



## **Re-Birth of Tidal Currents**

I'm happy to learn that "Tidal Currents" is once again going to press. As President, in 2002, I felt there was a need for a newsletter to keep harbours up and down the coast in touch with the workings of their Association. I believe Tidal Currents first edition was in 2003. After leaving the association I believe no one really picked up the pen to continue the quarterly editions.

My vision was to deliver a newsletter about what individual harbours were up to in their region, stories of past history on the high seas, to pass on boats that have skipped and to generally pass on information to all harbours. I still believe a newsletter is one of the best ways to share your thoughts and ideas between small, medium and large Harbours. Since many of you live and worked in isolated harbours on the BC Coastline it begs us to learn from each other because each harbour has its own anomalies. All it takes is a dedicated person to again pull all of you together to make it possible.

Ms. Susan Steele, past Pacific Regional Director for SCH was a strong proponent of having independent and strong individual sustainable harbours. I hope her legacy still survives. SCH has always been a harbour's core resource and mentor, but with government budget cuts, scaling back and all, harbours must look to being innovative and resourceful. If something is working for you. Make it work for all, tell others.

In 2007 it was a privilege to receive a "Lifetime Membership" in the HAABC. I wish all the Harbour Boards and Directors straight lines and straight shooting for the future.

**There is an old saying that sums up this**

***The Value Of One Can Be The Power of Many! John Hayes, Sunshine Coast***



It is a pleasure to have been asked to contribute to this edition of the H A A B C newsletter.

It has been a very busy and exciting spring, summer and fall for the Small Craft

Harbours (SCH) Program both regionally and nationally. Of particular note is the additional \$200M that the Program has received to accelerate repairs at core commercial fishing harbours across Canada as part of the Federal Government's Economic Action Plan (EAP). Of this additional funding, \$22.7M will be spent this year and next on 55 projects at 34 harbours across British Columbia. I believe this funding recognizes the positive direct and indirect economic benefits that SCH harbours contribute to communities along BC's coast and other parts of Canada.

This year's EAP project work, including projects we have been able to advance from next year, is now budgeted at approximately \$13.6M for Pacific, which represents an increase of roughly 150% over and above our regular annual project budget. Despite heavy workloads, I am pleased to report that fish harvesters and other community users should soon be seeing the benefits from these improvements as projects are on track for completion with the assistance and support of many Harbour Authorities (HAs).

You may recall at the last HAABC Conference that I identified staffing as a key priority for SCH. Although more work remains, I am pleased that we have made some significant progress on this front. Since the last Conference, we have seven new staff, including four new program officers. We

have been working hard to train and develop these new staff as quickly as possible. In addition, we have also been able to hire additional engineering co-op students and make arrangements with other groups for augmented contracting and habitat support to assist with increased workloads associated with EAP implementation. Although I expect many of you have met some of our new staff, as they have been out on the road meeting with HAs, you will have an opportunity to meet and get to know any new and unfamiliar SCH faces at the upcoming Conference.

As a closing note, I want to recognize the continuing leadership and strong contributions being made by the HAABC in support of the SCH Program and HAs on this coast. The HAABC, in cooperation with SCH Pacific and individual HAs, continues to support improved collaboration, communication, training and assistance on a variety of issues. I know that this past summer members of the HAABC Board were able to meet personally with the Minister of Fisheries and Oceans Canada, the Honourable Gail Shea, to highlight HAABC priorities and issues of importance to Pacific HAs. I have also been particularly impressed by the leadership being shown by the HAABC on increasing awareness of the derelict vessel issue and developing possible solutions through collaborative work with multiple agencies. Simply put, the efforts of the HAABC are making a positive difference and are very much valued and appreciated.

I hope that SCH can make additional contributions to future newsletters from time to time. I look forward to seeing you all this January at the 13<sup>th</sup> annual HAABC Conference in Nanaimo.

Best Regards,  
Ken Smith Regional Director  
Small Craft Harbours – Pacific



# Tidal Currents

A Message from Art Childs  
HAABC President

In this, the inaugural issue of the revamped HAABC Newsletter, I'd like to welcome you all! This 'freshening up' of a good idea is almost symbolic of the changes taking place in our organization.

