

Newsletter

“A life not documented is a life that within a generation or two will largely be lost to memory.”



Figure 1

Figure 2

Figure 3

Can you name these bridges to and from Sea Island? What year do you think each photo was taken?
See page 3 for the answers and the source of each photo.

President's Message



Over the next couple of months, volunteers of the Sea Island Heritage Society will be crossing many of the bridges named in this issue. We will be hosting and

participating in several events. There are three more **Sea Island Coffee Chats** before we break for the summer. These often begin with a topic of interest about Sea Island. Saturday, May 25 will be our **3rd Sea Island Reunion**. It is open to all current and former residents of Sea Island - Burkeville, Cora Brown, Tapp Road, the RCAF base and anywhere else on Sea Island. Saturday, June 8, we will participate in Richmond's **Doors Open** event at the Link, our office located at Sea Island School. We will also have a booth and displays at **Burkeville Daze** on Sunday, June 23 in Burkeville Park. Check

out 'What's Up?' for more information about each of these events.

We are grateful to those who have come across Sea Island memorabilia and shared them with us. Our Collection includes several new donations of photos of Sea Island places and events and more class photos, too. Anything and everything Sea Island is most welcome.

We have also worked on several family stories. To quote our motto, "A life not documented is a life that within a generation or two will largely be lost to memory." Don't let that happen to your family.

Interested in being a member of the Sea Island Heritage Society? We have annual and lifetime memberships. Please consider as they help us finance our research and projects.

Eunice Robinson



President
Sea Island Heritage Society

What's Up?

COFFEE CHAT - APRIL 18, 2024

SIHS Members' Coffee Chats are the third Thursday of each month at 10 am PST. Coffee Chats are not held in July, August, or December.

Join us April 18, 2024, 10 a.m. to noon for a photo tour of Sea Island today.

If you have misplaced the Coffee Chat Zoom link and or schedule sent to you as a current member or you would like to join this Coffee Chat, please contact Eunice at eunice@genbug.ca.

REUNION TIME!

The Sea Island Heritage Society Reunion is on **May 25, 2024**. Have you made plans to attend?

Tickets are \$20.00 per person, payable in cash or cheque at the door, at the South Arm United Church, Richmond from 11:00 am to 5:00 pm.

While event planning is underway, there is still time to contact us with your ideas and suggestions for a fun-filled day. Send your suggestions to info@seaislandhome.org.

Did you get your invitation? If not, let Eunice know at eunice@genbug.ca

DOORS OPEN - SATURDAY, JUNE 8

Come see our displays out front of the LINK, the SIHS office, at Sea Island School located on Templeton Street from 10 am to 4 pm. This will coincide with Burkeville's *Burkeville in Bloom* garden tour.

BURKEVILLE DAZE - SUNDAY, JUNE 23

Join us at Burkeville Park from 3:00 pm to 6:00 pm. We'll have displays, share our knowledge of the history and heritage of Sea Island, and ask you to help us add information to our Class Photos and House Histories Projects. Hope to see you there!

REQUEST CENTRE

We have a request from Bill Eull, a friend of the Sea Island Heritage Society.

Wanted: Aging requires that I seek a person (or organization) to assume the responsibility of maintaining a website honouring RCAF 111 (F) Squadron's significant contributions to the Aleutian battles against the Japanese in WWII. I will turn over "ownership" of the site to someone who agrees to continue the research, to respond to family members who seek or send "new" information, and to add new stories, photos and information to the site: <https://www.rcaf111fsquadron.com>.

Please send serious enquiries to **Bill Eull** at billeull420@gmail.com.

FRONT PAGE BRIDGE PHOTOS

Figure 1. [Swing span of Lulu Island Bridge (Eburne No. 5, Middle Arm) with backside of Eburne and Marpole Bridge in the distance]. (1907). (Source: City of Richmond Archives, Photo 1977 20 14).

Figure 2. [Marpole (Eburne No.4, North Arm) Bridge over the North Arm of the Fraser River]. (Circa 1930). (Source: City of Vancouver Archives, Photo AM54-S4-2-: CVA 371-928).

Figure 3. [Marpole (Eburne No. 5, Lulu Island, Middle Arm) Bridge from Lulu Island to Sea Island, looking toward Sea Island]. (Circa 1949). (Source: City of Richmond Archives Photo 1977 1 29).

