



Hello everyone.

It was wonderful to see most all of you at the 2012 Conference in Nanaimo. I certainly enjoyed all aspects of the conference and again thank the Board of Directors for the invitation and opportunity to perform the emcee duties as well as the honour of receiving a lifetime membership. It certainly was a proud moment for myself to receive this honour in front of all of you whom I respect as harbour managers, directors and whose friendships I will treasure more than anything once my harbour working and volunteer days are over. I hope this year will be successful for all Pacific Region harbours as well as those harbours across the country who are associated with the Harbour Authority program. I am of the opinion the HA program is perhaps the most successful volunteer program in Canada and I constantly voice this across the land at any opportunity I have to do so.

I would also like to thank the directors and membership for the opportunity to serve as HAABC President again. It is indeed an honour to represent each and every one of you from coast to coast. I assure you in my travels as a national representative that the Pacific Region is held in the highest regard by our harbour friends nation wide. I think we have all earned this and encourage every one to never accept complacency and always strive to not only make yourselves better, but those around you as well. I also encourage everyone to step up to the plate and let your name stand for service on the board of directors. There are plenty of current directors as well as past Presidents and directors who would be most willing to share knowledge and offer you insight into serving on the Board. Succession planning for the HAABC depends on everyone!

In conclusion, our mandate is simple. We exist to make each other better by sharing information, policies and whatever experiences we have all shared, be them good or bad . If there is anything the membership would like to see on the Board meeting agendas or at future conferences, please forward your thoughts and ideas to your zone representatives so that they can be passed on to the Board for potential agenda items.

Sincerely: Bob Baziuk

To celebrate the rich tradition of harbours and the maritime industry on the BC Coast many HAABC member harbours play host to exciting events each year. To help you plan your summer here is a list of just a few. These events will also be listed on the HAABC website. Send the date of your event to: contact@haa.bc.ca and it will be posted on the website.



Photo courtesy of Bob Baziuk, Steveston HA

May 5	6th Annual Spot Prawn Fest	False Creek HA
May 12 & 13	4th Annual Cowichan Bay Spot Prawn Festival	Cowichan Bay BC
May 25– 27	Lund Shellfish Festival	Lund BC
June 1- 3	Boat and Marine Trade Show	Nanaimo BC
June 2	Oceans Day	Campbell River BC
June 29—July 1	Ship To Shore Tall Boats Festival	Steveston BC
July 6—8	Dragon Boat Festival	Nanaimo BC
July 19—22	Marine Festival culminating with the famous World Champion Bathtub Race	Nanaimo, BC
July 20—22	49th Annual Sea Fair Festival	Powell River BC
July 28	Pink Salmon Festival	Campbell River BC
July 28—29	Sea Cavalcade	Gibsons BC
August 3—6	Nautical Days featuring the Bullhead Derby at Comox dock	Comox BC
August 17—19	12th International Howe Sound Outrigger Race	Gibsons BC
Sept. 14 - 16	Jazz Festival	Pender Harbour BC

Chemical Technology has come a long way... Now, we all need to catch up and step up!

Industrialized countries have been busy developing great chemicals since the war, and perhaps in some cases, not so great chemicals, as we have come to realize. But for now, let's focus on the good stuff.

Initially, the chemical products employed "static chemistry". By applying a cleaner to a dirty surface a chemical reaction is created, but it still required elbow grease in order to complete the job. In recent years, the technology has advanced to "dynamic chemistry", meaning there is actual movement when the product is applied, such is the case with certain surfactants that work by releasing the surface tension between the grime and substrate for simple rinsing with little elbow grease.

Chemistry advancements have made great strides in the development of "safe and green" technologies. There are many products available that provide the level of performance and price point that denounce the age-old perception of "environmentally-friendly products don't work and cost too much". In all fairness, when the marketing of green products first began, the technology wasn't quite there, yet, and there were many products that left a lot to be desired, which is making the job of selling high performance green products today a little more challenging.

Did you know that there is a biodegradable technology that provides the performance of an acid, without any of the bad side effects of acid, like burning your skin? There are products utilizing this technology that make cleaning hull stains easy and safe – imagine! And, did you know that science has made improvements on ways to process and utilize microorganisms – nature's own cleaner? There are microbial cleaners and deodorizers that provide surprisingly effective and lasting results. Try using them to deodorize a fishing boat or to clean a musty cubby. Many of these green products work as well as, if not better than, harsh caustic chemicals of yesterday that we have become so accustomed to. Please do NOT use chlorine bleach!

