

TIDAL CURRENTS



HAABC UPDATE

Checking in from Fanny Bay - Mo Nordstrom

Unlike many SCH harbours on the Pacific Coast, summer at the Fanny Bay Harbour is pretty quiet. Which is a good thing, because my position there is part-time and it allows me to put time and energy into my other 2 part-time jobs. We have no room for transient boaters and no facilities for them to utilize (washrooms, garbage, etc) so those that do stop by only stay a couple hours. Which is ok, because visitors really don't like it when a skiff ties up alongside and the crew starts sorting oysters! Most of the traffic is tourists from the highway, stopping by to see the sea lions sunning themselves on our breakwater and asking a million questions to the oyster workers unloading their products.

We are thrilled with our drive on ramp and it has provided significant financial benefits to our part of the Island. So, although our docks are small, the parking lot is full of shellfish workers vehicles and semi trucks back in and out multiple times daily to pick up fresh, world class oysters. A success story involving a hard working volunteer board, SCH, and various grant programs.



Even though I have been working within the harbour world (first as a Board member, then as staff) since 1991, there is still so much to learn! Communication has been my main focus as your HAABC President. So far there has been some successes but overall it has not gone as well as I would have liked. But that's ok, I love a challenge!

Zone meetings are extremely valuable and harbour attendees leave the meetings energized. Leslie is kept busy dealing with all the information that comes out of these sessions, and the sharing of situations, both negative and positive, creates a bond between harbour managers, board members and staff knowing others understand what their unusual job is all about! Your HAABC Board of Directors has been busy as well; it's a good thing I have unlimited calls and text on my phone! Very busy volunteer gig for me, but I'm enjoying it!

I hope you all have the upcoming conference on your calendar; it has now been renamed a "seminar" to better reflect it's educational value. Lots of interesting and informative events planned, so encourage your Board of Directors to schedule time to attend as well!

Associate Membership

The HAABC is pleased to welcome our newest associate member. Lambert and Williams - LAW. Lambert and Williams offers expertise in Marine Law and is looking forward to collaborating with other professionals in marine management to identify and solve problems. For more information on this member go to the [HAABC website](#). Welcome to the HAABC!

Event Insurance

At a recent zone meeting the subject of special event insurance was discussed. Fishing harbours are the focal point for many of our coastal communities, this makes them a desirable venue to host special events such as prawn festivals, fishing derbys, music events, regattas etc. This is occurring frequently with much success.

It is essential, if you are considering hosting an event outside of the normal operation of your facility, to think about insurance. If you are hosting the event in house you may not need any additional liability insurance but it is best to contact your insurance provider to let them know and get an informed opinion. If another organization is having an event at your facility they should have their own insurance, and again your insurance provider should be consulted. For more information on this go to [Special Events Insurance](#) or contact Leslie at contact@haa.bc.ca

Canada Corporations Act

October 17, 2014 deadline for transition to the new act has now passed. All Pacific Region Harbour Authorities required to transition to the new act, with the exception of one, have completed the process. Some of you still have bylaws that need to be completed, please remember you have one year to do this and file them with Industry Canada. If you need any assistance with your bylaws please contact Leslie at 250-339-3970.

THE PRHAAC AND NHAAC explained - Lutz Budde

There are questions within the Harbour Authority community about the two committees. HA members wonder how these committees relate to the HA, what they are doing and what they are stand for.

Below are two sections copied from the Small Craft Harbour (SCH) website explaining the function of the two committees.

At present there are eight advisors at the PRHAAC. Some are HA directors and some HA managers. The committee members are appointed by the Director of SCH. The committee has face to face meetings and conference calls. Also there is correspondence to keep the information flowing. The records of discussions of the committee are posted on the website of SCH.

NHAAC Records of Discussion

PRHAAC Meeting Schedule and Minutes

PRHAAC: Pacific Regional Harbour Authority Advisory Committee.

