

TIDAL CURRENTS



Message from the President

The planning has been in place for months and the small details are being finalized for the [2016 HAABC Seminar and AGM](#). In keeping with the spirit and educational value of the gathering we made the switch last year from conference to seminar (*sem-i-nar: a conference or other meeting for discussion or training*) *Don't worry that doesn't mean you can't have fun!*

The management and staff at Prince Rupert Harbour Authority have been very gracious in helping with many facets of the preparation and we at HAABC are pleased to hear how many members are heading North in February. We are especially excited to hear many Board Members will be attending and have included workshops that are very Board focused.

I have been involved in some aspect of planning the majority of these annual events and it's always been a energy booster to see the momentum gathering as harbour folk start talking about meeting each other again, seeing the SCH staff face to face, and taking the materials presented home to implement at their harbours. We have a couple of key workshops scheduled that attendees; whether new to the industry or long serving such as myself, will find informative and instrumental in moving forward as a harbour.

Our theme this year is "Stronger Together". The strength of our organization lies in the ideas we share that make us all better. This seminar is an opportunity to network and mentor, please leave your baggage at home. (suitcases, ok, but not baggage!) The SCH program is successful due to the thousands of hours of volunteer time contributed every year and the miles of bureaucracy on SCH's end necessary to assist in the operation, management, maintenance and expansion of harbours. Let's make this years seminar an opportunity to focus on the positive!

Moving forward, if you have something contentious to deal with, or a negative issue, write it down, forward it to the Board. Rest assured we will act on it. So go ahead book your flight or ferry, your room, and please take time to talk to your suppliers to see if they are interested in attending as exhibitors and becoming associate members of the HAABC (have them contact Leslie for membership benefits). I look forward to seeing you all in February!

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HAABC 2016 Seminar

The [2016 HAABC AGM and Seminar](#) will be held in Prince Rupert from February 1-3. This is an event you do not want to miss. Our hosts, Keri Weick and Tammy Dickens from the Port Edward Harbour Authority, are committed to making this the best seminar to date. Please make every attempt to attend. In addition to some top notch speakers we will visit the Harbour Authority docks as well as the [North Pacific Cannery](#) in Port Edward. Visitors from around the world make it a priority to visit this heritage site in Port Edward making it Prince Rupert's premier tourist destination. For those of you who haven't visited Prince Rupert yet there are three ways to get there. You can drive to Port Hardy on Vancouver Island and take a [BC ferry](#) to Prince Rupert; you can [fly out of Vancouver or Victoria](#); or you can drive. The drive is 1500 km. from Vancouver; not the best option in winter. Flights out of Victoria can be had for \$412.15 right now for those dates, and \$396.10 out of Vancouver. I have been keeping my eye on prices and this is the lowest I have seen. The ferry is on low season rates making it a very affordable option for travel from Vancouver Island. We do have funding available for travel, please let the HAABC office know if you want to take advantage of that funding. We are developing criteria and will send out an application form by December 15 of this month. Remember to bring clothing that is warm and will protect you from the rain. The Crest Hotel is well-appointed ensuring your stay will be comfortable. Please come out and show your support for this Northern Community and the HAABC!

New At the Helm

Our Minister: The Honourable Hunter Tootoo MP



Hunter Tootoo was born in Rankin Inlet, Nunavut, and has spent his career serving the community he loves.

First elected as the member of the Legislative Assembly for Iqaluit Centre in 1999, Hunter served its residents for fourteen years and was the Speaker of the Legislative Assembly until 2013. Hunter has a deep understanding of the challenges facing Nunavut, having held numerous Cabinet positions, including Minister Responsible for the Nunavut Housing Corporation, Homelessness, the Qulliq Energy Corporation, and Minister of Education.

Hunter has extensive experience in public administration, having held positions such as Recreation Coordinator for the Hamlet of Arviat, Administration Officer for the Department of Economic Development and Transportation, and Assistant Director of the Northwest Territories Housing Corporation in Iqaluit. Prior to his work in the public sector, Hunter was a businessman and co-founder of the Iqaluit branch of Arctic Insurance Brokers Ltd.

Passionate about supporting local business and sport, Hunter previously served on the Northwest Territories Co-op Business Development Board and the Sport North Board of Directors. In his downtime, he enjoys watching hockey, hunting and is an avid competitive curler.

