

TIDAL CURRENTS



Hello to all HAABC members!

In the wake of Robin Millar stepping down from his position as HAABC President for personal reasons, I've been elected to take up that role for the next year. I wish Robin all the best and offer my sincere thanks for the time he has put into this organization. The same goes for the rest of the HAABC board, some of whom have been sitting as directors for many years, and all of whom have gladly and tirelessly volunteered their time to help build and guide this organization into what it is today. It's been an honour and a pleasure to work with such a talented and enthusiastic group of people for the last few years.

This year marks the 20th anniversary of the HAABC. During that time, the HAABC has accomplished a great deal and there's a lot to celebrate. Under the leadership of past HAABC presidents and board members, we have established a first class organization that has served as a model for the rest of the country. The past two decades have seen the HAABC grow from a small, grass roots group to a professional organization with an effective funding Contribution Agreement with Small Craft Harbours that sets the standard for the rest of Canada. Over that time, the HAABC has established for the benefit of its members a standardized policy book, numerous training manuals, an extremely effective online information and communication forum, a professional website and much more.

With the assistance of the HAABC's long time, well-known and excellent administrator, Leslie Taylor, the HAABC's ability to provide quality services to its members has grown even more - we're all very lucky to have her. Her hard work assisting Harbour Authorities with everything from basic information sharing, setting up zone meetings, assisting with transitioning to the new Societies Act, and all the countless other things she does quietly behind the scenes has helped immeasurably with the continued development of this organization and its members, resulting in her very well deserved (and probably long overdue) HAABC lifetime membership, awarded at last year's annual seminar. Thank you Leslie and keep up the great work!

These accomplishments notwithstanding, we as the HAABC board are not content to rest on our laurels. Through the Contribution Agreement with Small Craft Harbours, we have recently implemented two new deliverables for the membership - the legal support pilot and the mentoring pilot. The legal support pilot aims to offer up to 20 HAs an initial legal consultation with a qualified marine lawyer for any legal issues they might have. The HAABC will make the arrangements and cover the initial legal cost of such a consultation (though not ongoing legal services). The mentoring pilot aims to send HAABC board members or volunteers to visit HAs in their zone (or outside their zone if particular expertise is needed) to spend a day or two on site to mentor new or developing HAs and assist them with any issues they might have. This is an excellent opportunity to take advantage of some of the more experienced board members and have them attend your harbour to offer advice and training as required. Be sure to ask your zone representative about these initiatives.

Looking ahead, we are conceptualizing a new standardized harbour authority software package designed specifically to meet the needs of HAs. This is a significant undertaking and will require a great deal of work and consultation with HAs to assess the various needs of the membership, but the potential payoff for such a system would be tremendous. I will be giving a presentation to the membership about this initiative at this year's annual seminar in Port Alberni and will be able to provide more detail and answer questions about it then. Speaking of the seminar, we're all very much looking forward to having it in Port Alberni this year, and we extend our sincere thanks to Cecelia and Ron and the team at Port Alberni Port Authority for hosting this year.

2016 has been a great year for the HAABC, and we're hoping to make 2017 even better. Looking forward to seeing you all in January!
Joel Baziuk - HAABC President

2016 Calendar of Events

September 15	Tidal Currents Newsletter
September 24	Oil Spill Training, Ucluelet BC
September 29	Sunshine Coast Zone Meeting
October 6	North Island Zone Meeting
October 11-14	PCC Harbormasters Conference, Bremerton, WA

Pacific Coast Congress of Harbormasters and Port Managers

[Annual Membership Conference](#)

Join the PCC for the 42nd Semi-Annual membership conference October 11-14, 2016 in Bremerton, WA. Hosted by the Port of Bremerton. Membership is not required if you are interested in becoming a member (one-time offer). Membership is required for exhibitors in the trade show portion of the conference.

[42nd Semi-Annual Conference Agenda](#)

[Conference Registration Form Member and Non Member](#)

[Conference Registration Form Sustaining Member and Exhibitor](#)

October 18	Mid Island Zone Meeting
October 20	Lower Mainland Zone Meeting
October 26	HAABC Board Meeting
October 27	South Island Zone Meeting
November 1	HAC Insurance Payment Deadline
November 25	HAABC Board Meeting
December 9	HAABC Board Meeting
December 15	Tidal Currents Newsletter
January 5	HAABC Board Meeting
January 17-20	HAABC AGM and Seminar

[HAABC 20th Annual AGM and Seminar](#)

The 20th annual HAABC AGM and Seminar will be held in Port Alberni at the Best Western Plus Barclay Hotel January 17 - 20. This year will be jam packed with presentations, activities, and training opportunities. Don't miss out on this chance to meet with your fellow harbour staff and volunteers!