Small Craft Harbours (SCH) is a nationwide program of the Department of Fisheries and Oceans Canada. With the help of more than 5000 Harbour Authority (HA) volunteers nationally, SCH operates and maintains a national network of essential harbours that meet the needs of the commercial fishing industry, while also supporting the broader interests of coastal communities.

In the late 1990s, SCH began establishing regional Harbour Authority advisory committees as a means to assist in the management of its program, further support its decision-making process and enhance relationships with Harbour Authorities at the regional level.

Led by SCH Pacific, the Pacific Regional Harbour Authority Advisory Committee (PRHAAC) provides a forum for SCH Pacific to seek advice from a representative group of HAs from time to time on a range of specific HA operational, program and strategic policy development initiatives and other topics/issues of interest to the SCH Pacific program. The PRHAAC also acts as the primary HA body for gathering regional input for the national HA advisory process.

NHAAC: National Harbour Authority Advisory Committee

The National Harbour Authority Advisory Committee (NHAAC) provides advice to Small Craft Harbours (SCH) on Harbour Authority matters of national interest related to small craft harbours. The NHAAC consists of three Harbour Authority representatives and one alternate member from each region, who are appointed by their Regional Harbour Authority Advisory Council (RHAAC). Meetings are co-chaired by the NHAAC Chairperson and the Director General of SCH and are held twice a year, alternating between a regional location and Ottawa.

Fish Net Recycling

An old fishing net lies heaped in a pile on a battered forklift skid, its once rich colours faded, its once busy life nearly ended. Dozens more surround it, being weathered by the coastal elements, season after season, year after year. Their owners have no further use for them, so they remain neglected, nearly forgotten. Life goes on, years pass, the harbour changes around them, but the nets remain.

All along the coast, wherever fishing has a history, this problem persists. But what to do with them? The nets aren't useful for much other than what they were designed for. Generally, cheap storage rates keep them in stasis, while they continue to pile up.

Here at Steveston Harbour, we've been accumulating old nets for some time, and for years, the best solution available to us has been to bury them at landfills, which is costly and



is not a particularly ecologically friendly method of disposal. The only other viable alternative is incineration, which is also costly and raises its own environmental concerns. But what if there was a better way? What if there was a way to recycle these nets into a useful, sustainable product rather than filling the ground with netting or the air with harmful chemicals? Thanks to partners Interface Inc. and Aquafil USA, we may have found that elusive solution.

Interface, the largest manufacturer of carpet tile in the world, and Aquafil, one of the preeminent fibre manufacturers / recyclers in the world, have teamed up in their mutual quest for sustainability and developed a partnership to ensure that their products are developed and produced using the most sustainable materials and methods possible. One of their joint efforts started with recycling old and discarded fishing nets in the area of Danajon Bank in the Philippines and turning them into Nylon 6 fibre to be used in new, sustainable carpet tile. This project became known as Net-Works and it has developed into an extremely successful program that has had a hugely positive impact on the local population and the marine environment.



Local fishers, rather than simply discarding their nets on the shoreline or into the ocean, now gather and bundle the used netting to be sold back to Aquafil, who then recycles the netting into nylon 6, makes fibre from the recycled material, and then sells it to Interface to use in manufacturing their carpet tile. Interface and Aquafil have created a symbiotic relationship with the local fishers, putting money into the local economy and helping clean up the beaches and coastal waters at the same time. Quite literally, everybody wins with this setup.

Net-Works started small, but was extremely successful. Now, Interface and Aquafil would like to expand their operation to include more markets, which is where we come in. Steveston Harbour is currently participating in a pilot project to establish a similar framework here on the west coast of British Columbia. It's in its infancy now, but we hope to be able to build something that could spread along the BC coast, and potentially country or even continent wide. Sic parvis magna - greatness from small beginnings.

