



The HAABC—What Have We Been Up To?

In November of 2008, the HAABC signed a Contribution Agreement with SCH to provide Operational and Capacity Support to Harbour Authorities. With the hiring of a full time administrator, the agreement has enabled the delivery of a wide variety of services to the Harbour Authorities within our membership. As a result of the Contribution Agreement, the HAABC's most successful accomplishment has been the new focus on HA zone meetings. Zone meetings are increasingly recognized as the core of the HAABC organization. Ten zone meetings have been held since November 2008. SCH staff have attended most of these meetings, effectively strengthening communication between Harbour Authority staff and board members; and SCH Program Officers and engineers.

Training is a key component of the Contribution Agreement. To date, the HAABC has provided Marine Fire Fighting, Oil Spill Response, and Derrick Maintenance training to 31 Harbour Authorities. This successful program allows our HA's to provide first line response to emergency situations and maintenance issues. Just up and running is a new program to answer questions on the HST. Many inquiries have already been received. Hopefully this program will help to make for a smooth and trouble free transition to the new tax.

Throughout this period of change, the HAABC Board of Directors continues to volunteer their time, while working at their own busy careers. Their commitment in ensuring that the HAABC continues to be of benefit to all our members is immeasurable.

Leslie Taylor

Rafting in Lund

Neither of my big fat dictionaries can adequately describe what 'rafting' is in harbour management situations. What it means for us here on the B.C. coast is 'many boats tied side by side because there is no dock space'.

There is extremely limited alternative moorage available in Lund, so we attempt to accept every request for overnight stays. Rafting is rampant in Lund! And it is not as simple as it sounds! The size and shape of a vessel rafting, the weather, and the people on board are all factors, but I'll get to that later.

If you have a crowded harbour, such as we have in Lund in July and August, it takes extensive planning, everyday. We need to anticipate how many boats needing overnight moorage will be coming to the harbour. The plan is that earlier in the day you situate the bigger boats against the float, therefore setting up a useful scenario for later. Then, as much as possible, match sizes and types of vessels. This does not always happen, as we have more sailboats visit Lund than powerboats. A worst case situation is multiple smaller sailboats requesting overnight moorage and, after settling them in, several large powerboats need spots too. With no dock space available (this would be typical) you must put the large powerboats against Commercial vessels. Some of the 'pretty' boats do not like this, so then we must agree to part company. The weather dictates how many boats desperately want to be here, and the weather also limits our rafting potential. Too many and too heavy a boat will jostle and pull terribly against the other if the wind is extreme enough.

To complicate matters, some people insist that they are leaving REAL early in the morning, and request an outer position in the raft sequence, right after you've nicely matched up 3 vessels and everyone is tied up. Complications will sometimes arise as you observe the comfort requirements of your visiting boaters; you may observe an elderly dog with a family, or a Granny who is less agile and who would be well served with a dockside position, so you shuffle things around when you can.

We also get disabled vessels needing to be situated against the float for days possibly, while they wait for parts or mechanics. A 3 out raft would be awkward for the tradesman lugging tools etc. The types of individuals on board often dictate who we position next to them. Young parents with little kids and a dog would be unwelcome, usually, rafted next to an elderly couple with a quiet demeanor and a meticulously maintained boat. A lively atmosphere would be unwanted in other situations as well, and we need to try and predict suitability. There is conflict occasionally, but frequently we are pleased and surprised at the spontaneous friendships that develop between strange bedfellows.

A crowded mass of boats and people would be an unlikely spot for me to want to spend the night. But for many, their harbour experiences are an important part of their summer boating holiday. Some stop only out of necessity, but others clearly come in because it is fun for them meet and visit with other boaters. If we do our job well, we can contribute to our visiting boaters enjoyment of our harbour and our community.

Fran Lacey—Lund Harbour Authority

To Reserve or Not Reserve

I guess the older I get, the more I resist change. It's always been an automatic response to say, "sorry, but we don't take reservations—it's first come first serve at our public docks. Let us know when you get to the breakwater and we'll assign a slip depending on what dock space we have left." No fuss, no muss. It's a challenge I enjoy, each day creating a new jigsaw puzzle.