Derelict Vessels

“As you’re all aware, the issue of abandoned and derelict vessels has been an ongoing problem for many years, and a lot of hard work has been done on this issue by HAs and by HAABC board members, both past and present. It appears that hard work may soon begin to pay off, as recent consultations with Transport Canada and other industry stakeholders are pointing to the development of an action plan for dealing with these vessels as they are now and also into the future. HAABC North Island Director, Leah Robinson attended one of these consultation meetings on behalf of HAABC on August 30th, 2016 - her report on this meeting is below. There seems to be consensus that the issue is one that must be handled by Transport Canada, and Motion M-40 Progress appears to have been made, and several avenues are being explored to find working, practical and lasting solutions to the problem and also to find appropriate funding streams for this work to be done.

Although this most recent round of consultation with Transport Canada and requests for feedback was closed as of September 9th, if you would like to add more to the discussion on behalf of your HA, you may want to contact MP Sheila Malcolmson, who is currently looking for comments and concerns about this issue and the economic and environmental issues derelict vessels can cause in various regions. She is also keen to hear ideas about possible solutions so she can present that feedback to the federal government. If you wish to provide feedback, you can do so by emailing her office at Sheila.Malcolmson.C1A@parl.gc.ca

Transport Canada Consultations on Vessels of Concern

A number of key players gathered in Transport Canada’s office in Vancouver on August 30th to discuss a “Strategy to address abandoned, derelict and wrecked vessels” in the Pacific. Robin Richardson from Small Craft Harbours (SCH), Sue Pickerell from Joint Rescue Coordination Center (JRCC), Larry Jacobs from RCMP South Island Integrated Marine Unit, Vancouver Police Department Marine Division (VPD), Transport Canada (TC) representatives and myself representing the Harbour Authority Association of British Columbia (HAABC). We joined Transport Canada’s Director of Sustainable Transportation Systems Policy, the Manager of Clean Water Policy Framework, and a policy analyst and advisor via videoconference from Ottawa. There was a large representation of District Administrators, First Nations Alliances and enforcement from the Sunshine Coast to Port Hardy via teleconference.

The main purpose of the consultations was to reach a common understanding of the causes and challenges of addressing abandoned, derelict and wrecked vessels in Canadian waters. TC was also looking to seek our views on the important elements of a strategy to address these vessels.

Transport Canada is aware of the following shortcomings and stumbling blocks as seen in their “Strategy to address abandoned, derelict and wrecked vessels”. (2016)

- Under existing authorities, there are no laws that prevent an owner from intentionally abandoning a vessel. The federal government has authorities to take action but powers are specific to addressing hazards in certain situations and do little to prevent abandonment or make owner accountable.
- Lack of appropriate disposal options can also be a barrier for owners.
- Addressing existing vessels of concern is a burden for communities that may not have the resources to take action.
- There is no national inventory of problem commercial vessels.

Philip Murdock of Canadian Coast Guard (CCG) strongly stated that TC should be the agency that is responsible for this issue under the Canadian Shipping Act, 2001. Sue Pickerell of JRCC substantiated this claim by commenting that having to rescue/tow these vessels are a waste of CCGs resources, and consequently a burden to the district that the vessel of concern is inevitably anchored in or moored to. There was a consensus amongst the participants at the meeting: that TC needs to take the reigns on this issue and that we need to move towards the necessary action now and into the future.

Transport Canada is looking at measures that have achieved results in other jurisdictions such as new authorities, dedicated funding and additional measures such as a vessel turn in program. TC (2016)

There were a number of creative ideas amongst the participants for funding initiatives:

- mandatory insurance with a funding surcharge towards the removal of boats
- a surcharge on marine fuel
- surcharge on vessel registration
- a portion of commercial fishing licence sales (many derelict fishing vessels lost their value with the sale of their licence)

Other suggestions included partnerships where different agencies/individuals take on certain stages of the removal process. In-kind donations partnered with federal authority and funding was recognised as an efficient solution to minimize cost. Federally funded and strategically placed boatyards were also suggested to prevent the decay of a vessel. The boatyards would also provide an education and training platform and provide owners with no means and experience the opportunity to maintain their vessel.

It was also mentioned that an advocacy group needs to be formed to push Ottawa towards policy change.

If anyone has any comments, questions or concerns please contact Leah Robinson, North Island Zone Director of HAABC. NorthIsland@haa.bc.ca

Leah Robinson



Maintenance

Summer has come and gone and now is the time to start thinking about the upcoming fall months. But before thinking about fall the harbour staff must ensure the end of summer jobs are complete. The intense heat of the summer months dries out the wooden decking and railings around the harbour. As the wood dries it shrinks causing the nails securing the decking down to stick out. Tripping Hazard!! Ensure all nail head are driven down flush.