In April, 2013, Giacomo Bove from Interface contacted Joel Baziuk from Steveston Harbour Authority about the possibility of setting up a net recycling program for disposing of the multitude of net and rope that is regularly accumulated and stored in Steveston Harbour. 18 months later, we are now approaching the completion of the pilot project. We have gathered enough nylon net to ship out a full sea container to Aquafil's recycling plant in Slovenia and get the project started in earnest. From this initial trial, we will be able to see what the logistical and financial challenges are and how we can streamline the process to make it more efficient for everyone.

We have a good start on this, however, what we need is more nylon net to sustain the momentum of this project and turn it into something long lasting. We have a substantial amount of old nets here in Steveston Harbour, but once those are gone, we need to find new sources of nylon, so we are actively looking for partners to join in this initiative. We know the nets are there, particularly at some of our larger harbours in British Columbia - it's just a matter of finding a way to get them to Steveston Harbour where we can strip them of their accoutrement (lead line, cork line, bunt, etc.) and ship the nylon net out in sea containers to be recycled and turned into sustainable carpet tile.

The netting they need for this project has to be either nylon 6 or nylon 66, and it turns out that nearly all green gillnet and most seine body web are exactly what they need. At this point, polypropylene border web and bunt (on seine nets) can't be recycled as a part of this program, but we are actively seeking ways to recycle that as well. Also, every time we strip a net for the nylon, we are often left with substantial amounts of lead line and cork line, most of which is perfectly useable - so if you or anyone you know has any old nylon nets they are looking to get rid of, or if you are looking for cork line, lead line, or cork floats, please contact Steveston Harbour Operations Supervisor Joel Baziuk (joel@stevestonharbour.com // 604-272-5539). The more involvement we get, the better!

The Importance of Sea Fire Training for Volunteer Fire Departments

An integral part of fire prevention at the Comox Valley Harbour Authority is ensuring that our local fire departments have access to Sea Fire Training, to ensure that fire crews who may be requested to respond to a fire in our facility have the appropriate training and orientation to fight vessel fires. Our facility is unique in having a DND fuel line, and fuel jetty within our water lot, adding greatly to the danger that could be caused by vessel fires.

We have a great relationship with our local volunteer forces, and encourage them to practice in our facility as often as possible. We work closely with the fire inspectors to ensure that the fire equipment in our facility is up to standard and in proper working order should a fire occur. We try to ensure that both the Courtenay and Comox Fire Departments have the opportunity to train their new recruits at least once every two years. We work closely with them in developing our fire plans, and outlining our various roles in a fire. Our volunteer fire departments have as many as 10 new recruits per year, and this training is paramount to ensuring their safety on vessels and our docks.

Our staff and directors are also trained in appropriate response. Our role is not to fight the fire, but to evacuate the floats and act as a liaison with the fire commander, directing them to the location of the fire, then remaining on standby to move vessels if required and to contact vessel owners when necessary.

While prevention is always your first line of defence, accidents do happen. Fire danger in our facilities increases at this time of year when our facilities are crowded, the weather is cold, and heaters are running on most of our vessels. The cost of this training is provided through the Contribution Agreement between Small Craft Harbours, and the HAABC. I would urge you to take advantage of this important tool.

Elizabeth McLeod
Harbour Manager
Comox Valley Harbour Authority



Stay on board - live on board

Our harbours are not your back yard. We are the landlords and we make the rules.
That must be the guideline for policies to deal with the live on board or stay on board.

Over the last year I heard some discussion about live on board. In most cases it was more a rant of frustration, what to do with an unwelcome visitor who overstayed their welcome. Live on boards - Stay on Boards are a part of our clientele, welcome or not. It is a matter how to deal with them. Good policies in writing and consistent application of those policies will go a long way to minimize the problem that some live on board clients create. Unless you are willing to go outside the law, you may have unwelcome vessels for a short-time as live on board if they insist.

Just a short explanation of how I differentiate between: Live on Board and Stay on Board.