Now, after 20 years of doing it 'my way', I've finally buckled under increasing public demand for overnight reservations in the summer. Thanks to recent government dollars spent for an extended breakwater, we find ourselves in competition with the private marina next door. Those folks are madly rushing to install new docks in their newly protected half of the harbour.

There are now 2 marinas with almost identical names. But only one has a website. It wasn't long before my phone began ringing with inquiries about reservations. Boaters were confused that we were not the same people. So the last straw was when I found myself being dragged into the confusing world of www.

Help! Our quiet little harbour has become a mega yacht magnet! But as much as I go into this brave new world, kicking and screaming, a tiny little part of me secretly feels excited, wondering what it will feel like to patrol brand new shiny docks, and showing off 100 amp service pedestals and fancy new showers. Just maybe, it won't be so bad after all. Could it be that I may even learn a thing or two that I didn't know before? Nah...

Hiltje Ramsay

Harbour Manager, Port McNeill

University of Alaska Career Training for Ports and Marinas Certification

The Pacific Coast Congress of Harbormasters and Port Managers will recognize students who have successfully completed a specified number of courses with a certificate of accomplishment. Initially, PCC will issue a Basic Certificate of Accomplishment for completing 3 available UAS courses (Facility Safety, Marine Structures and Materials, and Oil Spills). More advanced PCC recognition certification will be awarded as additional courses become available on line. **To secure your PCC certificate, you must complete the required number of courses and have your official UAS transcript sent to:**

Executive Secretary
Pacific Coast Congress of
Harbormasters and Port Managers
120 State Avenue, PMB 231
Olympia, WA 98501

University of Alaska Career Training For Ports and Marinas Update

The University of Alaska is now offering a total of 6 online courses. Cost \$150 per course.

One new course is now available;

Harbour Operations and Planning

Also available:

Customer Service for Ports and Marinas

Fire Safety for Ports & Marinas

Facility Safety

Oil Spills: Prevention, Preparedness and Response

Marine Structures and Materials

Available October 2010:

Hazardous Materials and Waste

Marina Utilities: Electrical Systems

Marina Utilities: Water and Sanitary Sewer

Harbour Administration

For more information and to register go to

www.uas.alaska.edu/sitka/coed/Ports_Marinas.html

HAABC Calendar of Events

July 1	Harmonized Sales Tax Implementation
July 14	Conference Committee Meeting
September 23-24	HAABC Board Meeting
October 1	Barbara Schwantes Grant Proposal Application Deadline
October 5 – 8	PCC Conference, Kodiak AK
October	Zone Meetings – dates TBA
October 15	Tidal Currents Articles and Articles Submission to Administrator
October 31	Tidal Currents Newsletter Publish Date
November (TBA)	NHAAC and PRHAAC meetings
November 1	Harbour Authority Corporation Insurance Payment Deadline
November 3	HAABC Board Meeting
November 15	HAABC Conference Registration Package Distribution
December 21	HAABC Board Meeting—Conference Call
January 14	PCC Board Meeting, Olympia WA
January 18—21	HAABC 14th Annual Conference, Nanaimo
February 25	HAABC Board Meeting - Conference Call
March 23	HAABC Board Meeting
March 25	Tidal Currents Articles and Articles Submission to Administrator
March 31	SCH Year End
March 31	Dick Maughan Scholarship Application Deadline
March 31	Tidal Currents Newsletter Publish Date
April (TBA)	NHAAC and PRHAAC meetings
April 12-15	PCC Conference, San Francisco, CA
May	Zone Meetings—dates TBA
May 3	Barbara Schwantes Academic Scholarship Application Deadline
May 4	HAABC Board Meeting
May 23	Barbara Schwantes Academic Scholarship Award Announcements
June 1	Industry Canada HA's Annual Summary Deadline
June 8	HAABC Board Meeting
June 10	PCC Board Meeting, Olympia, WA

Regulations will soon be coming into effect requiring all vessel to have holding tanks in British Columbia waters. As a consequence pump out facilities will be in greater demand. The following is an excerpt from SCH Clean Harbour Initiatives, Volume 3

Environmental Impact

Discharge of solid sewage from vessels is detrimental to water quality particularly in sheltered and enclosed waters.