The Bridges of Sea Island

"As a kid living on Sea Island and walking home from the movies in Marpole, I referred to the bridge we crossed as the MARPOLE BRIDGE. We walked to save our bus money and spend at Nino's Cafe for ice cream! I walked over the 'other' bridge to go to Cambie Junior High School. All my friends called it the BRIDGEPORT BRIDGE. It seemed we just named things by the local area around us, and we all knew what we were talking about!!!"

Carol Gordon

While some of our readers may continue to live island lives, it is the bridges of Sea Island, BC that capture our memory. For those of us who lived on Sea Island, bridges became a necessity. Early bridges, now dismantled, were built to ensure a way off the island to Marpole or Lulu Island, especially for Sea Island farmers to take their produce to market. As the airport established itself on Sea Island, new bridges were built to ensure access to the island with the ultimate destination being the Vancouver International Airport (YVR) and its associated businesses.

Bridges no longer with us...

The **Marpole Bridge** (1889 - 1957) was consecutive crossings over the north and middle arms of the Fraser River - yes, two bridges (Figure 4). Marpole to Eburne was known as the Marpole Bridge, Eburne Bridge and North Arm Bridge. Eburne to Lulu Island (via Duck Island) was known as the **Lulu Island Bridge**, Eburne Bridge, Bridgeport Bridge, and Sea Island Bridge. Both low-level swing span bridges were designed and built at the same time by one company. Eburne crossed the north arm close to where the Arthur Laing Bridge is now. Eburne crossed the middle arm close to where the Canada Line transit bridge is.



Figure 4. [Eburne and Marpole Bridges looking north towards Marpole, showing Eburne and Marpole]. (Circa 1954). (Source: City of Richmond Archives Photo 1984 17 21).

It took many to keep the swing span bridges working. Some were bridge tenders - those that oversee the opening and closing of the swing span to accommodate both waterway and roadway traffic. Those who maintained the bridges were called bridgemen.

MARPOLE BRIDGE

*The planks of our bridge clatter nervously
As we cross from Sea Island to Marpole.
Clap! Clap! Clap!
I lean closer to Mom
And she smiles reassuringly and puts her arm
around me.*

*We get off the bus on Southwest Marine Drive.
Later Mom buys me a huge dollar plate of
spaghetti,
The Italian waitress tells us that a barge has taken
out the bridge
And that we shall have to hoof it to get home.
All of a sudden, there is pressure on me to eat
faster.*

*We walk out into the November cold
And Mom stoops to draw up the zipper on my
coat.
Three cars and one truck are parked at the
entrance to the bridge.
A man in one of the cars dozes off,
As we start to walk the planks of the span.
Mom leads the way, as I follow timidly.
It gets colder and colder,
And I avoid looking down at the lumber mill and
the river.*

*Eventually Mom stops and looks back.
She points to a gap where the planks are gone
And she walks over the abyss.
I look 50 feet down the hole at the distant Fraser
River.
I freeze where I am.
Too frightened to proceed. "Billy?"
Still can't move my legs, so Mom reaches over
And spirits me to the other side.*

*We continue down the bridge
To the other side.
To the comforting delta land, Grauer's Store and
the road home.
Away from the awesome and frightening Fraser
River.*

Poem by the late Bill Marles (1949 - 2023).
Figure 5 shows the bridge Bill and his mother
walked across.

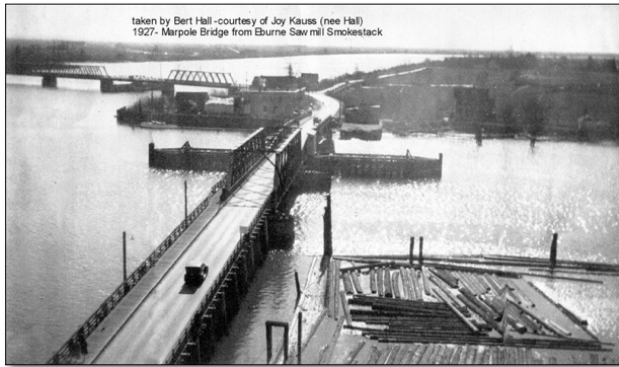


Figure 5. [Marpole Bridge looking south to Sea Island with Lulu Island Bridge in the distance]. (1927). (Source: Hall Family Collection).