As it is with life, however, there is a need for compromise. There are products that may not necessarily be green in and of themselves, but provide tremendous environmental AND cost benefits to the user. For example, there are fuel catalyst products for gas and diesel engines (not just an "additive") that actually reduce emissions, lubricate engine parts, optimize the combustion and counter the higher burn temperature of ethanol – increase gas efficiency and reduce the cost of maintenance.

Every vessel and/or marina owner must catch up to the technologies that are readily available and step up to ensure safety for their health and the environment. Ask questions of the suppliers and manufacturers and be certain to have a Material Safety Data Sheet (MSDS) on hand for every product being used by you and your staff. There is no longer the need to sacrifice performance and price for "green"!

Lynda Bleasdale President & CEO Green Ocean Distributors
www.greenocean.ca lynda@greenocean.ca

Mr. Randy Kamp, Parliamentary Secretary to the Honourable Keith Ashfield, Minister of Fisheries and Oceans, on behalf of the Minister, presented Mr. Bob Baziuk with a 2011 Small Craft Harbours [Prix d'Excellence](#). Mr Baziuk accepted his award at a ceremony at Steveston Harbour in Richmond, British Columbia. "On behalf of the Government of Canada, I am pleased to recognize Mr. Bob Baziuk for his significant contribution to Steveston Harbour and the local community," said Mr. Kamp. "Mr. Baziuk is an excellent example of the passion and work ethic that our harbour authority partners demonstrate every day, in fishing communities across the country".



Photo courtesy of Joel Baziuk



At the 2012 HAABC conference in February Ken Smith, Regional Director of SCH Pacific and Sylvie Berube, Associate Regional Director General, SCH Pacific presented Bick Benedict, Harbour Manager at Mission HA with the Regional Distinction Award for Individual Commitment .

This award is presented to honour individuals who have shown an extraordinary dedication to the ongoing success of their harbours and/or significant contribution to the Harbour Authority Program over the years.

Photo courtesy of Bob Baziuk

Mr. Smith and Ms. Berube also presented Gordy McLellan with the Regional Distinction Award for Harbour Achievement on behalf of Fanny Bay HA.

This award recognizes Harbour Authority achievement. Nominees are judged on their demonstrated commitment to the ongoing success of their harbours and the Harbour Authority Program through the development of projects, initiatives or services that exceed normal practices or statutory duties and seek to provide a benefit not just to harbour users but to the community at large.



Photo courtesy of Bob Baziuk

HAABC Calendar of Events

April 10-13	PCC Conference, Nanaimo BC
April 12	LMAC Meeting, Institute of Ocean Sciences, Pat Bay BC
April 18	HAABC Board Meeting, Nanaimo BC
May 3	Barbara Schwantes Academic Scholarship Application Deadline
May 8	South Island Zone Meeting, Ladysmith HA
May 10	North Island Zone Meeting, Sointula HA
May 16	Mid Island Zone Meeting, location TBA
May 17	Lower Mainland Zone Meeting, Steveston HA
May 23	Barbara Schwantes Academic Scholarship Award Announcements
June 1	Industry Canada HA's Annual Summary Deadline
June 6	HAABC Board Meeting, Conference Call
June 15	PCC Board Meeting, Olympia, WA
June 30	Dick Maughan Scholarship Application Deadline
July 18	Conference Committee Meeting, Nanaimo BC
September 12	HAABC Board Meeting
September 19	Conference Committee Meeting, Conference Call
September 20	Sunshine Coast Zone Meeting
October 3	North Island Zone Meeting
October 9-12	PCC Conference, Winchester Bay, OR
October 15	Tidal Currents Articles and Articles Submission to Administrator
October 17	South Island Zone Meeting
October 18	Lower Mainland Zone Meeting
October 24	Mid Island Zone Meeting
October 25	HAABC Board Meeting
October 31	Tidal Currents Newsletter Publish Date
November 1	Harbour Authority Corporation Insurance Payment Deadline
November 15	Conference Registration Packages Mailout
November 20-22	NHAAC meeting, Ottawa
December 5	HAABC Pre-Conference Board Meeting

Is this the reality of Climate Change??



Maybe it is my imagination, but I think the storms are getting worse! Since 2007 the frequency, length and destructive force of the winds that have been hitting our Harbour appear to be much worse. The above picture shows the aftermath of the storm that hit the Comox Harbour on March 12, 2012. This is 1 of the 5 boats that had been anchored in the harbour, that washed up on the beaches and breakwaters surrounding us in the 106 km winds.

