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BRITANNIA SHIYARDS
DOCK

ADVENTURESS

- Flag: USA
- Homeport: Port Townsend, Washington
- Rig: Gaff Topsail Schooner
- Hull: Wood
- LOA: 133’
- LOD: 101’
- LWL: 71’
- Beam: 21’
- Draft: 12’
- Rig Height: 110’
- Sail Area: 5,478 sq. feet
- Power: 250 HP diesel

The 1913 schooner Adventuress sails to increase awareness of the majesty and vulnerability of Puget Sound. Founded in 1989, the non-profit environmental education organization, Sound Experience, provides hands-on education aboard Adventuress to thousands of young people annually and partners with youth-serving organizations to reach Puget Sound area at-risk teenagers. Volunteer and paid crew receive environmental and sail training. The ship’s apprentice program for youth ages 14-18 and month-long internships for adult sailor/educators also features extensive sail training. The non-competitive environment fosters cooperation, teamwork, and leadership skills. A National Historic Landmark and a Puget Sound treasure, the Adventuress is truly a ship for the people, providing empowering, life-changing experiences to more than 3,500 youth and adults each year.
GAIA

- Rig: Gaff-rigged Ketch with Bermuda Mizzen, Topmast and Yardarm on the Mainmast
- Port of Registry: Vancouver, BC
- Moored: Garden Bay, Pender Harbour
- LOA: 60’
- Beam: 18’
- Draft: 8’
- Year Built: 1921 in Bohuslan, Sweden

Gaia was originally built as an engineless sailing trawler for fishing in the North Sea. Her first engine, of 10 hp was installed in 1939 during its life as a Norwegian Registered Vessel.

During World War II, she was arrested by the Germans, for smuggling refugees from Denmark to the Scottish Shetland Islands. In 1968, she was imported to Denmark and completely rebuilt as a working sailing trawler. Laid up in a lawsuit from 1971 to 1975, she was purchased by Andrew and Inge Westin and converted to a sailing yacht. In 1979, Gaia salvaged the abandoned yacht ‘Trophy’ in the devastating Fastnet storm. Gaia is an Operational sailing vessel and has sailed with the tall ships on both sides on the Atlantic. In July of 1986, she took part in the Tall Ships Parade in New York where its silhouette against the Statue of Liberty took centre-stage in the July 4th issue of the New York Times.

Gaia is sound, tight and a worthy representative of the North Sea Trawlers, renowned for their seaworthiness, uncompromising strength and surprisingly swift underwater hull design.

Gaia was sold in Venezuela in 2003, when she made her way to Vancouver. In 2005 she was purchased by the Ingersoll family and continues as a yacht, providing many hours of enjoyment for family and friends.
MUNIN

- Homeport: Maritime Museum, Vancouver B.C
- LOA: 40’
- Beam: 9.6’
- Draft: 1.6’
- Sail area: 400 sq ft
- Powered by: Sail and 6 oars

Vancouver’s Viking Ship Munin is an authentic 1/2 scale replica of the Norwegian Viking Ship Gokstad. It was built by Master boat builders Kristian Frostad, Arne Frostad and Raymond Bardsnes, aided by numerous volunteers and organizers. As they put it, the Viking Ship is “The ultimate symbol of our heritage.” Individuals, businesses and societies funded this project which allowed for the Munin to be built with authentic materials, techniques and equipment wherever possible. After 10 months of evening and weekend work, the launch took place July 7, 2001. The Munin now sails around English Bay every weekend, run by volunteer sailors and crew, and take the public out on 2 hour trips.
**MERRILEE II**
- Owner’s Name: Britannia Heritage Shipyard Society
- Home Port: Britannia Heritage Shipyard, Steveston, BC
- Year Built: 1950 from a 1948 E Monk design by Lloyd Griffith
- Length: 34’
- Beam: 11’
- Draft: 4’6”
- Displacement: 13.45 tonnes
- Engine: Ford Lehman Diesel 6cyl.

The Merrilee II was re launched in Dec.2013, with final repairs to be completed dockside. This restoration project will refurbish this charming 1950s pleasure craft, typical of an era of simplicity, elegance and quality. Merrilee II will be a floating ambassador for the Britannia Heritage Shipyard Society (BHSS) at regional boat shows.

