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# TIDAL CURRENTS



## HAABC WISHES

It's summer, and in many harbours that means full days with recreational boaters in and out, warm weather projects on the go and the general public out and about on the docks enjoying the waterfront. More of everything! It's both challenging and frustrating when one or two boats leave the harbour in a mess, or without paying.

What is great to see is the value that our forum page offers harbour managers! Sharing vessel information, alerting others about a problem boater, asking maintenance questions or supplier information. It's a communication tool that has morphed into a mentoring program!

I encourage you all to use the forum to answer and ask questions, say "hello" to the new harbour managers on the coast, and bring forward new ideas. A while ago I had a fisherman call with some HA questions. My immediate response was to make a number of phone calls until I got my answer. The whole exercise tested my patience and consumed far too much time. It suddenly dawned on me, I should have used the forum!

The more we recognize our similarities and trust the information we share the easier our day to day work on the docks becomes. Some people like to keep their comments short and sweet. Some have complicated issues that need tried and true results that only another harbour manager could offer. Please share your questions and knowledge on the forum, especially those of you that have been on the docks for many years!

At HAABC we are exploring a separate forum group for directors, and would appreciate your feedback if you think it would be used regularly. We are also scheduled to upgrade the webpage in the near future, so please communicate to us what your likes and dislikes are when navigating the site.

My wish list for future forum posts include reports of no more discharging of waste at the docks, dock and dashers have ceased stealing services because they know they will be identified, and that someone knows where the LED lights (not the cheap ones) that save on electricity can be purchased! See you all in the fall when we do our next rounds of Zone Meetings!

Wishing you a Happy and Successful Summer / Mo

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## FUNDING ANNOUNCEMENTS

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In May of this year the Honourable Gail Shea, Minister of Fisheries and Oceans, together with the Honourable Kerry-Lynne Findlay, Member of Parliament for Delta-Richmond East and Minister of National Revenue, announced that the Government of Canada will invest more than \$46 million over the next two years at 33 harbours in British Columbia to improve safety and working conditions for fishermen: the third in a number of funding announcements this fiscal year. Follow these links for more details: [Steveston](#) [Ladner](#)  
[9 Vancouver Island Harbours](#) [New Coast Guard Vessels](#) [Kanaka and Mission](#)

For a full list of this year's Fisheries and Oceans funding announcements and other news go to [Fisheries and Oceans Canada News](#).

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## NEW ASSOCIATE MEMBER

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Please join me in welcoming our newest associate member, John King of Aon Risk Solutions. Aon currently provides the SCH national liability insurance policy for Harbour Authorities and John has spoken at numerous HAABC seminars. John is a wealth of knowledge on marine insurance information. For more information go to [aon.com](http://aon.com) or visit the HAABC website and look at the Associate member page. [www.haa.bc.ca](http://www.haa.bc.ca)

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## NET RECYCLING

Over the last two years, there has been somewhat of a paradigm shift in Steveston harbour when it comes to old fishing nets. Rather than sitting tattered and neglected outside in the west coast elements they are now gathered into organized piles in our seine lane waiting to be bagged and sent on their final journey as nets, and their inaugural journey as a renewable resource. Eight months after we sent out our first shipment of 18,000 kg of nylon fishing net to be recycled by Aquafil in Slovenia, we find ourselves very near to sending out our second load. Eight months may seem a long time to acquire enough net for a second load, but it's a marked improvement over the eighteen months it took to get the first one out, and we're continuing to streamline the process as we move forward.



As close as we are to sending our next load, it is still a fairly slow process acquiring enough net to bag for a shipment. I wish to pass on my thanks to Mike Loy and Mike Turkington from False Creek HA, as they have dropped off several totes of green nylon gill net to add to our pile this summer. Contributions like this are essential to the continued success of this project. Every scrap of net that we can add to the pile, whether a full tote or simply a garbage bag full is important. This not only protects fish stocks and other wildlife by ensuring that old nets stay out of the water and out of our landfills, but also ensures that a high performance, highly recyclable material can be used again. This is an important and



significant contribution toward global sustainability - my hope is that one day in the not too distant future, tossing net in a waste bin rather than in a recycling container will be as strange as tossing an aluminum can in the garbage is now. If we can continue to prove that this program works on an increasing scale, we can make a real difference not just in BC, but worldwide.