Lower Mainland Zone Feature

The HAABC Lower Mainland Zone is made up of 7 Harbour Authorities. It equally as diverse as the more remote zones in our association. It boasts the largest fishing harbour in Canada as well as one of the most urban fishing harbours. In direct contrast one site on the Fraser River has a single short float. They all are important links in the chain of safe commercial fishing harbours provided by the SCH program and as such they all have a commitment to serving the commercial fishing fleet in BC. This zone consists of Squamish HA, Bella Coola HA, Mission HA, Seymour' Qwantlen, Steveston HA, False Creek HA, and Ladner HA.

Squamish HA

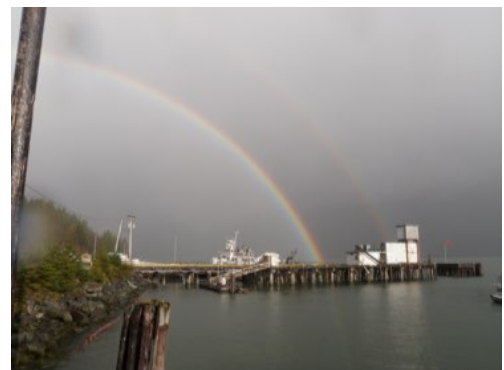


Squamish HA is located at the head of Howe Sound, approximately 80 km. north of Vancouver. Their customer base is primarily recreational but have a small prawn and crab fleet. Their 50 year round customers also include a tour boat, 2 tugs, a water taxi and a boat rental service. The HA is becoming increasingly relevant to the community as development increases in the area. They are committed to

encouraging boaters to boat, and do their best to foster that mindset in their community.

Bella Coola HA

The Bella Coola Harbour is located at the end of Highway 20, an almost 1000 km drive north of Vancouver. By sea Bella Coola sits in North Bentinck Arm just beyond the mouth of the Bella Coola River, 3 km west of the townsite. While geographically they are in the North, they made the practical decision a few years ago to change to the Lower Mainland Zone. All flights north are routed through Vancouver. The Bella



Coola Harbour Authority manages the Small Craft Harbour in Bella Coola providing moorage to fishing, recreational and commercial vessels. Water, showers, laundry and an ice plant are available. Commercial salmon fishing starts in early June and wraps up at the end of August. Recreational fishing and boating usually begins on the May long weekend and finishes in October.

This harbour is home to approximately 40 commercial fishing vessels, 30 recreational boats and 10 commercial vessels. These numbers are significantly higher during the summer months.

Mission HA

Mission HA operates two sites, Mission and Whonnock. Mission, the main facility, is located on the north side of the Fraser River approximately 80 km ESE of Vancouver. It is one of the few fresh water SCH facilities on the BC coast. This site is home to 54 vessels, many pulling out in the winter due to freezing. The ice is up to 6-8 inches deep and recently caused major damage to the dolphins protecting the harbour. Ice builds up on the CP Rail bridge just down river of the harbour and can be extremely destructive. Mission HA is committed to serving the commercial fishing fleet. Fish sales on the dock during peak runs are extremely popular. In the summer the Harrison Hot Springs traffic provides a brisk transient business. They have a new office building and Interpretive centre built as part of a waterfront facelift centred



around tourism funded from three tiers of government. The project included raising the dike levels, new riprap (concrete rubble used to protect shoreline erosion), benches, lighting and ramps, and construction of the new centre. In contrast the Whonnock site, located 16 km. down river, is very primitive. This small dock has no water service, but offers an invaluable home to 9 fishing vessels during the summer and 4 in winter. There are 2 net sheds on site.

The Mission HA is involved with the [Experience the Fraser \(ETF\)](#), a unique vision to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by means of over 550 kilometers of trail (43% of which is already in place) and via the river itself. In addition they manage dredging

upper Fraser HAs. The Mission HA, although not large in size, is an integral part of this burgeoning Fraser River community.

Seyem' Qwantlen HA

The Seyem' Qwantlen HA is located on the northern shore of McMillan Island in Fort Langley. The facility is adjacent to the decommissioned Albion Ferry. The [Seyem' Qwantlen Business Group](#), a wholly owned subsidiary of Kwantlen First Nation has entered into a management agreement with SCH to operate the facility. The facility has a long trestle approach and one short finger float, as well as a net shed. This facility is important to the first nations fishing fleet during fisheries on the Fraser River and the HA is committed to ensuring it remains a part of their community.