In the last year the HAABC has evolved into a much larger and more powerful tool for all of us involved in the management of Harbour Authorities. Just over a year ago, we entered into a Contribution Agreement with Small Craft Harbours that allows HAABC to play an important role in the provision of services to HA's. We believe that this Agreement enables our membership to have a larger voice when expressing their needs and concerns, and enables the organization to meet those needs in an efficient, cost effective fashion. It truly is a 'win - win'! Engaging the services of a full time Administrator to coordinate all of this was a natural step, and we were lucky to bring Leslie Taylor onboard. Just a couple of the things she'll be looking after are Zone Meetings and Training Workshops, so you may see her out at your Harbours soon.

When I became involved with the Board of Directors of the HAABC, it was by accident. What kept me involved was the energy and commitment of the people I was fortunate enough to be working with. Their depth of experience, coupled with a strong vision for the future, made me believe they could achieve the goals they had set for this organization, inspired me to volunteer my time and energy as so many before me had, simply to take a 'good idea' and make it better. The amazing growth we've experienced in the last few years is due, largely, to the efforts of a small number of individuals. I'm honoured to follow in their wake.

As we look forward, your Board of Directors is working hard to bring you a wider range of services and tools to make your jobs easier. Working with the team at Small Craft Harbours and their excellent pool of resources, we

are committed to helping this organization become the most important and versatile tool in all of our Management Toolboxes. I would encourage all of you to make your needs and concerns known – we need to know how best we can serve you. Volunteer for the Board of Directors – each and every one of us has skills, experience and talents that this organization needs. It's a fun, challenging, often frustrating, but ultimately, one of the most rewarding, experiences you'll ever have.

Art Childs

## University of Alaska Career Training For Ports and Marinas

The University of Alaska is now offering online courses for employees in ports, marinas, and harbors. These courses allow you to improve your skills in the comfort of your own community. Cost is \$150 per course.

Two new courses are now available;

***Customer Service for Ports and Marinas***  
***and Fire Safety for Ports & Marinas***

Also available:

***Facility Safety***

***Oil Spills: Prevention, Preparedness and Response***

***Marine Structures and Materials***

These courses are available due to the Partnership of:

- University of Alaska Southeast - Sitka
- Pacific Coast Congress of Harbormasters and Port Managers,
- Alaska Association of Harbormasters and Port Administrators,
- Harbour Authority Association of British Columbia
- Washington Sea Grant

For more information and to register go to

[www.uas.alaska.edu/sitka/coed/](http://www.uas.alaska.edu/sitka/coed/Ports_Marinas.html)

[Ports\\_Marinas.html](http://www.uas.alaska.edu/sitka/coed/Ports_Marinas.html)

For recommendations from students who have taken the courses email

[contact@haa.bc.ca](mailto:contact@haa.bc.ca)

## HAABC Calendar of Events

January 8	PCC Board Meeting, Olympia, WA
January 9 & 10	Fire Safe Marine Fire Fighting Training, Mission BC
January 19 - 22	HAABC 13 <sup>th</sup> Annual Conference, Nanaimo BC
January 30 & 31	Fire Safe Marine Fire Fighting Training, Tsehum BC
February 26	HAABC Board Meeting
March 15	Tidal Currents Articles and Advertisement Submission to Administrator
March 24	HAABC Board Meeting
March 25 & 26	Pacific Region Harbour Authority Advisory Committee Meeting
March 31	SCH Fiscal Year End
March 31	Dick Maughan Scholarship Application Deadline
March 31	Tidal Currents Newsletter Publish Date
April (TBA)	NHAAC Meeting
April 13-16	PCC Conference, Bellingham, WA
May	Zone Meetings – dates TBA
May 3	Barbara Schwantes Academic Scholarship Application Deadline
May 14	HAABC Board Meeting
June 1	Industry Canada HA's Annual Summary Deadline
June 11	PCC Board Meeting, Olympia, WA
June 28	HAABC Board Meeting
July 1	Harmonized Sales Tax Implementation
July 26	Conference Committee Meeting
September 10	HAABC Board Meeting
October 1	Barbara Schwantes Grant Proposal Application Deadline
October 5 – 8	PCC Conference, Kodiak AK
October	Zone Meetings – dates TBA
October 15	Tidal Currents Articles and Articles Submission to Administrator
October 31	Tidal Currents Newsletter Publish Date
November 1	Harbour Authority Corporation Insurance Payment Deadline
November 3	HAABC Board Meeting (subject to PRHAAC schedule)
November 15	HAABC Conference Registration Package Distribution