**M.V. NATIVE**
- Home Port: New Westminster, BC
- Rig: Paddlewheeler
- Built 1985
- LOA: 92’
- Draft: 4’
- Beam: 22’

All functions on board the M.V. Native can truly be spectacular. This authentic paddlewheeler is modeled from the ships that used to travel British Columbia some one hundred years before her. A family-owned company operating the 100 passenger paddlewheeler. The Native cruises the Fraser River from their dock in New Westminster and feature cruises up river to Fort Langley or down to the historic fishing village of Steveston at the river’s mouth.
SILVER ANN

- Owner's Name: City of Richmond
- Home Port: Steveston, BC (Britannia Shipyards, National Historic Site)
- Year Built: 1968
- Length: 39’
- Draft: 4’

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

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

The B.R. HASTINGS

- Call sign: RCMSAR 7
- Homeport: Richmond, BC
- LOA: 34’
- Beam: 10’
- Draft: 2.5’

This Titan 300 Cabin RHIB is named after long time Richmond Search and Rescue volunteer Barry Hastings. With a top speed of 40 knots, Royal Canadian Marine Search and Rescue volunteers crew this vessel when it respond to distress situations in the Fraser River and the Strait of Georgia. Members go through extensive training before they qualify as SAR crew. In addition, the volunteer organization contributes hundreds of hours annually in support of boating safety in our community.

CANADIAN COAST GUARD HOVERCRAFT—SIYAY

- Rig: ACV
- L.O.A: 93.5’
- Beam: 39.37’
- Homeport: Sea Island, Richmond B.C.
- Patrol Area: Strait of Georgia including the Gulf Islands
- Max. all up weight: 70,000kg
- Max. speed: 60 knots
- Built: 1998 – Hike Metal Products Ltd., Wheatley, Ontario

The AP1-88 Dash 400 is an air cushion vehicle (AVC) which travels on a fan generated cushion of air with propulsion provided by two variable pitch propellers. The ACV is equipped with a removable crane and has a payload of up to 25,000kg which allow vehicles to be transported on the deck.

There is a crew of 7, consisting of 2 pilots and 5 rescue specialist/divers. Station is staffed 24 hours a day and is supported by an Engineering Department of 6.

Duties include; Search and Rescue, Aids to Navigation, Pollution Response, Fisheries Patrol and Enforcement, and other tasks as required.
FRASER GUARDIAN

- RCMP Vessel
- Rig: Rigid Hull Inflatable Boat
- Home Port: Richmond, BC
- Year Built: 1994
- LOA: 24’
- Engine: Twin Mercury 150

The Richmond RCMP Vessel is a Rigid Hull Inflatable Boat called a Zodiac Hurricane. The “Fraser Guardian” allows the Richmond RCMP to have a uniformed Police presence on the waterways which surround the City as well as responding to marine related calls of service, and also includes vessel safety checks, involvement in marine community events, and the enforcement of various Federal and Provincial Acts and Regulations.

H.M.C.S. ORIOLE

(H.M.C.S. = Her Majesty’s Canadian Ship)

- Flag: Canada
- Rig: Marconi rigged ketch
- Homeport: Esquimalt, BC
- LOA: 102’
- LOD: 91’
- LWL: 19’
- Draft: 10’
- Beam: 19’
- Rig Height: 67’ 8”
- Freeboard: 6’ 8” (forward), 4’ 9” (aft)
- Sail Area: 15,700 square feet
- Power: 261 HP Detroit Diesel

The H.M.C.S. Oriole is the oldest commissioned ship in the Canadian Navy and is the fourth vessel in a line dating back to 1880. The ship was initially called Oriole IV until it was commissioned H.M.C.S. Oriole in June 1952.

Two years after being commissioned by the Royal Canadian Navy, the H.M.C.S. Oriole was moved to the West Coast of Canada to become a training vessel. Later, it was purchased by the Navy in 1957. The H.M.C.S. Oriole is the oldest and longest-serving commissioned ship in the fleet. The vessel’s 21 member crew includes 16 trainees/passengers.
**The JIMMY NG**

- Call sign: RCMSAR 6
- Homeport: Richmond, BC
- LOA: 28’
- Beam: 10’
- Draft: 3’

This Titan 249 Delta RHIB is named after fallen RCMP officer Jimmy Ng who volunteered with Search and Rescue in his hometown of Richmond. With a top speed of 40 knots, Royal Canadian Marine Search and Rescue volunteers crew this vessel when it respond to distress situations in the Fraser River and the Strait of Georgia. Members go through extensive training before they qualify as SAR crew. In addition, the volunteer organization contributes hundreds of hours annually in support of boating safety in our community.