Live on Board clients are without any other residence, than their vessel. The client wants to stay permanently or a very long time at your harbour. The client will need all the resources a residential household needs on land. For example water, power, sewer and waste disposal, just to name the obvious ones.

Stays on Board clients are very temporary. The vessel will stay only for a few nights. Commercial fishers (not home port vessels) staying on their vessels during their fishing season. This can be just a short time depending on the time of the opening for their particular fishery.

The berthage agreement needs to have clear and unambiguous language to define each client group. If your board decides not to allow live on board, a clear no is the best. What part of "no" don't you don't understand? Terms of stay on board policies needs to be defined as well. Clear language defining the limits of the stay on board privilege is needed. Note that is a privilege, not a right. I hope when HAABC updates the common berthage agreement we will focus some attention on the issue of live on board/ stay on board clients..

Fees for stay on board and live on board need attention. I feel strongly, that the regular moorage fee, can not apply to both groups. On top of the regular moorage fee, a fee similar to that of a campground needs to apply. A campground fee is between \$15.00 and \$40.00 each night, depending on the size of your vehicle (vessel) and service provided.. The same needs to apply to both client groups. Harbours provide a "camping spot". The right fee structure can be a good deterrent for clients which want to just hang around.

All of the above information does not prevent clients from causing all kinds of problems. But if you have to use legal means to remove unwelcome clients, you have a better chance in court, with good policies in writing. Make sure that your berthage agreement is posted and provided to your clients. As in many cases the collection of moorage fee is a problem with live on boards, make sure and start small claim court action sooner then later. Outstanding moorage fees through the small claims courts are not always successful, but the credit rating of the individual is impaired until you release the claim. It worked for us in one case.



Harbours which are situated in municipalities or other regulated areas need to review the bylaws/ community plan of the jurisdiction to see if residential habitation is allowed in your area. Harbours may be classified as light industrial areas, which would place restriction of residential occupation. Those bylaws need to be reviewed in conjunction with drafting the section of your berthage agreement dealing with live on boards etc.

There are many websites with information on live on board. Most are from the US marinas and some British, below are two to get you started if you want to research the issue further.

Liveaboard Licence Agreement

Where to Live Aboard

One morning the husband returns after several hours of fishing and decides to take a nap. Although not familiar with the harbour, the wife decides to take the boat out. She motors out a short distance, anchors, and reads her book. Along comes the fisheries officer. He pulls up alongside the woman and says, "Good morning, Ma'am. What are you doing?" "Reading a book," she replies, (thinking, "Isn't that obvious?") "You're in a Restricted Fishing Area," he informs her. "I'm sorry, officer, but I'm not fishing. I'm reading." "Yes, but you have all the equipment. For all I know you could start at any moment. I'll have to take you in and write you up." "If you do that, I'll have to charge you with sexual assault," says the woman. "But I haven't even touched you," says the fisheries bloke. "That's true, but you have all the equipment. For all I know you could start at any moment." The fisheries officer quickly said "Have a nice day ma'am," and left.

Fall 2014 PCC Conference - Campbell River

Beautiful British Columbia was the perfect setting for the 40th Semi-Annual Conference of the Pacific Coast Congress of Harbormasters & Port Managers. Phyllis and her crew from



the Campbell River Harbour Authority hosted an amazing conference with the perfect venue at Painter's Lodge and Fishing Resort. With its scenic views of sunsets and majestic waters, it provided an excellent backdrop for another great conference experience. Phyllis even started off the week by inviting everyone to her home for a delicious dinner the night before the conference - a great touch that made us feel so welcome!



The sessions covered a wide variety of speakers talking about exactly what's been going on in our Ports, Harbors and Marinas touching on nearly every aspect of our current issues like sea mammal invasion, safety & security, dock maintenance, accounting software, derelict vessels, disposal of waste fishing nets and live-boards.