## Board of Directors

President – Art Childs, False Creek Harbour Authority, Lower Mainland Zone

Vice President – Hiltje Binner, Port McNeill Harbour Authority  
North Island Zone

Secretary/Treasurer – Rick Hill, Port Edward Harbour Authority,  
North Coast Zone

Director – Carol Doyle, Gibson's Harbour Authority, Sunshine Coast Zone

Director – Janet Rooke, Tsehum Harbour Authority, South Coast Zone

Director – Elizabeth McLeod, Comox Valley Harbour Authority, Mid-Island Zone

Elizabeth is standing in for Linda Franz until her return or the next AGM

Director – Frank Keitsch, Steveston Harbour Authority, Lower Mainland Zone

Frank is standing in for Bob Baziuk until the next AGM

### **Bob Baziuk**

After serving on the Board of Directors from 2005 to 2009 Bob has decided, with regret, to step aside as one of the Lower Mainland Directors. Bob served as president in 2006 and currently sits on both the Pacific Region Harbour Authority Advisory Committee and the National Harbour Authority Advisory Committee. Following in the footsteps of his predecessors Arnold Walters and Stan Watterson Bob has approached his time on the HAABC with enthusiasm and hard work. Bob's presentation to the Standing Committee on Fisheries and Oceans in 2007 on the state of fishing harbour infrastructure was highly regarded. Bob has shared his knowledge and experience as Harbour Manager at Steveston with the HAABC and has been integral in developing the Generic Berthage Agreement as well as a book on Policies and Procedures to be introduced at the 2010 HAABC Conference. Bob's friendly and inclusive nature, along with his ability to get things done, serves as an excellent role model to any future directors of the HAABC. His selflessness and energy will be missed. Best wishes in all your future endeavors, Bob!

### **Port McNeill Harbour Manager, HAABC VP & PRHAAC Advisor - Hiltje Binner**

On September 16, 2009 in Las Vegas, with friends and fellow harbour associates at her side, Hiltje Binner got married to her long time partner, Dave Ramsay. Busy all summer with her major harbour expansion project, Hiltje and Dave took a well deserved five-day break to Sin City and had a classy, intimate, but fun filled wedding day. Not an Elvis sighting the entire trip! Details cannot be expanded on, but all attending plan to make the September trip an annual event, so if you "play your cards right" you will be invited to Hiltje and Dave's first anniversary. It's also the same week as Janet Rooke's birthday, so maybe next year it can be a dual celebration.



Submitted by Mo Nordstrom

The beginning of the summer was slow compared to previous years at the Comox Harbour. There wasn't the usual numbers of tourists sailing up from Washington and other southern areas. This allowed me to focus more of my time on harbour maintenance. I kept busy painting the parking lot lines, the trim of the harbour building and the bull rails along the wharfhead. My co-worker and I attended a fibreglassing seminar where we learned how to use fibreglass for marine construction and repair. We stocked up on supplies and fibreglassed several floatation tanks that we installed beneath the docks to increase buoyancy and prevent dock listing. While working on the tanks we also replaced old water lines and taps.

The harbour was the place to be for the BC Day weekend for the 51<sup>st</sup> annual Comox Nautical Days. With more than three hundred kids hanging their fishing rods over the docks at the bullhead derby, the comical Build Bail & Sail boat race, music and festivities happening at Marina Park, the weekend was a lot of fun. Around this time the tourist season began to pick up. While out on the docks I carried a VHF radio to communicate with approaching vessels. I learned the proper etiquette for sending and receiving radio transmissions as well as correct nautical terminology to guide marine traffic into the harbour. I was trained to take the skiff up the Courtenay River to check on vessels moored at the Courtenay slough. This involved understanding the tides and using markers to navigate safely between sandbars and other obstacles. At the wharfhead I learned how to run the hydraulic winch to move supplies safely from boats to the docks. I had to use the forklift several times under co-worker supervision to move supplies around the wharfhead. In the office I had a lot of experience dealing with money, making change for customers who were paying moorage fees in cash and also using the debit/

credit machine. I learned the daily cash balancing procedure and made deposits to the bank on behalf of the Comox Harbour. Writing cheques for accounts payable and filing them appropriately was also part of my administrative duties.