Areas on the dock or around the harbour facility that remain wet for most of the years have probably dried out by now and this allows harbour staff to apply a coat of paint before it gets wet again. Paint is a great barrier coating to extend the life of harbour infrastructure.

Fall is a good time to check the condition of harbour zincs. Whether the zincs are on your steel pilings or floating breakwater it is important to check them ALL. Developing a log of zinc conditions and their location in the harbour allows the harbour staff to track zinc wear, alerting you when you notice unusual or inconsistent wear/use. Another good planning and budgeting tool.

Draining fire lines before the freezing temperature arrive (they are coming) will prevent damage to the integrity of the system. Remember to log all maintenance, repairs and inspections in your Fire Log. Domestic water may also need to be drained.

An assessment of your harbours lighting systems; dock, lighting, office and parking lot, can help you ensure adequate coverage for the safety of the harbour users. Clean photocells keep lights working properly at night.

As always fall is a good time to do an evaluation of the harbours life saving equipment; ladders, fire extinguishers, life rings and other emergency equipment. Again, don't forget to log it.

Now for the boaters, they may need the most work of all. Fall winds can cause excessive strain on dock lines and hardware. Encourage all harbour users to have a good look at their boats' lines and fenders. Boats that have broken free in a windstorm can cause considerable damage to other moored vessels and harbour infrastructure. Another great reason to have a signed moorage agreement and to encourage your harbour users to have liability insurance.

Inspections and checklists for different seasons can help harbour staff provide a safe and clean harbour to their users.

Robert Clarke

WiFi or not to WiFi

Any one who had transient boaters in their harbour this year was likely asked. "Do you have wifi". Considering the demographic of todays recreational boating community that is somewhat surprising. We must face the facts though, the internet has invaded even the holidayers looking to get away from it all. Understandably they find the internet a great way to keep in touch with family and friends, as well as an easy way to check tides and weather, and for those really adventurous souls, do their on line banking. Think of the last time you stayed in a hotel, how did you look for a restaurant to eat at, or something to do? One line of thinking is that everyone has a data package so why provide wifi, who wants it? Data packages are notoriously expensive in Canada, and many boaters are from out of the country. Fishermen also are very tied to the internet these days with electronic catch reporting and though many use an aircard they still like to access wifi whenever possible. So if you decide to add or upgrade wifi in your facility here are a few things to consider:

- 1) The wavelength of typical wifi signals is easily scattered by boat masts and rigging, making signal strength frustratingly spotty or nonexistent at times.
- 2) The typical extreme outdoor environments at most harbours (especially in the winter) takes a toll on the electronic repeaters, particularly if they're up on poles shaking in the wind. Even "outdoor" rated repeaters have difficulty, as an "outdoor" rating generally means that they're rated for an urban outdoor environment - not the extreme west coast weather we experience. Because of that, they break down much faster, making for spotty service and frequent and expensive repairs or replacements.

3) It's difficult to get reliable internet service to some more remote areas in the first place. Your wifi system will only be as good as the internet line that powers it, so if you're hooked up to Telus or Shaw in a fairly developed centre, you're probably ok. If, however, you're somewhere near Tofino (which has notoriously slow internet service), your wifi system will suffer accordingly, especially if many people are using it.

4) Providing a free and unmonitored system is the easiest way to go, but such systems tend to be abused and speeds slow down for everyone, because everyone hooks up to free wifi.

5) Providing a free but password protected system is better, but if you never change the password, the system eventually suffers from the same problems as an unmonitored system. When you do change the password, you need to ensure that your harbour users (and ONLY your harbour users) are aware of it, making for lots of correspondence each time it's changed, and angry customers when it is changed and they aren't notified.

6) Providing a pay service eliminates most of the problems in 4 and 5 above, but creates all new ones when the system goes down, as your grace period for restoring service decreases sharply when people pay for and therefore expect quality service. Couple this with the inherent volatility of maintaining a wifi system in such a harsh environment (as in 1-3 above), and that spells trouble for whomever is unlucky enough to have to deal with the complaints.

Joel Baziuk Awarded DFO Prix d'Excellence

Steveston, British Columbia - The Prix d'Excellence is the Harbour Authority Recognition Program's most prestigious award honouring teams and individuals who have made exemplary contributions to the ongoing success of the Harbour Authority Program and to Fisheries and Oceans Canada's Small Craft Harbours Program.

Today, the Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard, presented a Prix d'Excellence in the category of National Individual Commitment to Mr. Joel Baziuk, Operations Supervisor for the Steveston Harbour Authority in British Columbia.

This award acknowledges individuals who have shown extraordinary dedication to the success of their harbours or who have significantly contributed to the Harbour Authority Program.

