

Re: LETTER FROM THE CITY OF VANCOUVER THAT APPEARED ON THE AGENDA FOR
THE DECEMBER 1, 1975 MEETING OF COUNCIL (Item 4b)
CITY OF VANCOUVER'S FIRE BOAT

Appearing on last week's Agenda was a letter from the City of Vancouver advising that the services as provided by the City's Fire Boat will be discontinued on November 18, 1977.

On October 18, 1971, Council decided to not participate in the sharing of costs for the operation of a Fire Boat service in the Burrard Inlet. The action that was taken by Council at that time is summarized in the attached report dated February 21, 1972. This report also contains a summary of the replies that were received from owners of industrial property on the Inlet in Burnaby who were asked what affect Council's decision would have on their respective operations.

The Fire Chief has reviewed this matter and advises as follows:

"In the past, Burnaby has only had to call for Fire Boat assistance in one instance. However, this is not to say we may not have need for such equipment in the future.

In 1971, Vancouver asked the other municipalities bounded on Burrard Inlet to contribute to the cost of Fire Boat operations, the assessment was based on the assessed value of water front properties, and in the case of Burnaby amounted to a yearly assessment of \$16,565. This request was turned down by Council at meeting of October 18th, 1971."

The Fire Chief is of the opinion that it would be advisable to have one Fire Boat on call for situations involving fires aboard ships that are at anchor in the Inlet, or fires aboard ships that have been cut adrift. Such emergencies are beyond the fire fighting capabilities of the Burnaby Fire Department, and in all likelihood, beyond the capabilities of fire departments in neighbouring municipalities as well. Our Solicitor points out, however, that responsibility for combatting such fires properly comes under the jurisdiction of the National Harbours Board.

The Fire Chief is satisfied that land based fire fighting equipment is adequate for the protection of waterfront property along the Inlet. Of further significance to us in this evaluation is the fact that considerable time is required for a Fire Boat to travel from Vancouver to the scene of a fire in our community.

In view of the fact that Burnaby has no need for a Fire Boat as all fires occurring along the shoreline can be fought with land based equipment, it is recommended that we do not contribute to the operation of a Fire Boat. It would be appropriate, however, to recommend that the National Harbours Board provide funding to ensure that a Fire Boat is available in the Harbour and Inlet for fires on board ships. Such funding would be consistent with the Board's jurisdictional responsibility, and also, with the fact that fees are received by the Harbour Board for anchorage and docking privileges when ships are moored in the area.

It should also be pointed out that to the best of our knowledge, the City of Vancouver is planning to deactivate its Fire Boat, and that upon such deactivation, there will be no Fire Boat available for service anywhere in the Lower Mainland.

RECOMMENDATIONS:

1. THAT Council resolve to not participate in any cost-sharing arrangement pertaining to the operation and maintenance of a Fire Boat; and
2. THAT the National Harbours Board be requested to provide funding for one Fire Boat or to provide a Fire Boat to become operational coincident with the discontinuance of Vancouver's Fire Boat in November, 1977; and
3. THAT a copy of this report be sent to the following municipalities with a request to support the adoption of Recommendation No. 2:

City of Vancouver	City of North Vancouver
District of North Vancouver	City of Port Moody

ITEM 10
MANAGER'S REPORT NO. 13
COUNCIL MEETING Feb. 21/72

ITEM 8
MANAGER'S REPORT NO. 81
COUNCIL MEETING Dec. 15/75

10. Re: Fire Defences - Burrard Inlet

At a meeting of the Council held October 18, 1971, the Council decided that it was not prepared to participate in the share of the costs of operating and maintaining the Vancouver Fire Boat to provide fire defences on Burrard Inlet for the reasons that:

- (a) the responsibility for fire defences within the Burrard Inlet Harbour should be borne to a greater extent by the National Harbours Board;
- (b) the needs of Burnaby for fire defences in Burrard Inlet can be met by fire fighting shore stations;
- (c) the fire boat is moored in Vancouver at a considerable distance from the Western boundary of Burnaby and any conflagration in Burnaby could not be subdued by the fire boat due to the length of time it would take to travel to Burnaby industries.

At that time, instructions were issued that a canvass be made of all the industries along Burrard Inlet where it touches Burnaby Municipality, providing them with information relative to the Council's decision and asking whether they may wish to comment on the stand taken by the Council, and advise of any particular affect the Council's stand would have upon their respective plants from a fire standpoint.

The Clerk's office contacted by mail those industries that are affected by Council's decision. A sheet which summarizes the information submitted by the various industries and the Greater Vancouver Sewer and Drainage District is attached. Copies of the letters that they have submitted are on file in the Clerk's office should more detailed information be required.

This is for the information of Council.

REPLIES TO LETTER SENT IN OCTOBER 1971 TO ALL INDUSTRIES THAT OWN PROPERTY ADJACENT TO BURRARD INLET RE FIRE DEFENCES:

<u>Name of Firm</u>	<u>Reaction to Council Decision (Agrees/Disagrees)</u>	<u>Comments</u>
Texaco Canada Ltd.	Disagrees	Maintains on-shore fire fighting equipment but in event of wharf fire water borne equipment is a necessity. Do not consider 35 minutes an interminable delay.
Chevron Canada Ltd.	Agrees (partly)	Agrees NHB should bear major responsibility. Regardless of distance the vessel should be available in case of an emergency.
Trans Mountain Oil Pipe Line Co.	Agrees	Feels protection adequate from Burnaby fire department. Also feels fire boat provides some measure of protection in Burrard Inlet.
Allied Chemical Canada Ltd.	Agrees	Action taken by Council will not affect the operations on plant.
Greater Vancouver Sewerage and Drainage District	Agrees	Will not affect operations in Burrard Inlet
Gulf Oil Canada Ltd.	Disagrees	Fire boat would provide valuable assistance. Should be measured on the basis of cost. Agree that NHB have a responsibility in the harbour and should assist in this area.
Shell Canada Ltd.	Agrees	Shellburn dock fire protection system includes an adequate water supply as well as other equipment and provision for foam making.
Bestwood Industries Ltd.	Agrees	Satisfied with Burnaby Fire Dept. Vancouver fire boat moored at too great a distance from operation to render fast and effective assistance.
National Harbours Board		Acknowledged letter and referred it to Port Management in Vancouver for attention (Nov. 8, 1971); no further reply.
No reply from:		
Goodwin Johnson Ltd. Union Texas of Canada Ltd.		
Kapoor Holdings Ltd. Nova Lumber Co. Ltd. B.A. Oil Co. Ltd.		