In mid August, many fishing vessels returned home to sell their seasons catch at the docks. With seafood sales signs scattered all over town it didn't take long before there were lines of tourists at the harbour. There were fishing boats selling salmon, shrimp, prawns and halibut. The skippers were all jostling for the best spot to catch the eye of customers coming down the ramp as tame seals circled the boats waiting for scraps. With the quality of their wild product it didn't take the fisherman long to sell out.

Matt McManus

### Ten Steps to Vessel Security

1. Lock your Boat! (Doors, Windows, Hatches & Storage Lockers)
2. Remove items of value from sight. (GPS, Binoculars & Alcohol)
3. Mark your valuables (Use your Drivers' license number.)
4. Alarm your boat. Or leave a small Light and radio on!
5. Lock, Secure your dinghy & motor.
6. Check on your boat frequently and report any tampering to Staff.
7. Talk to your neighbors.
8. Introduce yourself to the Harbour Manager and Security Staff.
9. Inform your trade's people to check in at the Harbour office.
10. Reduce the chances of theft.

**“Go Boating”**

FCHA

In the aftermath of the terrorist attacks of September 11<sup>th</sup>, 2001, port and harbour security has become an increasing concern worldwide. In response to the events of 9/11, the International Maritime Organization (IMO) legislated an amendment to the International Safety of Life at Sea (SOLAS) Convention; this amendment is known as the International Ship and Port Security (ISPS) code - a set of policies and procedures designed to enhance the security of ports and harbours and prevent security incidents from taking place in maritime locations throughout the globe.

The ISPS code was approved by the SOLAS convention in London in December, 2002 and came into effect on July 1, 2004. Transport Canada has since adopted the international regulations outlined in the ISPS code and incorporated them into the Canadian Marine Transport Security Regulations (MTSR). Currently, only vessels carrying passengers to and from international waters, cargo vessels carrying over 500 gross tonnes, and offshore oil rigs and the marine facilities that service these vessels fall under the guidelines, but more categories are likely to be added in the future. What this means for Canadian fishing harbours has yet to be seen, but the trend towards higher security in marine facilities is clear.

Fortunately, as technology becomes more advanced and cheaper to produce, installing high tech security devices such as Internet Protocol (IP) CCTV cameras, access control systems, and the infrastructure to support them is becoming increasingly feasible. Also, with the increased popularity and reduced cost of digital recording media, more video can be stored at a much higher quality than in previous years. This makes it possible to record and review video at a much higher fidelity than ever before, making recordings much clearer and more reliable. It is also possible to set up an IP based camera

system over a secure wireless network that can be viewed and controlled from any computer with internet access from anywhere on the globe. These systems can then be integrated to work with motion and infrared sensors along harbour entrances, perimeter fences and access gates to automatically spin the cameras to look at points of interest or activity and even send out emails or text messages to any number of recipients when there is activity to report.

In the near future, cameras with colour and facial recognition technology and automatic motion / object tracking as well as access control systems using biometrics (retinal or thumbprint scanners) will no longer be the stuff of science fiction. These days, the possibilities of what can be done with security systems are limited only by budget and imagination, and these solutions are becoming increasingly affordable. While there is certainly still significant cost associated with installing security infrastructure, the benefits and return on investment are far greater today than at any point in the past. With international and Canadian security guidelines becoming more strict, interest in ship and port security is at an all time high - when it comes to marine security, the future is now.

Joel Baziuk

### HAABC Website

The HAABC website is currently undergoing some major changes. The new site should be launched sometime soon. Please visit [www.haa.bc.ca](http://www.haa.bc.ca) or [www.haa.ca](http://www.haa.ca) Look over the listing for your harbour and ensure we have the current and correct information. This continues to be an effective advertising opportunity for all HA's. Many thanks to our webmaster Alan Pattinson of Pacific Websites in Comox for all his hard work on this project!