Steveston HA

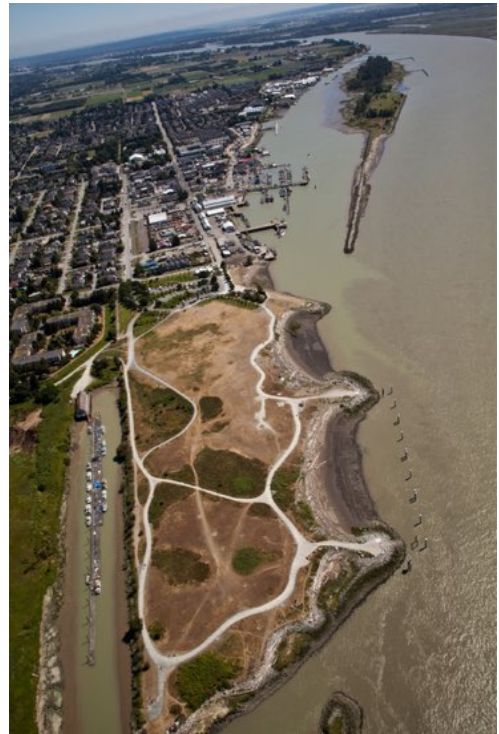
Steveston Harbour is located on the South Arm of the Fraser River and is home to more than 400 commercial fishing vessels and a modest number of pleasure craft. It is comprised of the Gulf of Georgia and Paramount sites which encompass over 17.5 hectares in total, making it the largest small craft commercial fishing harbour in Canada.

The Steveston Harbour Authority (SHA) was established in 1990 as a non-profit organization which leases Steveston Harbour and its facilities from the Department of Fisheries and Oceans Small Craft Harbours Branch (DFO - SCHB) with the mandate to operate and maintain the facility as a commercial fishing harbour. Steveston Harbour Authority has a Board of Directors comprised of seven representatives from the following organizations: Fishing Vessels Owners Association, Canadian Fishing Company, Steveston Homeport Gillnet Fishers, Steveston Homeport Independent Fishers, Deep Sea Trawlers Association, City of Richmond and Community Groups. A current list of the SHA Board of Directors can be found [here](#). The General Manager and the Operations, Maintenance, Finance and Administration staff carry out the day-to-day operations of the harbour.

The Steveston Harbour Authority Board of Directors and staff pride themselves in providing professional management services to the commercial fishing industry - an industry that is essential to the economic success of the City of Richmond, the Province of British Columbia and Canada as a whole. The focus of the Steveston Harbour Authority is to provide safety, service and security to commercial fishers and all harbour users. As part of that mandate, Steveston Harbour Authority staff has developed excellent working relationships with the Department of Fisheries and Oceans, Richmond RCMP, Richmond Fire-Rescue and the

Canadian Coast Guard, among other agencies, ensuring quick, coordinated responses to any emergency situation that may arise. Steveston Harbour Authority also offers 24 / 7 foot and vehicular patrols of both sites, helping to ensure a safe environment for all harbour users. Steveston HA offers many amenities:

- vessel moorage
- ice plant
- fish unloading station (Steveston Seafood Auction)
- 50 ton travel lift ([Strait Marine](#))
- vessel repair area
- dry land storage area
- welding shops (Action, Bishop's, Vina)
- rigging / mast work ([Ocean Rigging](#))
- boat launch ramp
- seine and gillnet repair areas
- loading derricks
- loading / unloading piers
- waste disposal (garbage, oil, filters, batteries, nets)
- net and gear storage (indoor and outdoor)
- public fish sales float
- washrooms and showers
- wifi service available in most areas



excerpt from [Steveston HA](#) website

[False Creek HA](#)

A Brief History: After 8 years of lobbying for new fish boat facilities to service the local Vancouver Fishermen, 1940 finally came with approval for a lease in False Creek, right next to the Canadian National terminals and the trestle bridge across the mouth of false creek. This was pitched as a facility to one day rival the already famous “Fisherman’s Wharf” in San Francisco, CA. with 25 new floats to house up to 1,500 vessels, a large building to house net and storage sheds, offices for the Union as well as the Harbour office, a general store and a large seafood restaurant to create local access to the fresh product arriving daily. False Creek was proposed as the ideal locale as it was closer than Coal Harbour to the Fraser river, still an abundant fishing ground at the time, and was favoured over chasing the tides to cross the narrows at the mouth of the Burrard inlet. Sadly, this proposal never saw the light of day as war became the focus of the nation.

