

ITEM 6

MANAGER'S REPORT NO. 23

COUNCIL MEETING Mar. 25/74

Re: North Fraser Harbour Commission re Placement of River Sand
(Item 9, Report No. 15, February 25, 1974)

On February 25, 1974, Council approved the North Fraser Harbour Commissioners' proposal to place approximately 100,000 cubic yards of dredged river sand on Municipal property west of Byrne Road at a cost of 25¢ per cubic yard. During discussion of this proposal, Council requested information on approximate costs involved if sand was barged from sites near the mouth of the Fraser River to the proposed Barnet Beach site in eastern Burrard Inlet. This information is contained in the following report from the Engineer.

This is for the information of Council.

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TO: MUNICIPAL MANAGER MARCH 20, 1974
FROM: MUNICIPAL ENGINEER
RE: NORTH FRASER HARBOUR COMMISSION RE PLACEMENT OF RIVER SAND.

The Municipal Council on the 25th of February when considering the matter of placing sand on Corporation owned property from the North Fraser dredging operation requested estimates on the costs of barging sand from sites near the mouth of the Fraser River (should it become available) to the Barnet Beach site.

We enquired from the North Fraser Harbour Commission regarding the feasibility of dredging river sand into barges and transporting it to the Burrard Inlet and we were advised that the hydraulic type of dredging they carry out on the North Fraser did not lend itself to loading barges and in fact it was necessary to dispose of the river sand onto land from such hydraulic dredging.

We also wrote a letter to the Harbour Master of the Fraser River Harbour Commission regarding the same matter and received a reply dated the 14 March, 1974 (copy attached). This reply confirms the advice we received from the North Fraser Harbour Commission to the effect that it is not practical to pump sand hydraulically onto a barge or scow due to the excessive amount of water involved in hydraulic which would result in the sand being washed overboard. Dredging by clamshell could be directed to barges, however, we were advised this method is not normally used by the Fraser River Harbour Commission as it is much more costly than hydraulic dredging. The Fraser River Harbour Commission Harbour Master did not favour the more costly process in order to be able to load the sand onto barges. The extra cost of clamshell dredging would not be borne by the Commission thus their recommendation that it would be more economical to purchase sand from a Contractor.

We do not agree with the recommendation of the Harbour Master of the Fraser Harbour Commission that purchasing sand from a contractor would be the most economical way of producing fill for Burrard Inlet. It is our opinion that the most economical way of producing fill for Burrard Inlet Seawalk Reclamation would be to receive free fill from construction projects as it becomes available over a period of time.

This is for the information of Council.


MUNICIPAL ENGINEER

VK:pm
Attch.

cc: () Municipal Treasurer
() Director of Planning

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 COUNCIL MEETING Mar. 25/74

Fraser River Harbour Commission



YOUR FILE:
 OUR FILE:

March 14, 1974

RECEIVED IN
 ENGINEERING DEPT.

MAR 15 1974

The Corporation of the District of Burnaby,
 Municipal Hall,
 4949 Canada Way,
 Burnaby 2, B.C.
 V5G 1M2

REFER TO	DATE
VK	
EEO	
ACTION BY	DATE

Attention: Mr. V. Kennedy, Deputy Municipal Engineer.

Dear Sir:

Re: Fraser River Dredge Spoil

This will acknowledge receipt of your letter dated March 5, 1974, re the above captioned subject.

To answer your questions:

1. The Fraser River Harbour Commission would be able to give you permission to remove sand from the bed of the Fraser River, subject to the Corporation applying to this Authority for a dredging licence and payment of the existing royalties.
2. Two methods of dredging are employed by various dredging companies:
 - (a) Clamshell excavation, usually directly to a scow or barge for further transportation.
 - (b) Hydraulic suction /or cutterhead, which method is employed to deposit sand directly ashore.

It is not practical to pump sand hydraulically on to a barge or scow, due to the large volume of liquids involved which would wash the sand overboard, thus defeating your purpose.

I would suggest that the alternate method of purchasing sand from a contractor, in my opinion, would be your most economical way.

Should you have any further queries, feel free to contact the Undersigned.

Yours very truly,

Captain E.M.G. Winter,
 Harbour Master.

EMGW:jw

Fraser River Harbour Commission, Ste. 505, 713 Columbia Street, New Westminster, B.C., Canada — (604) 524-8655