## CLEAN MARINE BC: MARINA/HARBOUR RECOGNITION PROGRAM

The Georgia Strait Alliance (GSA) has embarked on an exciting and much needed new project: developing a voluntary environmental recognition program for marinas, harbour authorities, yacht clubs and boatyards in BC.

The GSA conducted a pilot program with Westport Marina in Sidney during 2007 and 2008, and they plan to have at least one participating marina/facility in each of the major boating areas in the province by the end of 2010.

What exactly is the Clean Marine BC Program? “The Clean Marine BC Program” is modeled on the highly successful “Clean Marine” program run by the Ontario Marine Operators Association (OMOA). The program can help determine how a marina or harbour ranks in terms of being truly green. The goal or the objective of the program is to understand and recognize the vital importance of maintaining a clean natural environment and to show it as being fundamental to a harbour’s operation. Any new harbour or marina interested in participating needs to accept and adopt those best management principles and operating practices that are appropriate to its operation, by committing itself to the best of its ability to:

- Eliminate the release of contamination to the water column, both directly and indirectly.
- Avoid contamination of the ground and minimize the release of pollutants into the atmosphere.
- Adopt waste reduction, reuse and recycling strategies while optimizing energy and water conservation.
- Promote good environmental practices to all parties, abide by and where ever possible, exceed the requirements of all relevant legislation.
- Introduce sound environmental practices into every aspect of its operation, train its employees to understand and implement those practices and provide the resources that are needed.
- Integrate an environmental philosophy into the contract between the marina or harbour and its customers by making all suppliers and subcontractors aware of the environmental commitment of the marina and encouraging them to adopt the same good practices where appropriate.
- Also, commit itself to an ongoing program of self-evaluation and striving to continually upgrade and improve its environmental performance in light of future developments in marina management techniques and product availability.

Once ready for inspection, the marina will undergo an independent audit to determine its level of environmental responsibility. The independent auditor will determine an eco-rating for the facility between 1 and 5 anchors with 5 being the highest level of Environmental Best Practices. The GSA will award marinas and harbours that pass the audit with a certificate of recognition and then the facility will be entitled to fly the Clean Marine BC flag.

The False Creek Harbour Authority (FCHA) has made a commitment to join the Clean Marine



BC Program, and will become the first certified Harbour Authority in BC. After being awarded the National Environmental Stewardship Award (Prix D' Excellence) in Ottawa, FCHA felt the next logical step would be to join the initiative. We feel that the Clean Marine Program will provide our Harbour with a range of environmentally sound best management practices and ideas for implementing new environmentally conscientious initiatives. These tools will help us to reduce our impact on the environment by minimizing our overall carbon footprint.

We look forward to achieving the best results possible through the program's eco-rating audit process and we hope to fly the Clean Marine BC flag in late 2009 or early 2010. By gaining Clean Marine certification, we hope to set an example for other harbours and marinas by showing that we are committed to being environmentally accountable and responsible. Furthermore, we know that this certification will attract boaters who share our vision for a cleaner, greener facility.

With over 25, 000 km of British Columbia coastline, we need to work together to protect our marine ecosystem and to help minimize the impact pollutants have on our waters. As more Marinas, Harbour Authorities, Yacht Clubs, and Boatyards in BC join the program, Clean Marine BC will become a useful resource in aiding the public to make informed choices regarding marine services. In fact, in a 2004 GSA survey, 86% of boaters said they'd be more likely to choose a Marina or Boatyard that employs best environmental practices, even if that meant paying higher rates.

Small Craft Harbours whole heartedly supports this initiative and any Harbour Authority interested in the program should contact their Program Officer directly. It's time to get your harbour involved in the voluntary Clean Marine BC Program. Visit the GSA website for more information @ [www.georgiastrait.org](http://www.georgiastrait.org) or email the program coordinator at [cmbc@georgiastrait.org](mailto:cmbc@georgiastrait.org). Also the BC Marine Trades Association recently stepped up to the plate to show their support for the Georgia Strait Alliance Clean Marine Program. In addition to presenting GSA with a grant for running the program, BCMTA has committed to providing a subsidy to BCMTA members who successfully complete the program. The subsidy amounts to 50% of program costs, however members are encouraged to sign up quickly as there is a maximum cap on funds available for the program.

