rates with HST	Increased Rate (with HST)	Increase (\$)	Increase (%)		
Yth/Sr	3.13	3.50	0.10	2.9%		
Adult	4.91	5.50	0.15	2.7%		
Fitness - Punch Cards						
Yth/Sr - 12 visits	29.46	33.00	34.00	1.00	3.0%	
Adult - 12 visits	47.32	53.00	54.00	1.00	1.9%	
Fitness - Passes						
1 Month						
Yth/Sr	29.46	33.00	34.00	1.00	3.0%	
Adult	40.18	45.00	46.00	1.00	2.2%	
3 Month						
Yth/Sr	62.50	70.00	72.00	2.00	2.9%	
Adult	84.82	95.00	97.00	2.00	2.1%	
6 Month						
Yth/Sr	107.14	120.00	123.00	3.00	2.5%	
Adult	142.86	160.00	164.00	4.00	2.5%	
1 Year						
Yth/Sr	178.57	200.00	205.00	5.00	2.5%	
Adult	236.61	265.00	272.00	7.00	2.6%	
Sports - Drop in						
Children	-	-	-	-	-	
Youth	2.01	2.25	2.30	0.05	2.2%	
Senior	3.13	3.50	3.60	0.10	2.9%	
Adult	4.24	4.75	4.90	0.15	3.2%	
Family (per person)	2.23	2.50	2.55	0.05	2.0%	
Family Add-On						
1 Year	118.75	133.00	136.00	3.00	2.3%	



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee
From: Vern Jacques
Director, Recreation
Re: Garratt Wellness Centre, New Licence

Date: November 16, 2011
File:

Staff Recommendation

That:

1. The City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the Staff report dated November 16, 2011; and
2. Staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.

Vern Jacques
Director, Recreation
(604-247-4930)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Facilities Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The City of Richmond has, since August 2004, granted Vancouver Coastal Health Authority (VCH) a licence to occupy Garratt Elementary School. During that time, VCH, in partnership with the City of Richmond's Parks and Recreation Department, has been operating the community-based Garratt Wellness Centre. The most recent agreement with VCH expired on August 15, 2011.

The Garratt Wellness Centre is an important component of the continuum of client health care, as it builds community and individual capacity in the prevention and treatment of chronic disease by fostering community partnerships.

The purpose of this report is to provide an update on the recent progress and successes of the Garratt Wellness Centre, and to seek Council's approval to enter into a new five year agreement, with an option to renew for an additional five years, to continue VCH's occupancy and provision of programs and services in the building.

Analysis

The Garratt Wellness Centre represents a strong and successful relationship between the City and VCH's public health and community health services. The City provides the building and facilitates the delivery of specialized physical activity programs. VCH administers day-to-day operations and upkeep of the building, including utility and janitorial costs, and builds further reaching partnerships with other service organizations such as cancer support groups, postpartum exercise groups, and community kitchens for young parents. The Centre has gained recognition in the community, and is realizing continued growth as a result of increased physician awareness, promotional efforts, and word of mouth from satisfied clients.

The number and variety of programs at the Centre continues to evolve each year. Initially the VCH focus of the Centre was on physician collaboration, which brought in funding and referrals. This focus has now shifted, and the role of the Garratt Centre has expanded to facilitate collaboration and support for a wide range of partners and various arms of VCH.

The Centre is now the home of the provincial service PAL (Physical Activity Line), which offers free phone-in advice from Certified Exercise Physiologists to anyone throughout the province needing assistance with their personal exercise decisions. PAL facilitates collaboration between programs and services offered through Garratt Wellness Centre, the City of Richmond, VCH and other community partners. PAL currently provides health-screening services to the City's specialized fitness program participants, which can replace the need for medical clearance into programs.

In reviewing the last five years of the relationship, both Parks and Recreation and VCH staff are very satisfied with what has been accomplished, and are excited about new program and service opportunities as the number of participants continues to increase. Both parties are pleased with the successes to date, and strongly believe that the partnership should continue.

Attachment 1 outlines some of the Centre's program highlights, and lists the many community groups that are currently served by the Centre.

The licence fee proposed for this agreement is \$1.00 per year. This rental recognizes that VCH uses the Centre to provide many valuable community level services and programs. As such, VCH is a community partner with the City in the provision of these services and programs. The City, as owner of the building, covers some sustaining facility maintenance costs and landscaping costs, which are covered in existing city operation budgets. Periodic major maintenance projects are completed as needed. VCH dedicates approximately \$124,000 annually for the Centre's operations and coordination, and is committed to continue this funding for the proposed new term. This funding includes the upkeep and maintenance of all fitness equipment that is utilized by the City's specialized fitness programs. The City's contribution is approximately \$28,000 per year for the specialized program delivery costs, which is offset by participant program fees of \$36,000 per year. This licence has no new OBI implications.