**P-619**

- LOA: 63’
- Beam: 15’
- Draft: 3.5’
- Disp: 22 tons
- Power: Two Hall-Scott V-12 gas engines
- Fuel consumption: 110 G.P.H.
- Year Built: 1943

The P-619, designated a Navy A.V.R., was a built by the U.S. Navy in 1943 and consigned to the U.S. Army Air Force where it served in the Pacific. This particular vessel served as a high speed vessel to pick up downed air crew. When the war was over it went back to the U.S.N. where it served until the early ‘50’s, operating as a Sea Scout vessel for many years. As you can observe, in this photo, they could go very fast (40+ knots). Some of these A.V.R.’s made about 48 knots which were the fastest vessels of W.W.2. The P-619 was equipped with .50 cal machine guns and Mk 6 depth charges for anti-submarine work.
**PCT COUGAR**

- Rig: Patrol Craft Training Vessel
- LOA: 108’3”
- Length at the waterline: 98’5”
- Beam: 28’2”
- Draught: 8’6”
- Displacement: 210 tons
- Waterline to masthead (height): 47’6”

The 8 PCTs, or ORCA Class vessels, were built at Victoria Ship Yards and were delivered to the Navy between 2008 and 2010. The vessels have a max speed of 20 kts and a cruising speed of 12 kts. The total complement is for 24 personnel—4 officers and 20 sailors. The mission of the Patrol Craft Training Section is to provide cost-effective training platforms in support of navigation and seamanship training. To this end, PCTS operates eight ORCA Class Patrol Craft Training (PCT) vessels which support training courses held by the Naval Officer Training Centre, Canadian Forces Fleet School Esquimalt, Naval Reserve Divisions and Pacific Region Cadets. Between the 8 vessels Patrol Craft Training Section delivers up to 1200 sea days a year—150 sea days per boat / year.
PCT MOOSE
- Rig: Patrol Craft Training Vessel
- LOA: 108’3”
- Length at the waterline: 98’5”
- Beam: 28’2”
- Draught: 8’6”
- Displacement: 210 tons
- Waterline to masthead (height) 47’6”

The 8 PCTs, or ORCA Class vessels, were built at Victoria Ship Yards and were delivered to the Navy between 2008 and 2010. The vessels have a max speed of 20 kts and a cruising speed of 12 kts. The total complement is for 24 personnel—4 officers and 20 sailors. The mission of the Patrol Craft Training Section is to provide cost-effective training platforms in support of navigation and seamanship training. To this end, PCTS operates eight ORCA Class Patrol Craft Training (PCT) vessels which support training courses held by the Naval Officer Training Centre, Canadian Forces Fleet School Esquimalt, Naval Reserve Divisions and Pacific Region Cadets. Between the 8 vessels Patrol Craft Training Section delivers up to 1200 sea days a year—150 sea days per boat/year.

STEVESTON LIFEBOAT
- Owner’s Name: Canadian Lifeboat Institution
- Home Port: Steveston, BC
- Year Built: 1944
- LOA: 52’
- Draft: 5’
- Engine: G.M. 157

The Canadian Lifeboat Institution operates two dedicated lifeboats out of Steveston in support of search and rescue. A registered Canadian charity, the Canadian Lifeboat Institution operates without federal government finance. The Steveston Lifeboat is 52’ long and was built in Pearl Harbour in 1944. She has operated out of the Fraser River since 1988 and has been involved in helping to resolve over 750 marine emergencies.
ZODIAC

- Rig: Two-masted Gaff Topsail Schooner
- L.O.A: 160’
- L.O.D: 127’
- Beam: 26’
- Draft: 16’
- Displacement: 147 tons
- Height: 127’ (with topmast)
- Sail Area: 7000 Sq Ft
- Engine: Caterpillar 500hp diesel
- Speed under power: 9 knots
- Max. Hull Speed: 13.4 knots
- Launched: 1924
- Designer: William H. Hand, Jr.
- Builder: Hodgdon BrothersShipyard, East Boothbay, ME
- Passengers: 26 overnight, 49 day-sailors

Ninety years ago, Zodiac was built for the heirs to the Johnson & Johnson family; designed by William H. Hand, Jr., to epitomize the best features of the American fishing schooner.

In 1928, she competed in the Transatlantic Race for the Kings Cup where she finished in fourth place.

In 1982 she earned a spot on the National Register of Historic Places.

In the mid-70s, the Vessel Zodiac Corporation was formed to operate and maintain the schooner, whose maiden name was promptly restored to Zodiac. Drawing on an experienced crew of sailors and shipwrights, the ship was restored to her former beauty and sailing strength.

She continues to work the waters of Puget Sound, San Juan and Gulf Islands to this day sailing with twenty-six overnight and forty-nine day-sailors.