Mike Loy - Assistant Harbour Manager  
False Creek Harbour Authority

## **Succession Planning—Why Start Now?**

**Competition:** competition for employees and volunteers is going to increase over time. By having a plan in place, you are prepared to compete for the best people to take on key roles within your organization.

**Organizational Stability:** Your organization will be prepared to meet its mission and continue to provide key programs and services during times of transition.

**Accountability:** You are telling funders, clients, employees, and volunteers that your organization is responsible and accountable.

**Keeping Talent:** A succession plan allows and opportunity for you to consider current employees and volunteers for development—increasing their motivation and commitment to your organization.

**Retain Knowledge:** Succession planning includes documenting and managing your organization's important information—so that corporate knowledge doesn't leave when people do!

Excerpt from SCH Pacific Tips and Tools

## Industry Canada

Corporations Canada, an Industry Canada program, helps not-for-profit corporations, such as HA's, incorporate, maintain and operate their business according to Canada's laws and regulations. In order to remain in good standing as a registered non-profit corporation HA's must submit and Annual Summary to Industry Canada on or before the first day of June. The fee is small (\$30), and the paperwork is minimal. The consequence of not filing may result in losing your not-for-profit status and having to re-file (at a much greater cost) all the paperwork to re-qualify. I strongly encourage you to keep up to date on this process. If you need help or more information please do not hesitate to contact the HAABC.

HARBOUR  
AUTHORITIES  
*our harbour,  
our community*



ADMINISTRATIONS  
PORTUAIRES  
*notre port,  
notre collectivité*

## Reassignment

Ken Smith, Regional Director (RD), Pacific Region, will be temporarily vacating his post as RD on November 30, 2009. He will be the acting Associate Regional Director General (ARDG) for 6 months while Paul Macgillivray, the current ARDG, is busy working on a high priority project team. Sarah Murdoch will be returning to SCH as the acting RD, during Ken's absence. Rest assured SCH has a strong team and Ken will not be far away. Ken is planning to attend the HAABC Conference in January and is looking forward to his return as RD sometime in June. Best wishes to you Ken on your new assignment.

## Staff Updates for SCH Pacific

### Operations Team

On May 25<sup>th</sup>, 2009, two new Program Officers were added to the SCH, Pacific Program Operations team. Gaurav Sandha and Jordan Mah will be providing operational support to the SCH engineers in project delivery as well as assisting and providing backup for your primary contacts Katie Rattan and Christina Engel.

Gaurav graduated from the University of Northern BC majoring in International Studies and Economics. For the past two years, Gaurav has worked as a National Application Service Level Agreement Coordinator, managing the program budget and as an Information Technology analyst for DFO developing his client relations skills. Gaurav will be providing operational project support and assisting Katie for the Vancouver Island\Gulf Islands area.

Along with serving in the Canadian Armed Forces Naval Reserves, Jordan has been a Program Lead for the Pacific Licensing Unit in Fisheries and Aquaculture Management. Jordan also brings experience from working closely with the Treaty and Aboriginal Policy Directorate acquiring licenses for the Pacific Integrated Commercial Fisheries Initiative buyback program. Jordan will be providing operational project support and assisting Christina for the North Coast\Sunshine Coast\Lower Mainland area.

### SCH Program Officers

**Vancouver Island and the Gulf Islands**  
Primary Contact; Katie Rattan  
Secondary Contact; Gaurav Sandha

**North Coast, Sunshine Coast, Lower Mainland**  
Primary Contact; Christina Engel  
Secondary Contact; Jordan Mah  
Contact info? Email [contact@haa.bc.ca](mailto:contact@haa.bc.ca)



Bellingham Marine is the world leader in the design and construction of small craft marinas and harbors. As a Design-Build contractor and manufacturer we recognize that each project as unique, working with the Owner to create a facility customized for the specific location and market.