In the old days, before Harbour life, I liked nothing better than a good winter storm raging outside of my windows, while I sat by a

roaring fire, safe and warm! Not any more...no going to bed unless the cell phone is completely charged, and the rain gear and boots are standing by the door. The rest of the night is spent half awake awaiting the dreaded call to come from the Harbour! On March 12th the call didn't come until 8:00 a.m. so at least it was light out. Although the power was out in most of the Valley it remained on in the Harbour for a change!

I arrived to waves breaking over the causeway, and the East side vessels straining against their lines as they heaved around in the swell. I think the worst part of these storms is knowing that until the winds die down there is nothing much you can do but watch! I was lucky to be able to get my truck door open in the wind. Most of our fishermen, familiar with the conditions in our East Harbour, were already on board their vessels with the engines running. However one of our older fisherman sent a message home that he had lots of food on the boat, and not to expect him home until the storm was over because he was not prepared to brave the undulating cross float again! This is a man that has been fishing the coast for 60 plus years in all conditions! That being said it didn't stop him from laughing at me as I hugged a piling half way over the cross float, trying to decide whether I should continue or go back! I opted for back and watched from the top of the ramp as one of the stabilizer poles from a vessel crashed to the dock, and the other swung back and forth only attached by one line. The owner felled the remaining pole with a saws all during a break in the wind, rather than risk it falling on anyone! The winds were too strong to risk trying to secure the pole to the rigging.

Happily we sustained no damage to the docks. We were extremely grateful that Herring had opened the week before, alleviating the crowded conditions in our Harbour. The story might have ended differently if we were two and three deep with Seine Boats as we normally are at this time of year!

So to all you Harbour Manager's out there, make sure you have a paper copy of your vessel owner contact list and keep your cell phone fully charged at all times! Encourage your vessel owners to tie up like the Queen Mary, with lots of lead in the spring lines to allow the vessel some movement in the swell, keep lots of extra line on hand and lets hope that weather conditions don't get much worse!

Liz McLeod, Comox Valley HA

Mystery Man of Malaspina Inlet

In the late summer of 2011 a tall, slim man camping alone was seen at a remote site on the mainland area of Desolation Sound. At least two things about him were quite remarkable. First, he was camping on a native burial ground, well known in the area as taboo to boaters landing; even groups of kayakers were reluctant to camp there. Secondly, this camper had no boat. Somehow he'd arrived there other than by water. This might not seem remarkable, until one considers the route he would have to traverse to arrive there by land. It entails a walk of more than a hundred miles, through incredibly rough country, over mountains, crossing rivers, territory owned by grizzlies, wolves, cougars. But it seems that this trek is what he accomplished. Alone, and with minimal gear.

When asked by the caretakers of the burial island to vacate, he merely turned away and disappeared into the forest. The next time they approached, days later, his campsite was gone.

Galley Bay was the next place that seems to have attracted him. He may have lived there, in various cabins, for a month or two. It seems that he needed new boots, maybe a pair of binoculars and when he left it was in a bright yellow 16' kayak. All new belongings for a fellow previously quite sparsely outfitted. He seems to have partaken of a quantity of food during his stay, maybe a bottle of wine or two.

Galley Bay is located in Desolation Sound near the entrance to Malaspina Complex, a series of inlets comprised of Malaspina, Okeover, Lancelot, Theodosia Inlets. Grace Harbour is about halfway along, and near Moss Point, the entrance to Grace Harbour, there are a dozen or so cabins. Occupied mostly in the summer these apparently were an attractive stopover for the mysterious man in the yellow kayak.

In March 2012, our man was still travelling around this area, apparently solitary and avoiding human contact. No one had yet seen him, close up, and certainly not in a way to identify him. The yellow kayak was the icon for our mystery man. The Moss Point cabins were being occupied, relieved of their food supplies, some clothing, slept in. He was moving from one to another, it seems as the supplies were depleted; unless he has some other agenda for his choice of sleepover.

I was staying with my friend Mike, the only Moss Point full time resident. During two stormy evenings my dog was alerted by something in the forest and took off, barking madly; very unusual behavior. We didn't know there was an uninvited guest just across the narrow peninsula.