Our newest partner in this initiative, World Animal Protection, has been pushing ahead with their Global Ghost Gear Initiative (GGGI). Their annual

conference will be in London, UK this September. It is hoped that through the GGGI, programs like ours that are proven to work can be disseminated to other communities and organizations in an effort to reduce and eventually eliminate ghost gear from waters around the globe. As part of their continuing efforts to not only prevent ghost gear from entering waterways, but also to recover nets that are already there, World Animal Protection is hoping to team up with the Northwest Straits Initiative out of Washington State to recover a seine net from the sea floor near Pender Island. They plan to then put that recovered net through our recycling program here as a pilot to spearhead an organized recovery effort of nets on the BC coast offering a start to finish solution.

On July 10 Steveston HA had a visit from six representatives of the Vancouver Aquarium's Ocean Wise program. They toured Steveston Harbour and learned about not only our fish sales float and unloading station, but also our net recycling initiative and how it relates to their mandate of spreading awareness about sustainable fishing. They will be putting a post up on their Aquablog about the goings on in Steveston this summer, so be sure to check it out: <http://www.aquablog.ca/category/ocean-wise/>. The Richmond News is looking into doing a story about our net recycling project, ideally that will help spread the word through the community and encourage others to participate.

We've come a long way since the concept of recycling old fishing nets was first proposed to us by Interface Inc. back in 2013. There's still much to be done and many challenges to overcome. The primary challenges this program continues to face are:

**Identification.** Since the program currently is only capable of recycling nylon6 nets (including monofilament), it is important that any net dropped off to Steveston Harbour is nylon6. Fortunately, most seine body web is nylon6, as is virtually all gill net, so the problem isn't insurmountable, but is worth noting. For more information on how to identify nylon6 net from polyethylene (the other common net type, used primarily in drag nets and seine bunt), contact Joel Baziuk at Steveston Harbour Authority ([joel@stevestonharbour.com](mailto:joel@stevestonharbour.com)).

**Quantity.** It is still proving to be difficult to acquire the volume of nylon6 net needed to sustain the momentum of this project. This is primarily because because fishers tend to still

see value in their old nets, even if they are so badly deteriorated that they are no longer usable for fishing. We are still working on finding solutions to this issue, but I wish to stress again that every little bit of net that is dropped here to be recycled is an important part of this project.

**Distribution.** We're finding that, even if someone outside of Steveston Harbour has some net they'd be willing to donate to be recycled, getting that net here still poses an issue. Notwithstanding the commendable efforts of False Creek HA as mentioned above, there are other harbours who may have nets to drop off but they can't easily get them here. We are working on setting up a potential distribution network along the coast of BC, whereby designated containers / bins could be located at several harbours along the coast and a truck could come and load up all of the nets and bring them to Steveston in one trip. We are working with the Ocean Wise group on this but we are open to any suggestions. Vessels coming to Steveston with empty holds that nets could be put in are another potential method to get the nets to Steveston for recycling.

**Economics.** As much as this is an important initiative both from an environmental and sustainability perspective, the reality is that it is only sustainable as a *program* if it is financially viable. We understand that HAs (ourselves included) are not for profit organizations that can't be spending their budgets on stripping / bagging nets and transferring them around the province, so we have to be creative in how we offset these costs. Currently, Aquafil, our recycling partner, pays for the labour to strip the nets and for shipping the nets from Steveston to Slovenia. This is still a cost-effective way for them to do business for now, but it is a fine line. We are seeking alternate funding sources for net



distribution, stripping and bagging to make this project more sustainable long-term. Grants and other sources of federal funding are one avenue, but we are open to any other suggestions.

These challenges, while significant, are not impossible to surmount; we will need your help to turn this into a truly powerful and far-reaching initiative. Every piece of old / discarded gear we can divert from the landfills and our waterways is a small victory in the quest toward creating a long-term, sustainable fishing industry. We wish to extend our sincere thanks to everyone who has contributed to and / or supported this project. For more information or to see how you can get involved, contact Joel Baziuk [joel@stevestonharbour.com](mailto:joel@stevestonharbour.com)

## ASSOCIATE MEMBER SPOTLIGHT

Mainframe Associates is a local Software Development Company located in Nanaimo, BC. We have been developing business automation solutions since 1983. The Controller Series Software provides solutions to several vertical markets including building supply, retail, marina, and powersport across North America.

Our newest software product is the Marina Controller boasting marina visual graphic representation, ease of use, flexibility and customization. Marina Controller provides you with maximum information and organization for your marina operation. Take your marina map off the wall, get rid of your sticky notes and book accurate reservations while key staff is away on holidays. The Marina Controller is a multi-user program so that ALL personnel can provide the highest level of service to your customers. Passcode security ensures that you always have records of who made updates or modifications to billings or reservations in your system. Imagine invoicing all your renewing customers within seconds!