When the dust had settled it was 1950 when the Federal Government became involved and voted to spend \$100,000 on a new Fish Boat Facility in Vancouver. This plan didn’t make it

off the desk for four years until the Fishing Vessel's Owners Association successfully lobbied for the Government to honour their commitment and construction began, with the facility opening on Dec. 27th 1957 at a final cost of roughly \$1,000,000. This new facility was well received, though it did not live up to the original proposal, with only 5 floats, moorage for a total of 150-200 vessels, and little in the way of upland amenities. This was designed purely as a Fishing Harbour accepting no vessels under 40' in length at a cost of 35 cents per foot, though the lack of amenities was keeping many of these vessels away, forcing them to eventually open the doors for Pleasure Craft moorage.

Over the years, major improvements have come along as gear and net storage was built along with an office for administration, uplands parking and an open storage area for large items. Additional finger floats were installed to allow for more vessels and a sales float was added as a way for the Fishers to connect directly with the local populace, close to the world renowned Granville Island Market. Today, we keep moving the facility into the future with first class recycling facilities for ship borne waste, high definition security cameras to protect the site, a small scale ice machine to help supply independent fishers, two forklifts to aid with

loading/unloading, two cranes to provide extra loading capabilities, and a renowned Fish and Chips stand serving locally sourced products. We have also recently begun a campaign to rebrand our Harbour as "Fishermen's Wharf" with new signage as a way to draw attention to our location and engage the public.



Many challenges come from running a working harbour in the heart of a busy metropolitan city. By engaging the changing demographics of our area, we hope to stay relevant and remain a social and

economic hub for the citizens of Vancouver. We have and will always serve the Fishing Fleet as our main objective, though as before, we must continue to embrace Pleasure Craft moorage as the changing dynamics of commercial fishing in BC affects us all and our ageing infrastructure continues to need attention.

Mike Turkington

Ladner Harbour Authority

The fishing and farming community of Ladner, British Columbia was settled in 1868 by Thomas and William Ladner. Founded on the opposite shore of the South arm of the Fraser River from the busy community of Steveston, the main channel of Ladner Reach has been used to launch commercial fishing operations for generations, although secure moorage was often hard to establish. Many years were spent looping moorage lines around personal pilings in the Reach.

After successfully lobbying the Department of Fisheries and Oceans for construction of their own Commercial Fishing facility on the Southern shore, the residents of Ladner witnessed the construction of a first rate harbour in 1983. After dredging a boat basin out of the silt that had formed an unpopulated Northern arm of Ladner Reach, three docks were installed for vessels up to 100 feet in length. Two of the dock have been dedicated to smaller vessels, with finger floats of 36 to 38 feet, while the remaining dock was left to provide secure tie up for seine vessels. A storage building for nets was constructed in the later part of the 1980's.



The municipal Government as the Corporation of Delta has been involved in the management of the harbour almost since the beginning, assisting operations since 1986 on a series of short term contracts with the Federal Government. In 1998 the agreement was extended for 20 years. This relationship has been beneficial to the community, as well as both levels of Government, allowing support staff within the community to respond quickly with their assets to the harbour while keeping the title ownership of the land at the Federal level.

Today, Ladner Harbour Authority has 85 to 90 home port vessels, with a strong majority of those vessels used for the purposes of commercial fishing operations. The remaining vessels are a mix of pleasure use craft, from 20 to 60 feet in length. Through a close relationship between the Harbour Fisher's Committee, the Government of Canada, and the Corporation of Delta, Ladner Harbour has seen annual maintenance and improvements to its dock construction, electrical system, parking lot environmental barriers, security monitoring abilities, depth of the basin, and unloading facilities. All of these combine to make Ladner Harbour Authority a safe, efficient, and modern moorage center for the commercial fishing fleet and pleasure craft alike.

Chris Lougheed

Pacific Regional Harbour Authority Advisory Committee (PRHAAC) and the National Harbour Authority Advisory Committee (NHAAC)

The NHAAC met in Ottawa last week and the PRHAAC will meet by conference call in December. No updates on the NHAAC meeting as yet, but please go to the Fisheries and Oceans website for the most recent [PRHAAC Minutes](#) and [NHAAC Records of Discussion](#).