- Harbour Authorities are recognizing the need for pump-out services as a result of:
- Limited disposal options for the increasing numbers of vessels having holding tanks.
- Designation of sewage no-dump zones within BC waters.

Exercising Proactive Stewardship

In anticipation of these needs local Harbour Authorities and Small Craft Harbours (SCH) have proactively installed sewage pump-out stations often in conjunction with on-shore facilities.

As part of the Harbour Authority's Environmental Management Plan (EMP), pumpout stations combined with on-shore toilets:

- Provide a preferable sanitary option to dumping waste overboard;
- Ensure that Harbour Authorities assist vessels in complying with regulations;
- Demonstrate due diligence by the Harbour Authority as part of their EMP;
- Demonstrate coastal stewardship.

Planning a Pumpout for Your Harbour?

Use these Tips:

Planning:

- Check that you have good on-shore toilets so that boaters don't need to pump it out! (and to provide pump out connections).
- Look for matching funds from other sources.
- Build a solid proposal using information from your environmental management plan and your business plan.
- Be sure to consider the pumpout's operational costs such as signage, training and maintenance in your planning.
- If a permanent pumpout is not feasible consider a portable unit or contracting out the service.

Design:

- Use your EMP to plan your pumpout project and design operational procedures.
- Plan your pumpout to connect to existing sanitary lines and access areas.
- Consider the pump's capacity, pumping height and distance in your design.
- Be aware of relevant building codes requirements and consult with municipal public works department.

Operation:

- Keeping your pumpout clean and tidy will encourage use.
- Be sure that staff are familiar with the operational procedures and regulations related to the equipment.
- Install adequate signage to identify the pumpout and its location.
- Be sure that others in your harbour and community are made aware of your pumpout station.
- Provide and encourage use of on-shore toilets.

Put PEP into Emergency Response Preparation

PEP - People, Equipment, Procedures - all are needed to ensure emergency response is timely and effective. The following principles may assist those required to plan, train for and implement emergency response actions. Though simple in theory, neglect of these principles can lead to disaster.

Training, pre-incident planning, - all are useless without an initial hazard assessment. First we must ask *what if?* What if there is a power cut? A fire in the Harbour Office? A storm during a confined space entry? There is always the unexpected. Who anticipated an ice storm which would deprive large parts of Canada of power as happened in 1998? Yet many had anticipated other disasters and the resources for such eventualities were brought into service to deal with the situation.

All planning begins with a hazard and risk assessment. Identified hazards may then be assessed under **potential** and **probability**. This is where planners earn their pay. If potential is high but probability low then resources may be better employed elsewhere; if probability is high and the potential for disaster low then perhaps the hazard may be reduced by training or by engineering a solution. When both potential and probability are high resources are usually expended to address the hazard. When both potential and probability are low the hazards are often ignored. Here is the danger: if the small risks are ignored the chances of a greater risk occurring is increased. One way of decreasing the smaller risks is by applying **PEP**.

People. “The way we train is the way we will respond.” Seems simple, but how often do we see employees perform complicated tasks in responding to simulated scenarios with all the enthusiasm of condemned convicts?

Training scenarios should be:

- Relevant -- based on the hazard assessment;
- Brief - no one learns when standing about for several hours. Keep it short.
- Realistic - avoid “disaster syndrome” but foster realism by use of props. Examples include use of casualty simulation kits, live fire training (when possible and appropriate), using equipment as opposed to assuming it is OK and most importantly - a sense of imagination.