The first **Dinsmore Island Bridge** linked farmers on Dinsmore to Sea Island and beyond. One long bridge connecting Dinsmore Island to Sea Island via the tip of Pheasant Island was constructed in the 1920s and remained after the land was expropriated for airport expansion in 1939. In 1952 the islands were absorbed into Sea Island by infill.

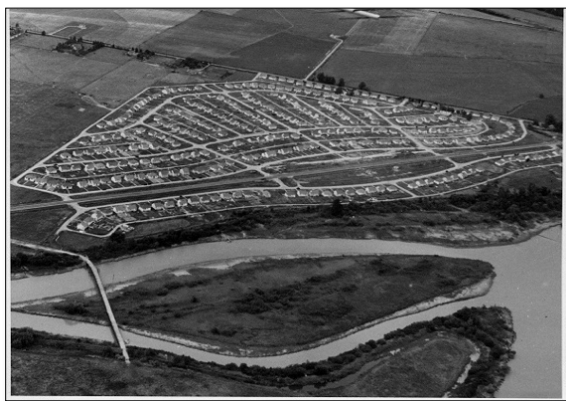


Figure 6. [Newly constructed Burkeville subdivision and the old Dinsmore Bridge]. (Circa 1944). (Source: City of Richmond Archives Photo 1984-17-84-burkeville).

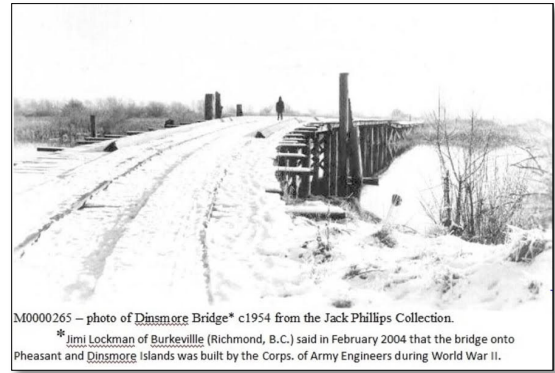


Figure 7. [First Dinsmore Bridge wintertime]. (Circa 1954). (Jack Phillips Collection).

"I spent much time on the old Dinsmore Island bridge where I learned to swim. I don't recall anyone using swim trunks when swimming here. It was easy to see if anyone was approaching and get dressed before they got to that part of the bridge between Pheasant and Dinsmore Islands. There were some industrious older boys that would scrounge up a plank and some spikes and make a pretty good diving board that was probably 15 feet or more above the water at low tide."

The late Grant Thompson (1935 - 2023)

More bridges built...

The **Moray Bridge** (1957), also known as the Moray Channel Bridge and Middle Arm Bridge, is a swing bridge that crosses over the middle arm of the Fraser River. It replaced the Lulu Island Bridge.



Figure 8. England, David. (Photographer). (2023). Moray Bridge looking towards Sea Island [Photograph].

With a swing span and a single lane each way, traffic was often congested. With the opening of the Sea Island Connector Bridge in 2001, the Moray Bridge carried eastbound traffic only from Sea Island.

The **Dinsmore Bridge** (1969) is a low-level two-lane bridge, with a pedestrian sidewalk on the west side. The Vancouver International Airport (YVR) owns and maintains this bridge.



Figure 9. England, David. (Photographer). (2023). Dinsmore Island Bridge looking south from Sea Island. [Photograph].

The Dinsmore Bridge built, in part to relieve traffic congestion at the Moray Bridge, now faces its own issues of congestion.

The **Arthur Laing Bridge** (1975) connects South Vancouver and Sea Island in the same location as the old Marpole Bridge and provides a high-level bridge structure with a direct route to YVR.



Figure 10. England, David. (Photographer). (2023). Arthur Laing Bridge from Grauer Road. [Photograph].

The tall concrete pillars and the change in the road pattern in that part of the island forced the closure of the beloved Grauer's store in May 1976.

The **No. 2 Road Bridge (1993)** is a crossing over the middle arm of the Fraser River linking Lulu Island with Sea Island, home to YVR.



Figure 11. England, David. (Photographer). (2023). No. 2 Road Bridge looking north to Sea Island. [Photograph].