Shore Power Connections

Jeff Cote

PACIFIC YACHT SYSTEMS

November 3rd, 2015 With the coming of fall and cooler weather, there will inevitably be some concerned boat owners having a closer look at their shore power connections. Many boats will soon, if they are not already, be tied to the dock for the duration of the 'off-season' with the exception of possibly a couple of forays on spectacular or special days. Most people will leave their AC electrical system connected to the shore side utility to run the battery charger and maintain the batteries. However, many will also want to leave some electrical devices running to either supply a bit of heat or air circulation, or perhaps even a bit of both. Recently I have seen many dehumidifiers ranging from the small 100W variety to the full scale size that will keep a very large space bone dry. There are even a few living aboard out there who are also settling in for the coming cooler months and using space heaters to help keep the chill off. Whatever the requirement is for shore side AC, it is well worthwhile to have a close look at the components that are supplying the power to the dock to ensure that they are in good condition.



The common 30A-125VAC marine twist-lock plugs and receptacles that are found on boats and in marinas all across North America are designed to lock together with a twisting motion. However, over time these plastic receptacles can become loose and distorted and make poor contact. If the energized blade is not making firm contact with the receiver, it will form a point of resistance. In turn, resistance generates heat, and heat generates resistance, which can lead to a catastrophic failure. If the ends on the shore power cable or adapters have become loose there are after-market ends that can be purchased and installed. However, these ends do not provide the same degree of weatherproof integrity or strain relief to keep the wires from pulling out of the internal contacts.

It is worthwhile to have a look at the cable itself. Although they are constructed of well-insulated conductors and surrounded by a thick jacket, they are occasionally subject to wear caused by boat movement. Even a small wear point on this cable can lead to disastrous consequences, and without careful inspection you may not even know it is there until it is too late.

So far I have been referring to the most common 30A-125VAC marine twist lock, but the same applies to the larger 50A-125VAC or the 50A-125/250VAC arrangements. Only, the consequences of failure points are amplified by the increase in amperage and voltage.

Lyle PYS Electrical Technician

MAINTENANCE TIPS FOR WINTER

As the cold weather nips at our toes, it is a good time to ensure our preventative maintenance program has prepared the Harbour Authority for the cold weather ahead. A simple checklist of Harbour Authority systems and infrastructure keeps the program on track.

Fire Systems are a main component of the harbour infrastructure. Fire lines must be kept operational at all times. Exposed dry fire lines can build up condensation and must be drained to avoid freezing. Cracked fittings can cause the fire system to be rendered useless. Fire extinguishers should be checked to ensure the right pressure is maintained during the cold weather.

Winter hours bring on extended darker conditions and good exterior lighting is essential to keeping harbour users safe. Ensure all photocells are operating properly on your dock lighting. Parking lot and wharfhead lighting can be costly to keep clean of bird deposits. Consider installing bird spikes to keep the pesky birds away.

Parking lot drains need regular cleaning to ensure proper operation and to avoid puddles and skating rinks on the harbour causeway. Installing Sediment Filter Inserts is a quick and easy way to maintain clean catch basins. All wharfhead drains and building gutters should be checked for obstructions.

Exposed waterlines must be protected from freezing temperatures. Continuous flow of the system or insulation can be used but shutting off and draining all water from the lines is often the preferred method. Harbour pumpouts must also be properly prepared for the cold.

Locks and gate hinges must be lubed and greased to keep operational in cold weather. Keep some lock de-icer on hand just in case of a frozen lock. Ungreased hinges on exterior gates and doors can freeze and break the hinge, which can be a costly repair.

Gangways and ramps need to be heavily greased to prepare for the winter weather. Large tides cause hinges and pins to operate in their most extreme range.

Salt buckets and scoopers should be readily available for those frosty times. Snow removal equipment should be checked for smooth operation and fixed if necessary. Snow shovels at the top of gangways and ramps hopefully encourages users to help out.

Functioning equipment and harbour systems are key components to the safe operation of a harbour authority.

As always, it is the best idea to plan ahead. An established maintenance program allows the Harbour Authority to protect harbour infrastructure by being proactive in the preventative maintenance.

Rob Clarke