Imagination and enthusiasm can be infectious. To instill a sense of urgency into training people must act as though it were real. If they act bored, or move slowly, or fail to wear all their protective clothing, or wear it



improperly (unbuttoned coats, hardhats barely balanced on their heads) because “it’s only a drill” that is what they will do when it is real.

- Equipment. A) “The way you leave it is the way you find it” and
B) “Better to be looking at it than looking for it.”

A. This may seem obvious, but emergency equipment is often used and not replenished or replaced because “lightning doesn’t strike twice.” It may. E.g. SCBAs used for operations or training and left with the straps cinched tight render the set initially unusable next time around. Precious time is lost doing what should have been done before the set was stowed.

B. When making a confined space entry, have the rescue equipment rigged first. That way, if needed, it’s there. If not needed, at least the workers have practiced rigging it and have the confidence of knowing it is immediately available. This raises their awareness of hazard and perhaps reduces the possibility of mishap.

Another example is having fire equipment ready for use during transfer of flammable liquids or during hot work (welding, grinding or burning.) This leads to the last principle.

Procedures. “The smaller the gap between normal operational procedures and desired emergency procedures the greater the chance of successful emergency response.”

If we look again at the examples above this principle is seen in action. If we make a procedure part of normal operations we are less likely to have an accident and more likely to have the resources at hand to deal with an accident should one happen.

- If:**
- We leave safety goggles hanging beside the grinding machine employees are more likely to remember to use them than if we keep the goggles in a locked store.
 - The usual path to the exits is the same as the preferred path in an emergency people are more likely to get out quickly.
 - Cars are always backed in when parking they may be driven out quicker if required. Imagine the difference in evacuating on-wharf parking where all vehicles were backed in versus where they must be reversed and turned before leaving.

The foregoing may seem simple; even simplistic. Try it. Apply the PEP Principles to your workplace and see how it goes. With a little effort you’ll find you spend less time training and have better results when you do - and less accidents or incidents. And that is the goal.

Training for Harbour Authorities

The HAABC would like to meet your training needs. If your harbour and community need training in Marine Fire Fighting, Oil Spill Preparedness, Derrick Maintenance, Electrical Maintenance, and Long Term Planning the HAABC can provide those training workshops.

If there is another training workshop your harbour authority is interested in please let me know and I will try to accommodate your needs.

Please contact Leslie at : contact@haa.bc.ca if you would like to host a training workshop.

Board of Directors

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

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

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

Director – Claus Sjogren, Harbour Authority of Pender Harbour,
Sunshine Coast Zone

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

Director – Julie Blood, French Creek Harbour Authority, Mid-Island Zone

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

OUR NEWEST BOARD MEMBERS

Claus Sjogren—Claus is on the Board of Directors of the Harbour Authority of Pender Harbour. He is a busy real estate agent and we are lucky to add his business perspective to the board.

Frank Keitsch—Frank is one of the smiling faces you see selling prawns at the False Creek Harbour Authority. He is a long time commercial fisherman and sits on the Steveston Harbour Authority Board.

Julie Blood—Julie is the Manager of the French Creek Harbour Authority, an extremely active fishing harbour. Julie brings many years experience as a harbour manager to the table.

SUCCESSION PLANNING

As part of the long term planning for the HAABC a need for succession planning has been identified. Half of the board members have been on the board for 5-10 years. Some of those board members are nearing retirement and some are suffering from volunteer burnout. With the implementation of the Contribution Agreement a lot of the work load of the board has been relieved. A commitment to attending 7 (3-4 of which will be conference calls) meetings a year, plus the conference, along with enthusiasm and good ideas are what you need to qualify as a board member. Permission from your Harbour Authority's Board of Directors is mandatory. Please consider letting your name stand for election. At the upcoming AGM in January. The open board positions are for the Lower Mainland, Mid Island, and North Coast Zones.