Aside from the excellent sessions a personal highlight for me was the team building aspect from the curling event. It was such a great idea to get us out of our seats and get us active with this traditional Canadian pastime and one of the best host tour activities we've had to date. Phyllis put a lot of extra work into this conference to make it something really special and even provided trophies for the curling winners so a "Congratulations" is in order to Shannon Kinsella, Kathy Garcia, Ryan Sullens and Bonnie Wilkens. Job well done!

Phyllis once again took things to the next level by opening up her boardroom so we may all enjoy her new office... stunning view included! I really enjoy the board meetings at these conferences as it really gives the board of directors an opportunity to all be together discussing this organization's progress. This past meeting was no different and the Board has instituted an awards recognition program to recognize individuals as well as our Ports, Harbors & Marinas within the PCC. These awards will not replace the existing (MAD) Make A Difference or our Life/Honorary Life Membership awards but more to compliment and reward our PCC members. There will be 3 new awards in the categories of Individual Commitment, Port/Harbor/Marina Achievement and Environmental Stewardship. Cheryl will email out the nomination forms on November 15, 2014 which will need to be submitted to the PCC Board of Directors by January 1, 2015. The winners will be selected at the January Board meeting and the awards will be presented to the winners at the Annual Conference in April.

It is difficult to truly comprehend what it takes to put on a conference and our dedicated Executive Secretary team of Cheryl and Cliff continue to show their commitment. Let us recognize them for all their hard work, they deserve our thanks. The Board of Directors also contribute a lot of time throughout the year and strive to make this organization the best of its kind. Our T & E Chair, Eric Olsson works with the T & E Committee year round to keep the conference content current and relevant. By providing substance and value to our sessions during these conferences our Ports, Harbors and Marinas can easily justify sending staff to attend without hesitation. It is amazing that the PCC can continue to provide such a high quality of presentations each and every conference.

I also can't thank our conference sponsors enough. All of us from the PCC greatly appreciate the support they give us, conference after conference, year after year. I would like to take the opportunity to thank these sponsors. In the Silver Sponsorship Category: Conrad Forest Products - Andy Jones, PND Engineers - Jon Keiser, Reid Middleton - Shannon Kinsella and in our Bronze Sponsorship Category: ALX Technology - Alex Francis, Wood Harbinger - Peter Lekhakul.

Although we did have a number of other Sustaining Members in attendance at this past conference I would like to say a personal thank you to the vendors who had to haul all of their booth information and material to another country. That to me is dedication, a true testament to not only their business but to the ongoing success of our ever growing



relationship. Thank you for the effort and commitment. Exhibitors: Best Marine Solutions/EMP Industries - Tom Callahan, Edson International - Darryl Smith, Marina Accessories/BMI - Geoff Chamness, Marina Dock Parts - Troy Talbot, MarineSync - Austin Bleier, Port Products LLC - Bill Moses, Scottco Distributors Inc. - Ryan Scott, Topper Industries - Bruce Abraham

The prizes for the Barbara Schwantes raffle were highly sought after. The 3rd place prize was an unknown locked pirate's booty chest provided by Bill Moses - Port Products LLC, the 2nd place prize was an underwater spot light provided by Geoff Chamness - Bellingham Marine/Marina Accessories, and the grand prize was a print of a painting overlooking the Campbell River Harbour Authority - Painted by Dan Telosky. Congratulations to the lucky winners - Kyle, Anita, and Gary! A special thank you goes out to Peter Daily and Anita Yao from the Port of San Francisco who donated \$250 to the Barbara Schwantes Memorial Grant & Scholarship fund.

In closing, I would really like to encourage each of you to attend our next conference in Warrenton, Oregon. Keith is already preparing so if you're on the fence about coming, I really want to encourage you to attend and if for some reason you are unable to, please don't hesitate to send another staff member in your place to see what the PCC is all about and I promise you that we won't disappoint. Until the spring, have a safe winter season and I look forward to hearing what's been going on in your Ports, Harbors, and Marinas!

Mike Loy, Vice President
Pacific Coast Congress of Harbormasters & Port Managers