Owned by the City of Richmond, it is a four-lane bridge built at a low-level to avoid interference with seaplane traffic. The crossing helps reduce the traffic congestion from Dinsmore Island Bridge.

The **Sea Island Connector** (2001) parallels the Moray Bridge crossing over the middle arm. This high-level three-lane bridge carries westbound traffic toward YVR.



Figure 12. England, David. (Photographer). (2023). Sea Island Connector looking west towards Sea Island. [Photograph].

This bridge was built to minimize traffic disruption, hoping travellers would make it to the airport in time for their flight.

The **Canada Line Bridge** (2009), also known as the Middle Arm Bridge, is the newest bridge to cross onto Sea Island from Lulu Island. This Translink bridge has the primary purpose of taking riders to YVR.

It crosses close to where the original Lulu Island Bridge was located.



Figure 13. England, David. (Photographer). (2023). Canada Line Transit Bridge over middle arm to Sea Island. [Photograph].

Six bridges give access to a proud little island at the mouth of the Fraser River. Will there be other bridges built? A recent study suggests the Moray Channel Bridge may be soon replaced.

A Tale of Three Bridges - Dreams and Nightmares

By Kit Grauer

When you live on an island, the ways that you get from that island are important markers in your life. We have a cottage on Galiano Island and so the ferry figures prominently in our time there. So too, growing up on Sea Island, the bridges to the island were the stuff of dreams and nightmares. My first memory of walking across the Marpole Bridge was with my mother and grandmother after a day "in town," heading back to the store where dad could drive us home. I remember being terrified. We were dressed up to go into Vancouver, mom had on

her hat and gloves, and I remember looking past my skirt at my shiny shoes and knee socks to the huge black planks we were walking across. What seemed to my eyes were huge cracks between planks that showed the muddy Fraser rushing underneath. I was sure that I was small enough to fall through the cracks and be swept away. I clutched my mother's hands tightly and watched every step so that the nightmare couldn't come true.

While the Marpole Bridge figured prominently in my early childhood, it was the Moray Channel Bridge that filled my later childhood and adolescent dreams. That was the bridge the family had to drive across to access Richmond and beyond. Every Friday night we drove to my grandparents' house in Vancouver and every day from grade 8 on, we took the school bus across the bridge to Cambie Junior High School and then to Richmond Secondary High School. This was a swing bridge that opened at certain tides to let boats travel north or south on the middle arm of the Fraser. Almost all my friends talked about the dreams we had of the bridge being open and our cars sailing across the gap like Evel Knievel. Luckily my dreams always had our car landing safely but many of my friends talked about nightmare of not making the jump.

But my best memory was going to grad. Our big graduation party for Richmond High was at the Hotel Vancouver. I was dressed all in white in a sheath dress my mother had sewn - luckily with slits in the sides for easy walking and dancing. In my dress and gloves, I posed with my brother's white mustang, waiting for my date, Ted, to show up in his car to drive us to town.



Figure 14. [Kit dressed for graduation prom]. (1969).
(Source: Grauer Family Collection).

We arrived at the bridge a little late and found the swing span had not fully come back into place and cars were not able to cross. Ted parked his car and we walked across the bridge to the gap and easily jumped across to walk to the end of the swing and then jumped to the other side. It was a short walk to Number Three Road and a very easy hitch hike down to Vancouver in time for our dinner and dance. It is amazing how easy it was to hitch hike wearing a full-length gown and long white gloves. A great story that the graduating class still teases me about 55 years later.

My last bridge story is back to the stuff of nightmares. My family had owned a store on the tip of Sea Island between bridges for over a hundred years. When the airport was expanding on Sea Island, my parents fought the government for what they considered (and was eventually proven true) illegal expropriation. The airport needed a bigger bridge to transport traffic across the north arm of the Fraser. The

Arthur Laing Bridge was proposed and built. Although the bridge would have pillars feet away from our store, there never was an attempt to compensate my father and his brother for the loss of their business. The store had to close. The last picture is of Uncle Carl and my dad sitting on the sidewalk the day they closed shop with the pillar of my nightmare bridge looming behind them.



Figure 15. [Carl and Les Grauer on the day the store closed]. (May 1976). (Source: Grauer Family Collection).