Then the yellow kayak was found, tied up in a tiny bay there, by a cabin owner come to stay for a week or two. The backstory was unknown at the time. Curiosity and concern for the unknown occupant of the seemingly abandoned kayak, left during a violent storm, were the immediate reaction of cabin owners. Then other cabins were checked out, signs of occupancy were seen, the RCMP were involved, the Coast Guard. No one could provide answers to the myriad of questions.

Then the yellow kayak disappeared during the night. It was another violently stormy night, and the mystery man would have been taking a large chance heading out in such weather.

At this writing, there is no more news of the mystery man of Malaspina Inlet. There is much speculation; there is worry about safety and there is fear, although it seems misplaced with such a seemingly misanthropic character. There are plans to avoid the intrusions of privacy in the future, plans to turn him in to the police, arrest, prosecution.

And I wonder if this person doesn't deserve much more in the way of consideration of his motives and methods of survival. Isn't he something of an extraordinary person to do what he's done, solitary and avoiding human company so thoroughly for such a long time. How many of us could do what he's done - and survive. Most of us would have no reason to, and we'd probably rather face whatever consequences were behind us. But consider the strength of this person, his resolve to be solitary, invisible and also to continue to survive. I admit to some small admiration, and I'd rather not simply vilify him. He'll need luck to continue unharmed in the manner that he's chosen.

Lynn Paris, Okeover Inlet, March 2012



Tidal Currents

Pacific Regional Harbour
Authority Advisory Committee

Report on PRHAAC meeting November 2011 and February 2012

For clarification, PRHAAC stands for: Pacific Regional Harbour Authority Advisory Committee. The Regional Director of Small Craft Harbours, Pacific, appoints the committee. The Director is Ken Smith. The committee includes members of the Board of Directors of Harbour Authorities and Harbour Managers from the Pacific region. There are eight committee members. The meeting is chaired by the regional director and is supported by his staff as required. The aim of the committee is to provide the director with advice on issues that are the shared responsibility of the SCH and the local Harbour Authorities. The committee meets about two or three times a year with a mix of conference calls and face-to-face meetings. The last meeting was held in Nanaimo in conjunction with the HAABC conference. There is a similar committee, NHAAC, on the national level with members of all the region of Canada represented.

Highlights from the November 2012 conference call meeting.

The two most salient items were the planning process and the upcoming NHAAC . The committee provides input to the NHAAC members from the Pacific regional perspective.

Highlights from the February 2012 committee meeting,

The meeting was held in Nanaimo prior to the HAABC conference.

The two items which were of interest to everyone:
the integrated planning process
Canada not-for-profit corporations act.

For all HA the integrated planning process will be of great help in short term and long-term planning. The aim is to dovetail the plans of individual HAs with the resources available at SCH. This includes financial, engineering expertise and other support SCH renders to HAs. SCH is laying the groundwork for the planning process.

The changes in the Canada not-for-profit corporations act will impact all HA that are federally incorporated under this act. SCH will provide some guidance for HAs to come in compliance with the changes in the act. HAs incorporated under the act may want to review the website of the GOC for information. The link is below. Your directors should be aware of the coming changes. This subject was a presentation topic during the HAABC conference.

http://www.ic.gc.ca/eic/site/cd-dgc.nsf/eng/h_cs04953.html

With eight HAs represented at the PRHAAC, SCH gets a lot of information, which will help to serve all harbours better.

Respectfully Submitted
Lutz Budde

“TO SCHOOL A FISH”

If you're looking for a way to increase your knowledge and skills in the Marine Management industry but don't think you have the time, then the Career Training for Ports and Marinas Certification Program is just what you're looking for.

Offered by the University of Alaska (SE) Sitka Campus, in partnership with the Pacific Coast Congress of Harbor Masters & Port Managers, these on-line courses offer an easily accessible way to gain the information and know how necessary to better understand and deal with the many and varied issues that face us on a daily basis. There is no need to attend classes and there are no scheduled tests or lectures, leaving you free to squeeze an education session whenever and wherever you can find the time.

So far, I have completed one course, Marine Structures and Materials, and I'm currently half-way through a second course, Facility Safety, and have just enrolled in my third, Oil Spills, to complete my Level 1 Certification and continue to progress through the program. I found the general layout of the website easy to navigate, with detailed instructions to guide you every step of the way. All that's needed is a username and password and your course is accessible from any computer connected to the internet and once enrolled, the University will send you an e-mail with the necessary course information and a link to the home page for your selected course to get started right away.