THE FRASER BASIN COUNCIL

The Fraser Basin Council is a non-profit, non-government charitable organization (website www.fraserbasin.bc.ca). Established in 1997, the mandate of the Council is to educate on the need for sustainability and report on the health of the Fraser River Basin, a major watershed in British Columbia that is tremendously important to the long-term prosperity of the province and the nation. A unique organization, the Council is founded on the belief that a more effective, potent and sustainable kind of leadership emerges when diverse interests coalesce around core values, and when consensus and joint action are chosen over confrontation and inaction. In all of its work, the Council remains impartial, non-partisan, independent and non-political in its primary role as advocate for a sustainable Fraser River Basin.

Since 1997, the Fraser Basin Council has worked behind the scenes as a catalyst for positive change by bringing together all the people involved in a particular issue and then facilitating the shared crafting of a joint strategy. The Council has no regulatory authority but rather seeks common ground on which to shape solutions that overcome jurisdictional issues, resolve conflicts and move us more effectively toward sustainability.

Established as an autonomous, transpartisan organization where the “four orders” of Canadian government sit as equal Directors with private sector and civil society interests to pursue an integrated concept of sustainability in the Fraser Basin, the Fraser Basin Council’s mandate is *to educate on the need for sustainability in the Fraser Basin*. Through its work as sustainability educator, impartial facilitator, catalyst and inter-jurisdictional conflict resolution agent, the FBC is assisting a broad range of interests to cooperate more effectively toward addressing complex, often long-standing sustainability challenges. Helping people and organizations to work cooperatively to ensure the social, economic and environmental sustainability of the Basin is a primary focus for the FBC.

By involving people from all walks of life in decisions that affect them, the Council, a partnership of equals, helps them gain understanding, build trust and transcend the adversarial model by dismantling barriers that had isolated or created conflict between them. The Council offers powerful ways to ensure innovative, informed and co-operative decision making – *the kind of decision-making that is mandatory in order to achieve truly sustainable communities*.

David Barratt—Mission Harbour Authority

SCH NEWS: Sue Farlinger, the former Regional Director of Fisheries and Oceans Canada, Fisheries and Aquaculture Management Branch, has been appointed to the position of Regional Director General for Fisheries and Oceans Canada, Pacific Region as of June 1st, 2010. She will be replacing Paul Sprout who is retiring this year. Our thanks to Mr. Sprout for his dedication to the SCH Harbour Authority Program. We look forward to meeting with Ms. Farlinger to introduce her to our organization.

HARBOUR
AUTHORITIES
*our harbour,
our community*



ADMINISTRATIONS
PORTUAIRES
*notre port,
notre collectivité*

New Harbour Managers

The HAABC would like to welcome some new harbour managers to the HAABC Membership.

Campbell River Fisherman's Wharf
Phyllis Titus

Port Hardy Harbour Authority
Racheal Weymer & David Pratt

Saltspring Island Harbour Authority
Robert Kelly

Deep Bay Harbour Authority
Bill Falkiewicz

Winter Harbour Authority
Andrea Vance

Sayward Harbour Authority
Maurice Croteau

Greater Victoria Harbour Authority
Patrick Belanger

Whaler Bay Harbour Authority
Sylvia Baines

Congratulations and Best Wishes in your new job!

HST

July 1st is the date for implementation of the HST in BC. Do you know how this will affect your harbours accounting systems? Are you prepared? The HAABC can help you with any questions you may have. We have enlisted the assistance of a HST specialist, just email your questions to contact@haa.bc.ca. Answers will be returned to you and posted on the HAABC website.

Name that Harbour!

And now your reward for reading the entire newsletter! On the cover page there is a photo of work being undertaken in one of our member harbours. Which harbour is pictured? Email your answer to contact@haa.bc.ca and you could win a coveted HAABC Vest. One winner will be randomly chosen from all correct answers. Contest closes July 31, 2010.

Newsletter Article Submission

The next edition of Tidal Currents will be published on October 31, 2010. 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 September 15, 2010. I'm sure you will all have interesting summer boating stories to tell. Thank you to everyone who provided articles for this issue, it is greatly appreciated.

Advertising

For advertising rates please contact Leslie Taylor contact@haa.bc.ca

Have a great summer from the HAABC Board of Directors!