The Moray Channel Bridge

By Vernon Clark

The Moray Channel Bridge that spans across the middle arm of the Fraser River was for many years the only way on and off Sea Island. It was the only way to access Lulu Island and Vancouver. As a youngster who lived and grew up in Burkeville, it was essential to my life and interests off Sea Island such as school, friends, employment, shopping, and entertainment. Using public transit was the most efficient form of transportation and was used most times, but

there were times when the transit schedule wasn't conducive to my schedule. On these occasions, walking was the most expedient way to get to where I wanted to go.

The bridge was a swing type bridge that opened to allow marine traffic to pass through when the height of the vessel exceeded the clearance parameters. This of course required the vehicle traffic to be halted in both directions while the vessel transited the span. Once completed, the swing bridge would be rotated back into place by the bridge operator.



Figure 16. [Moray Channel Bridge, middle arm of the Fraser River]. (Circa 1960). (Source: City of Richmond Archives, Photo1983 6 84).

One day, my destination was the Keg & Cleaver (now known as The Keg Boathouse) which was located on the north side of Sea Island Way right next to the east end of the bridge. Always approaching the bridge from Burkeville, I usually walked on the sidewalk of the bridge located on the south side and then took my life in my hands to cross the Sea Island Way at the east end of the bridge to the north side of the road. On this day, the bridge was opening for marine traffic as I approached the centre span.

I waited at the edge, peered over to see the river below, waved at the sailboat transiting and waited patiently for the bridge to be rotated to its normal position. As it was rotating back, I noticed that the leading edge of the north sidewalk of the bridge was going to pass in front of me. As it did so, I stepped onto the rotating centre span and started walking as the bridge completed its rotation. I said hello to the bridge operator as I passed him, and he returned the greeting. By the time I had reached the end of the centre span, it was back in place, and I had successfully crossed from the south side sidewalk of the bridge to the north side sidewalk without the worry of dodging the traffic at the east end.

Although it could be reasonably argued that safety aspects of standing on the edge of the bridge while it was open was not a sufficient trade-off to the safety aspects of dodging the traffic at the east end, at the time, it made sense to me, and I was able to take advantage of that same opportunity on more than one occasion over the years.

Sea Island Volunteers

Contributing time and talents to making past and present Richmond/Sea Island communities a better place through service, education, and/or conservation.

So many of our parents were 'service volunteers' who provided benefits to the communities on Sea Island and in Richmond. Think of the coaches for sports teams; leader of cubs, scouts, brownies, or guides; members of the hospital auxiliary; fire brigade; Sunday School; majorettes. We learned much from

them, creating lasting memories from these wonderful volunteers.

In this issue, we proudly share the service of Sea Island's Norm (1913 - 1985) and Irene (1917-1997) Eastman, parents of SIHS's Digital Curator, Doug Eastman.



Figure 17. [Steveston Park, City of Richmond family tree planting project, standing beside their variegated maple tree for the City's centennial]. (1979). (Source: H. Irene Eastman Collection).

What follows is actual text from the City of Richmond Archives, *Eastman Drive*. (Retrieved on March 4, 2024, from <https://bit.ly/3Vxypd7>).

Long-time residents of Richmond (including Burkeville), Norman David Eastman ("Norm") served overseas with the RCAF during WWII. Norm was Vice President of Sea Island PTA; Scout Master of the 6th Richmond Scouts for over six years; a member of the Richmond Area Council Boy Scouts of Canada for approximately four years; founding member of the Richmond Hospital Board, serving for twelve years; a member of the Family Court Committee; and Manager of the North Fraser Harbour Commission for 23 years. He was married to Irene whose own community contributions included President of the Sea Island PTA for two

years; President of the Richmond Parent Teacher Council for two years; member of the PTA for Dixon Elementary, Boyd Junior Secondary, and Steveston and Richmond Senior Secondary Schools; member of the Family Court Committee (including position of Chairman) for six years; member of the Advisory Planning Board; Richmond representative on the Board of Directors of the Vancouver Family Services; member of the Group Committee of the 6th Richmond Scout Troop; Regent of IODE for four terms; Charter Member of the Richmond General Hospital Auxiliary; and Richmond Good Citizen for 1969. Norm and Irene were the parents of five children, and both played an active role in the development of community in Richmond. Eastman Drive in Richmond was named after them.