The Government of Canada is pleased to recognize the leadership and dedication of Mr. Baziuk who has demonstrated an outstanding personal commitment and contribution to protecting the environment and marine life. His efforts include leading the pilot development and expansion of a recycling program to remove abandoned and deteriorated fishing nets from Steveston Harbour and other area harbours in an effort to reduce environmental and marine life damage.

Mr. Baziuk also works collaboratively with the community, other local harbours and government agencies to improve Harbour Authority capacity as well as overall harbour management and safety practices. Whether working with local emergency agencies to improve response to harbour incidents, piloting the use of drones for harbour operations or serving as President of the Harbour Authority Association of BC, Mr. Baziuk's commitment to bettering his harbour, his community, the environment and other local harbours builds on the leadership example set by the Steveston Harbour Authority which was the recipient of Prix d'Excellence awards in 2009 and 2011.

Quotes

"We are pleased to recognize Joel Baziuk for his ongoing commitment to the Steveston Harbour Authority. His hard work to improve the vitality of the harbour benefits the entire community and exemplifies the dedication that members of Harbour Authorities across Canada demonstrate every day."

The Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard

"It is an honour to receive this award and a wonderful feeling to be able to give something back to my community and be able to work with such a solid support group, without whom none of the work that I've done would have been possible."

Joel Baziuk, Operations Supervisor, Steveston Harbour Authority, Priix d'excellence recipient.



White Rock's Joel Baziuk (centre) – pictured with his father, Bob Baziuk (right) and Richmond Coun. Harold Steves – was presented with the Prix d'Excellence last week, for his contributions to protecting the environment and marine life.

Kitsilano Canadian Coast Guard Base Formally Opens with an Enhanced Marine Safety Mandate

August 8, 2016

Vancouver, BC - The Canadian Coast Guard (CCG) plays a crucial role in saving lives and protecting our waters. Canadians can rest assured that CCG's Search and Rescue teams are ready to respond to marine emergencies within the Vancouver harbour at any given hour, of any given day. Today, the Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard, officially re-opened the Coast Guard's Kitsilano base in Vancouver, delivering on a commitment made by the Government of Canada. The government has re-opened this important facility to ensure that an additional layer of marine Search and Rescue (SAR) and emergency environmental response are available in the Vancouver area.

The SAR network, which includes partners (Royal Canadian Marine Search and Rescue, Vancouver Police Department, Vancouver Fire Department, Port of Vancouver) and Coast Guard's Sea Island base, remains a 24/7 resource. Canadians, including B.C. residents, can be confident that the highly skilled and highly trained women and men of the Canadian Coast Guard are on the job to ensure the safety of boaters and our waterways.

Quotes

"Today, on behalf of the Government of Canada, I'm pleased to officially re-open the Kitsilano Coast Guard base and confirm that its role will be expanded to include emergency environmental response, as well as emergency response training for coastal residents and communities. In the future, Kitsilano will also serve as an incident command post which will help ensure a coordinated, timely response to environmental emergencies that may occur on the water."

The Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard

“I want to thank Minister LeBlanc and the federal government for honouring their commitment to re-open the Kitsilano Coast Guard base. Whether for work or play, the connection to our coastal waters is part of the fabric of who we are as British Columbians. The Kitsilano Coast Guard base is an integral part of ensuring that these waters and those of us who use them are protected.”

The Honourable Christy Clark, Premier of British Columbia

“I’m thrilled to see the Kitsilano Coast Guard base officially re-open and resume its position as one of the most important public safety resources for Vancouver and our harbour, one of the busiest in North America. The City of Vancouver welcomes the expanded capacity of the Kitsilano Coast Guard, ensuring marine search and rescue and environmental response are available in our waterways efficiently and effectively in the event of an emergency.”

Gregor Robertson, Mayor of Vancouver

Quick Facts

- The official opening of the Coast Guard’s Kitsilano base is the first phase of an enhanced marine safety mandate along Canada’s west coast, which includes working closely with our Indigenous partners.
- In addition to bringing back the SAR services at Kitsilano, the Coast Guard has also committed to including a dedicated and enhanced environmental response capacity at the base.
- In the future, the base will incorporate an innovative training facility for coastal residents, a first of its kind, and will provide incident command capability during emergency marine incidents.



From left to right: Andrew Wilkinson, Minister of Advanced Education (Vancouver Quilchena); Jody Thomas, Commissioner of the Canadian Coast Guard; Maureen Thomas, Tsleil-Waututh Nation Chief; the Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard; Wayne Sparrow, Musqueam Nation Chief; Ian Campbell, Squamish Nation Chief; Heather Deal, City of Vancouver Deputy Mayor; celebrate the opening of CCG Kitsilano base in Vancouver.