The basic business terms of the licence agreement with VCH include:

- **Term:** An initial term of five years plus an option to renew for a further term of five years
- **Commencement Date:** August 16, 2011
- **Licence Fee:** \$1.00 per year, including the renewal option
- **Permitted Use:** Operation of a Community Wellness Centre by the City and VCH, offering programs on a shared use basis
- **Management:** VCH provides necessary supervisory staff at its own expense
- **Maintenance:** Limited to repairing or replacing pre-existing items or equipment which is part of the base building or building system. The responsibility for maintenance costs will be shared by the City and VCH according to a schedule which will be similar to the current operation
- **Insurance:** VCH to carry a minimum of \$5 million of commercial public liability insurance
- **Alterations:** VCH may make alterations to the Centre at its own expense with prior written approval by the City

Financial Impact

The licence fee proposed for this agreement is \$1.00 per year. As there are no changes proposed from the current operation to this new agreement, the Ongoing Budget Impact is \$0.

Conclusion

Garratt Wellness Centre's overarching goal is to foster the diverse partnerships that encourage regular physical activity and support participants in becoming informed, educated and active in self-managing or preventing chronic health conditions. Participants of the various programs develop the skills and resources required to protect and better manage their health.

Since the Centre opened its doors to the public in 2004, the programs and services have had a very positive impact on the quality of life of Richmond residents living with, or at risk for, a

November 16, 2011

- 4 -

variety of chronic health conditions. Participants have seen improvement in their functional capacity to carry out activities of daily life, and are therefore able to maintain their independence for a longer period of time.

The relationship between the City of Richmond and VCH is very beneficial to the community, as evidenced by the interest from other municipalities, health regions and jurisdictions. This project truly highlights a collective goal to continue to be one of the healthiest communities in Canada. As such, staff recommend approval of a new licence agreement to VCH as detailed herein.

A handwritten signature in cursive script, appearing to read 'Carol Lepine'.

Carol Lepine
Coordinator, Fitness and Wellness Services
(604-238-8009)

Attachment 1

Recent Highlights of the Garratt Wellness Centre

- The City has increased the number of physical activity programs available for those individuals living with a chronic health condition from 4 weekly groups to 8. Specialized programs such as Heart Wellness, Lose Weight Feel Great and Diabetes Exercise have all positively impacted those individuals participating in them.
- In 2009, the Community Gardens were established. Participants learn about food security issues, and gain experience in growing their own food as well as cooking and preserving in the community kitchen.
- The use of the building has increased overall, with additions of a variety of programs such as Respiratory Wellness, Chronic Kidney Disease, bariatric nutritional counselling, community kitchens for young parents and foster parents, postpartum depression, hospice society, vial of life, and a youth gardening project.
- The community physical activity programs provide a tremendous support for residents to understand primary and secondary prevention of chronic disease.
- Feedback from the surrounding neighbourhood has been extremely positive. Residents view the Garratt Wellness Centre as a positive addition to their community. VCH facilitates a user and neighbourhood stakeholders group several times a year

Community & VCH Groups Currently Being Served By Garratt Wellness Centre

A number of community service groups are benefiting from Garratt Wellness Centre. Many of these groups are part of the Garratt Wellness Centre Stakeholders Group. Examples include:

- Canadian Diabetes Society
- Pacific Postpartum Support Society (PPSS)
- S.U.C.C.E.S.S.
- University of Victoria's Community-based Chronic Disease Self-Management Program
- Physical Activity Line (PAL)
- Seniors Falls Prevention Network
- Richmond Youth Support Network
- VCH-Richmond Outpatient Nutrition Counselling
- VCH-Richmond Outpatient Respiratory Therapy
- VCH-Richmond Mental Health
- Alzheimer's Society of BC
- Arthritis Society
- VIIC-Richmond Public Health Nutrition: Community Kitchen
- Richmond Hospice Society
- Richmond Food Security Society
- VCH-Richmond Chinese Diabetes Education Program
- Canadian Mental Health Chinese Social Health Network
- VCH-Richmond Healthiest Babies Possible: Community Kitchen
- VCH-Richmond Oncology: Cancer Thrivers
- Youth Gardening Project Community Kitchen