Figure 18. Low, Marylin. (Photographer). (2024). Eastman Drive sign in Richmond, BC. (Photograph).

If you know of someone who lives or lived on Sea Island in a volunteer leadership role and would like to share your experience or memory of their service, we'd love to hear from you. Contact Marylin at seaisland20@gmail.com.

Bringing the Trophy Home



Figure 19. England, David. (Photographer). (2024). Eunice Robinson holding the Richmond Girls softball trophy won many times by the Sea Island Slicers. [Photograph].

On February 5, 2024, former Sea Island Slicer player and coach, Eunice (Hamalock) Robinson reunited with the softball trophy won by the Sea Island Slicers in 1965, 1966, 1967, 1968, 1969 and 1970, at the City of Richmond Museum warehouse. It was shared soon after and quickly ignited special memories of softball in the lives of so many that played for and/or coached the Sea Island Slicers.

There weren't many sporting opportunities for girls in Richmond, BC before the late '50s. However, about 1958, the Richmond Recreation Department organized a softball league for girls 11 years and older. This activity was enthusiastically supported by the girls in the

Cora Brown subdivision. Many parents became coaches - Marg Miller, Herb Charlton, Bess Hamalock, Chris Hamblin, Dorothy Bolton, Dodie Edinger, Mike Anderson, Audrey Wipp, Harold Hammell, Al Diel and several more. Later, some of the older girls became coaches - Sue Hammell, Eunice Hamalock, Laurretta Hamalock, Yvonne Meneice.

They played at the park in Cora Brown, and always had a very enthusiastic crowd out to cheer.

In the early years, as the girls learned the sport, the Sea Island (Cora Brown) teams became stronger - the benefit of the girls playing together as a unit and gaining proficiency. In the later years, the Sea Island teams consistently won their age group championships.

In about 1961, Mrs. Marg Miller coached the older girls - 15-17-year-olds. Some of the players on her team were: her daughter Jean Miller, Joy Hall, Barbara Thomas (back catcher), Maureen Stark (pitcher). This team played at a park in the Burkeville area. As the younger girls aged out of the lower divisions, they moved up to join the senior team - the **SEA ISLAND SLICERS**, who played at the Cora Brown park.

The 1964 season was quite a turning point for the Sea Island softball teams. Although previous teams were competitive, it was this version of the Sea Island Slicers that won the first of many league trophies. The coach this year was Mrs. Bess Hamalock. After playing a successful season, it was quite exciting to go and have this formal photograph taken and published in the Richmond Review newspaper. We were lucky enough to have inherited the infamous white sweatshirts with the yellow lettering from the older girls.



Figure 17. [1964 Sea Island Slicers ball team]. (1964).
(Source: Hamalock Family Collection).

In the photo above, standing left to right in the back row are coach Bess Hamalock, and players Frances Kellett, Sandy Meneice, Barbara Turecki, Diane Turecki, Lee Engel. In the front row, left to right, are players Lea Hamblin, Judy Colburn, Cathie Steele, Eunice Hamalock.



Figure 18. [1967 Sea Island Slicers ball team]. (1967).
(Source: Hamalock Family Collection).

In Figure 18, at Cora Brown Park, standing left to right are coach Eunice Hamalock, and players Denise Wipp, Eleanor Falls, Beverly Meneice, Sandi Taylor, and Beverly Edinger. Kneeling left to right are Maureen Thomas, Liz Bolton, Wendy Taylor, Clarissa Hollinger, Valerie Hammell, and in front, Denise Pisko is holding the trophy for League Champions. This is the trophy that Eunice recently discovered at the Richmond Museum warehouse.