**Our History...**The Company's origins date back to 1928 when it was incorporated under the name of Bellingham Builders Supply in Bellingham, Washington, where the corporate headquarters is still located today. Acquiring the manufacturing rights to the patented concrete Unifloat® system, the Company launched its first large-scale project in 1958 at Seattle's Shilshole Marina - - a 1,500 double berth moorage which has served its owner well. Offering unsurpassed longevity, the Unifloat® System is still the best value in the marina industry today. Recently BMI had the privilege of being the float supplier for the reconstruction of Shilshole, a three year project. Although the floats were still performing well, more than 50 years after they were originally built, the overall configuration of the marina no longer met the requirements of today's longer, wider pleasure craft. Nearly 20 million square feet of dock systems and a name change later, Bellingham Marine Industries (BMI) continues to be the leader in the marina industry.

**Today...** Bellingham Marine maintains 4 fully staffed manufacturing facilities in the U.S.:  
Bellingham, Washington  
Dixon, California

Jacksonville, Florida  
York, Pennsylvania

In addition, our products are available internationally through our offices in Australia, New Zealand, Central America, Malaysia, and Europe. We also have licensees in Japan and the Middle East, offering our products to many regions worldwide. Our Company can perform as a supplier, prime contractor, or design/build team member to suit your specific project needs.

**Products...** Our services include marina design and engineering, float manufacture & supply, and marina construction. All of our floating dock systems, both Unifloat® for saltwater and Unideck® for freshwater, are custom built - - we design and build our systems for specific site and customer needs. Our docks can be built for many applications, from private residences to large-scale public marinas. We also provide a dry storage system called Unistack® for efficient and convenient storage of boats up to 35 feet in length. To help protect floating marinas, Bellingham Marine is capable of designing, constructing and installing floating wave attenuator systems.

**Reputation...** Over the years Bellingham Marine has developed a reputation for dedication to quality, integrity and fulfilling commitments. We have never failed to complete a project and enjoy a project list that includes numerous state-of-the-art facilities. Customers benefit from our more than half century of experience in the marina industry by using our time tested ideas and solutions in fulfilling their particular project needs.

For more information, visit our website at [www.Bellingham-Marine.com](http://www.Bellingham-Marine.com) or call us at 1-800-860-8047.

*Submitted by Walt Jackson*

## HAABC Accomplishments

1. Generic Berthage Agreement
2. Contribution Agreement – the first of it's kind in Canada!
3. Derelict Vessel Committee
4. Presentation to Standing Committee on Fisheries and Oceans
5. Meeting with the Minister of Fisheries and Oceans, Hon. Gail Shea
6. Vessel Refueling Committee
7. Provision of Support and Mentoring to Harbour Authorities
8. Five-Year Business Plan
9. Professional and Successful Conferences
10. Generic Policies and Procedures (to be distributed at 2010 conference)
11. Website and Email Forum
12. Coordination of Harbour Authority Training

## Acronyms 101

**EC** - Environment Canada  
**CCG** - Canadian Coast Guard  
**DFO** - Department of Fisheries and Oceans  
**DV Committee** - Derelict Vessel Committee  
**HAABC** - Harbour Authority Association of British Columbia  
**HAC** - Harbour Authority Corporation  
**ILMB** - Integrated Land Management Bureau  
**LMAC** - Local Marina Advisory Committee  
**NHAAC** - National Harbour Authority Advisory Committee  
**PCCHMPM** - Pacific Coast Congress of Harbour Masters and Port Managers  
**PICFI** - Pacific Integrated Commercial Fisheries Initiative  
**PRHAAC** - Pacific Region Harbour Authority Advisory Committee  
**SCH** - Small Craft Harbours  
**SSOPF** - Ship-Source Oil Pollution Fund

## Newsletter Article Submission

The next edition of Tidal Currents will be published on April 1, 2010. Please remember this newsletter belongs to the membership of the HAABC. Please consider contributing an article of interest to the next edition. An interesting boater experience, tips for harbour operations, jokes, photos, etc. All will be considered and welcome. Deadline for submission of articles is March 15, 2010. Thank you to everyone who provided articles for this issue, it is greatly appreciated.

## Advertising

Starting with the next edition of Tidal Currents, there will be the opportunity to advertise your business. For rates please contact Leslie Taylor [contact@haa.bc.ca](mailto:contact@haa.bc.ca)



**Best of the season to you and your families from the HAABC Board of Directors!**