The Greater Victoria Harbour Authority went live with Marina Controller in 2014. We were very pleased for the opportunity to showcase the capabilities of our software and team. Sheila Neapole, GVHA's Marinas Services Manager had a long list of requirements for us to tackle, she had tested other products before that could not deliver on their requirements for flexibility and reporting functionality.

“Our needs required software that could handle both linear and slip moorage – a criteria that not many marina management programs can meet. Mainframe Associates is an Island company which appealed to us as they are in the same time zone and easily available. The company has always been willing to provide us, within reason, a system that can meet specific needs. We have found staff open to our ideas, willing to work with us, offering prompt solutions whenever possible. All in all it has been a successful partnership.”

Sheila Neapole, Marina Services Manager  
Greater Victoria Harbour Authority

In early 2015 we began the implementation for the Port Alberni Port Authority. Our team of technicians had to modify the software to accommodate their campground operation at China Creek and also facilitate all of their marinas unique needs.

We can schedule your marina to be Live with Marina Controller in 2015. Our team will facilitate each phase of your software implementation using our technical, project and marina management expertise. Many implementations take only a few weeks. We provide support before, during and after go live, to ensure that your system is running smoothly. Start enjoying the opportunities to increase revenues, maximize control and boost profitability with Marina Controller.

“Marina Controller has proven to be a valuable tool for Port Alberni Port Authority's Marina's and Campground. If I had to use one word to describe the program it would be “Control “. We are at the beginning stage of usage with this program and we realize that the program has a lot to offer and it will take some time to learn all the benefits that it holds.”

Ron Kyle, Manager Marina Services  
Port Alberni Port Authority

“We ensure your software implementation is successful. Your continued satisfaction is our goal”

Paula Stoffels, General Manager, Controller Series Software

[www.marinacontroller.com](http://www.marinacontroller.com)

Contact: 1-888-616-9912

## TIME TO CHANGE MARINE SAFETY BEHAVIOUR

By Glenn Budden

On June 12, 2014, the least experienced crew member on the fishing vessel *Diane Louise* went overboard while setting prawn gear near Calvert Island, British Columbia. The crew member was not wearing a personal flotation device (PFD) nor were there any on board. Nobody saw him go overboard. He managed to stay afloat long enough to call for help and attempt to free himself from the groundline before being drawn under the water. Although he was recovered within minutes and CPR was performed, the crew member was subsequently pronounced deceased.



Fishermen know all too well that fishing for a living can be risky business. They operate in a harsh environment and have to deal with a complex regulatory system, changing economic and market conditions, and various fisheries management measures, all of which influence their perception of risk. In this occurrence, the crew members demonstrated that they were aware of the risk of entanglement, but they did not manage it consistently. Instead, they developed individual informal strategies for managing the risk, based on their experience. This inadequately addressed the risk of entanglement, especially for those on board with minimal experience.

Falling into cold water involves an initial cold shock, which is most dangerous and potentially lethal when a person is suddenly immersed in water below 15°C. This can be quickly followed by exhaustion while the person attempts to stay afloat in the water. This exhaustion increases rapidly without the assistance of a PFD.

WorkSafeBC requires PFDs or lifejackets to be worn by workers “employed under conditions which involve a risk of drowning.” However, in British Columbia, individuals were found to not be wearing a PFD in approximately 40% of fishing-related fatalities since 2004. Furthermore, risks such as falling overboard, drowning and entanglement are perceived to be low or accidental, with the result that fishermen see little benefit in protecting themselves from these risks while they focus on the day-to-day business of fishing.

As well, unsafe behaviours that are rooted in traditional values, attitudes, practices, and the crew’s perception of efficiency prove the most difficult to change. Despite the existence of safety regulations, inspection programs, and participation in safety programs by the crew of the *Diane Louise*, some of the fishing practices and behaviours that posed risks to crew had become routine and no accidents had occurred, and so these practices and behaviours were not changed.

It is inevitable that wearing a PFD while working on deck will become routine, as wearing a seat belt or bike helmet has now become routine. But any efforts to improve safety and eliminate unsafe behaviours in commercial fishing have to be made in consideration of the difficult operating environment and must be tailored to work within that context. The full text of the summary and the full report can be found at these links.

<http://www.bloguebst-tsbblog.com/home/>

<http://www.bst-tsb.gc.ca/eng/rapports-reports/marine/2014/m14p0110/m14p0110.asp>