Celebration of Life: Grant Thompson

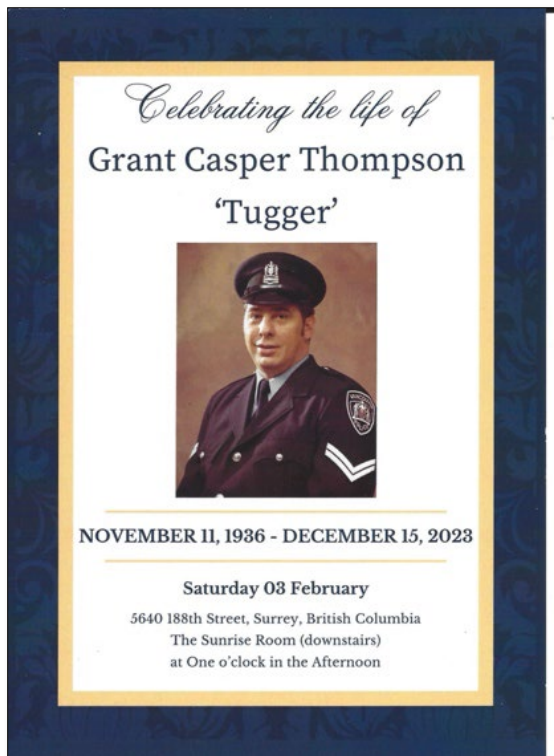


Figure 19. [A memorial photo of Grant Thompson]. (Circa 1980). (Thompson Family Collection).

February 3, 2024, was a time to celebrate Grant Thompson's life. Representing the Sea Island Heritage Society were Barb Nielsen, David England, Carol Gordon, Bill Alexander, and Eunice Robinson.

It was a huge turn-out with close to 120 people, so many of them policemen there to honour Grant. Even a member of the Dog Squad with his dog attended. The service was led by Vancouver City Police Chaplin, Jim Turner. He was a friend of Grant's for over 20 years. Each November 11, they stood together at the Cenotaph. It was a heartfelt eulogy.

The remarkable slide show of photos told the story of Grant's life. While we all knew Grant to a degree, the eulogy was amazing - we learned so much more about Grant. He sure knew how to pack a lot of things into one life. From his life on Sea Island, becoming an electrician, to working on the tugs - hence his nickname - Tugger, joining the Vancouver City Police as a beat cop, then joining the marine division, dog squad, homicide, vice - the list goes on. For many years Grant participated in the ceremony at the cenotaph. It was mentioned that Grant's birthday was November 11th, and joked that Grant really appreciated so many people helping to celebrate his birthday.

Grant was also a Mason. He was a member of the lodge in Marpole, initially for Vancouver Police personnel, but later the doors were opened to others. Grant served in many capacities with the Masons, ultimately becoming Grand Master. It seemed whenever and wherever there was a gap, Grant stepped in and filled those vacancies. At SIHS we can attest to that. He was always willing to help. He loved to tell of his escapades of his youth. We quickly learned he was a brilliant storyteller.

From the kind remarks, and the huge crowd, it was evident that Grant was highly regarded. He received many awards and citations over his lifetime and will be remembered and missed by many. Rest in peace dear friend.

In Loving Memory

Sadly, we have heard of two Sea Islanders that have passed away since our last newsletter. Our sympathies to their families and friends.

- Jo-Ann Roberta MILLINGTON (nee MCMILLAN) (1947-2023) of 157 Abercrombie in the Cora Brown subdivision. She passed away in Cambridge, UK. She was a member of the SIHS and remembered her time on Sea Island fondly. The family moved from Sea Island in 1955.
- Michael PEARSE (1962 - 2024) was the son of Carol (Pearse) Gordon and the late Ron Pearse (both parents lived on Sea Island). Michael was the younger twin, born 7 minutes after brother Edward. He has an older brother, Doug. Michael spent his early years in Burkeville. He was a loving father of two young boys and will be deeply missed.

Should we have inadvertently missed someone, please let us know at info@seaislandhome.org.

Sea Island Artifacts and Memorabilia

Over the past few months, we have had some lovely donations of photographs of sports teams, birthday parties, and school class photos. These are welcomed and appreciated. If you are downsizing or just cleaning out those boxes from the basement or attic, anything Sea Island would be most appreciated. Contact Eunice at eunice@genbug.ca.

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CONTACT US

If you have questions, comments, or want to share your memories and photos, we would love to hear from you.

To submit a letter, documents, photos, or a cheque for your membership or donation via snail mail:

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To be added to our e-Newsletter, or send us an email: info@seaislandhome.org

To join, renew your membership or donate by e-Transfer: treasurersihs@seaislandhome.org

Website: <https://seaislandhome.org>

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"Sea Island is located within the traditional territory of the Musqueam, Squamish, and Tsleil-waututh Peoples."