The courses are very user friendly. The material is broken up into related segments, presented in an interactive format, with text to read, orations, walkthrough checklists and slideshows. At the end of each segment, you will find a multiple choice quiz. These tests are a great way to prepare for the final, as you can do them over and over again. Review your answers to see where you have erred, then go back through the material and figure out the correct responses to help you retain more of the information.

When you have worked your way through all the quizzes, you will be given access to the Final Exam. Covering all segments, this is another multiple choice test similar to the quizzes, but you will need to secure a Proctor to ensure there is no cheating. You will only have one shot to nail down that perfect score on this one, so study hard!

I found the course material to be useful and relevant, giving you an in depth understanding of your working environment. The course on Marine Structures and Materials covered the positive and negative application of the common types of materials used in marine construction in a variety of settings found up and down the coast. It did a great job explaining the how and why of each specific application for the individual materials, the different types of wood preservatives used, comparing concrete and wooden dock structures and explaining the maintenance and construction terminology for the areas common to all ports and marinas, just to name a few of the areas covered.

While the delivery can be a little dry at times (nobody said an education would be easy!) the information is invaluable to form a deeper understanding of the systems and methods in place to keep our harbours viable and sustainable in these changing times. By understanding the lifespan of your marine infrastructure to accurately plan for the future or equipping yourself with the knowledge to better recognize areas of concern in the here and now, these courses offer something that can benefit people working in all areas of harbours, ports and marinas.

Michael “Turk” Turkington
Wharfinger, False Creek Harbour Authority
Vancouver, B.C.

National Harbour Authority Advisory Committee (NHAAC)

At the end of the 1990's the Small Craft Harbour Program created Regional Harbour Authority Advisory Committees (RHAAC) as a means to assist SCH in the management of the program, support the decision making process and enhance the relationship with Harbour Authorities. The National Harbour Authority Advisory Committee (NHAAC) was established in 2001, with the same purpose as the RHAACs but at a national level.

The NHAAC is comprised of 3 members from each Regional Harbour Authority Advisory Committee. The 5 national regions are Pacific, Central & Arctic, Quebec, Maritime & Gulf, and Newfoundland & Labrador. Pacific Region is represented on the NHAAC by Bob Baziuk, Liz McLeod and Ben Mabberley.

In the past the NHAAC met in the spring and fall with the Spring Meeting held in one of the five regions and the fall meeting held in Ottawa. The NHAAC is chaired by Micheline Leduc, Director General of Small Craft Harbours Branch in Ottawa.

The most recent NHAAC meeting was held November 22-24, 2011 at the Government Conference Centre in Ottawa.

Micheline Leduc, Director General of SCH provided a National SCH update:

✦ Changes have been made to the SCH recognition program. The Prix d'Excellence awards will be given individually at regional events rather than all at once at a ceremony in Ottawa as in the past. When possible awards will be given at regional events where recipients can be recognized by their peers.

The previous 2 per year schedule of NHAAC meetings has been reduced to 1 meeting per year, rotated between Ottawa and the Regions.

Ottawa staff is working on the following **Harbour Authority Support Initiatives:**

- ✦ Updated HA Manual
- ✦ Compendium of funding sources for HAs

The Harbour Inspection and Maintenance Manual is now complete, roll out has been delayed due to the EAP and the Storm damage initiative.

The Economic Action Plan update was provided for March 31, 2011:

221 projects with construction were completed; 8 engineering only projects were completed; 51 construction projects remained to be completed, 41 of which are in the work plan to be completed by March 31, 2012. Of these 22 of the 41 projects were completed by September 30, 2011 and 19 are expected to be completed by March 31, 2012.

Pangnirtung, Canada's newest fishing harbour, located on Baffin Island in Nunavut, is well underway. It is being constructed to support the Turbot fishing industry.

- ✦ Phase I, the construction of a dredging and marshalling area is substantially complete.
- ✦ Phase II work started in the summer of 2011 and is progressing well.

The Harbour is expected to be fully operational by the summer of 2013.

2010 Storm Damage; Extreme weather events caused unprecedented damage to more than 250 SCH in Newfoundland, Manitoba, Atlantic Canada and Quebec:

- ✦ The Government of Canada is investing 71.6 million dollars to clean up and repair these Harbours. Three quarters of the work scheduled for these harbours will be completed by March 2012

Divestiture:

- ✦ 45 million dollars was set aside in the 2008 budget to accelerate the divestiture of non-core fishing harbours and recreational harbours. This funding sunsets on March 21, 2012.

At the end of the funding it is expected that 103 harbours and 42 mooring buoys will be divested leaving approximately 275 harbours to be divested post funding.

Funding/Contracting Mechanism Review:

SCH is in the process of documenting the amended funding authorities put in place by Treasury Board to expatiate the delivery of the Economic Action Plan and Storm Damage Funding and intends to have discussions with Treasury Board with a view to making these changes permanent. As part of the discussions they will seek Treasury Board approval to increase the 40K sole source contracting authorities with HAs to 100K

Session with the Deputy Minister:

The meeting also included a session with the Deputy Minister of Fisheries and Oceans, Claire Dansereau and the Senior Assistant Deputy Minister, David Balfour. Madame Dansereau highlighted the benefits of integrating SCH into the Ecosystems and Fisheries Management Sector. This change will foster teamwork and collaboration with other operations sector programs. There was a question and answer session with NHAAC members which allowed the committee to highlight the need for changes to the Fishing and Recreational Harbours Act and changes to Contracting Authorities.

Canada Not-For-Profit Corporations Act

A presentation was made by Industry Canada on the new Canada Not for Profit Corporations Act, followed by a half day workshop on the next day with SCH and a justice department lawyer. Ottawa staff is working on By-law and Articles of Continuance templates for the use of Harbour Authorities. It is expected that this work will be finalized by April 2012, and placed on the National Website. In addition a FAQ section will be provided.

Harbour Authority Mergers:

This session was designed to obtain advise on how SCH could assist HAs considering merging a group of HAs or forming an association of HAs to share services. Bonnie Morse of the Gran Manan Harbour Authority and Marvin Buckle from the Eastern Lower North Shore Harbour Authority, spoke of their experiences in facilitating these mergers and answered questions from the group.

Update on Climate Change and Sediment Management Studies;

Donna Jean Kilpatrick, Director of Harbour Operations and Engineering provided an update.

Climate Change:

A study including maps of predicted climate change effects in Canada and an overview of SCH vulnerability and potential adaptations has been produced in 2011. The National Engineering Committee will be reviewing the maps and report information and developing next steps.

Sediment Management:

An analysis of SCH data was conducted in 2010 related to location and frequency on dredged harbours and dredging costs. This was followed by a nation workshop to study dredging activities including challenges and cost savings. Next steps are the preparation of a Sediment Management Report, continued work on solutions for high cost high frequency dredging sites, a Harbour Sediment Contamination Report and reviewing the Climate Change Study to identify links to sediment management.

Ben Maberley provided a HAC insurance update.

The next meeting of the NHAAC has recently been announced. It will take place in St. John's Newfoundland on November 20 to 22nd 2012.

Those interested in obtaining more information on the NHAAC or reviewing the official Record of Discussions can find it on <http://www.dfo-mpo.gc.ca/sch-ppb/nhaac-ccnap/index-eng.htm> In addition tools for Harbour Authorities can be found at <http://www.dfo-mpo.gc.ca/sch-ppb/toolbox-boiteaoutils/index-eng.htm> which includes the recently updated HA Manual.

Your HAABC Board of Directors

A new board of directors was elected at the AGM in January.

Lower Mainland Zone, President—Bob Baziuk

South Island Zone, Vice President—Janet Rooke

Mid-Island Zone, Secretary Treasurer—Julie Blood

Sunshine Coast—Shawn Cator

North Island Zone—Eric Gregory

North Coast Zone—Lutz Budde

Lower Mainland Zone—Alec Finnsen

Dead ahead, through the pitch-black night, the captain sees a light on a collision course with his ship.

He sends a signal: "Change your course ten degrees east."

"Change yours ten degrees west," comes the reply.

The captain responds, "I'm a United States Navy captain!

Change your course, sir!" "I'm a seaman second class," the

next message reads. "Change your course, sir."

The captain is furious. "I'm a battleship! I'm not changing course!"

"I'm a lighthouse. Your call."

On the cover page there is a photo of one of our member harbours. Which harbour is pictured? Email your answer to contact@haa.bc.ca and you could win an HAABC Vest. One winner will be randomly chosen from all correct answers. Contest closes April 30, 2012.



Sunshine Coast Zone Meeting



Powell River HA Recycling Kiosk

Newsletter Article Submission

The next edition of Tidal Currents will be published on October 31, 2012. Please remember this newsletter belongs to the membership of the HAABC. Please consider contributing an article 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 October 15, 2012. I'm sure you will all have interesting boating stories to tell. Thank you to everyone who provided articles for this issue, it is greatly appreciated.

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