



WHEATLEY HARBOUR AUTHORITY— SUCCESS BREEDING SUCCESS

In May 2006, the Wheatley Harbour Authority (HA) Corporation was recognized by the Municipality of Chatham-Kent for its contribution to industry and recreation as *Feature Industry of the Month*. The award is a way of bringing attention to a business and how it contributes to the community.

Wheatley, Ontario, may be small on population (1,800 souls, give or take a few) but it is big on numbers and the Harbour Authority (HA) is a significant contributor. It is the location for the largest freshwater commercial fishery in North America—home to approximately 45 fishing tugs, averaging 68 ft in length, that landed nearly 10,000,000 lb of fish in 2005—a third of the total catch in the Great Lakes. The fishery and land leases from factories servicing the industry bring in 70 percent of the HA's revenue.

In 2006, the boat ramp launched about 2,000 boats. The HA expects business, both commercial and recreational, to continue to be brisk.

On behalf of the Chatham and District Chamber of Commerce, Ike Erickson presented the award plaque to Al Matthews,

President of the HA, before a group of 25 guests on May 25. Councillor Bryon Fluker presented the Certificate of Recognition from the Municipality on behalf of Mayor Diane Gagner to Murray Loop, the HA's first president.

Hot on the heels of that honour came the Grand Opening of the HA's new office building on June 16.

**IT IS THE LOCATION FOR THE
LARGEST FRESHWATER
COMMERCIAL FISHERY IN
NORTH AMERICA.**

Ken Snider, the HA's manager, says "As an office, we were using an old trailer that had been on the site since 1980. The floor had been replaced three times just from people coming in with gritty boots. The whole thing was tired."

A few years ago, the HA investigated the possibilities for a new building. Small Craft Harbours (SCH) provided the building materials, Human Resources and Social Development Canada (HRSDC) provided the labour and the HA was responsible for project management and purchasing additional amenities for the building. The new building boasts two



FROM LEFT: JOHN BUTLER, BUILDING CONTRACTOR; DIANE GAGNER, MAYOR OF THE MUNICIPALITY OF CHATHAM-KENT; AL MATTHEWS, PRESIDENT, WHEATLEY HA CORP.; ALAN KATHAN, MANAGER WESTERN AREA, SCH; MOLLY JAKOB, HRSDC; DAVE VAN KESTERN, MP.

offices linked by a breezeway, one of which is rented to the Ontario Ministry of Natural Resources.

"Now," says Ken, "we have air conditioning in summer, heating in the winter and an indestructible ceramic tile floor. It's all go." ♦

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DUMPING THE DUMPSTER

When the Municipality of the County of Antigonish, Nova Scotia, adopted a waste management strategy in November 2005 requiring all household waste/recycling to be separated, the local HAs took it to heart.

Peggy Thompson, Acting Business Manager, Gulf Nova Scotia, SCH, explains, “The seven HAs in the county were using traditional containers (dumpsters) to collect waste. Unfortunately, the local communities found them ideal and we’d find all sorts of mixed garbage in there—furniture, appliances, tires, you name it.”

The new recycling program was the perfect opportunity to change that. With the help of SCH and the municipality, smaller containers were built to allow people to separate garbage, recyclables and refundables. Three HAs pilot-tested the new units—the HAs of Arisaig, Ballantyne’s Cove and Cribbon’s Point.

According to Clarence Arbuckle, President of the HA of Arisaig, the recycling containers are a success on all fronts.

“We used to have garbage barrels all over the wharves,” he says. “We’d empty them into the dumpster for a local waste collection company to pick up. Imagine if we had to separate all the contents as well...”

Now, the recycling containers are at one location per HA. They are smaller so they do not get the “extra” use. They are a



THE NEW FACILITIES FOR SEPARATING GARBAGE FROM RECYCLABLES.

great place to post information on the recycling program, general advertising (an additional revenue stream for the HAs) and pictures of the local harbours. As a bonus, the municipality agreed to pick up the separated wastes during its regular garbage collection. Since the dumpsters were very expensive to rent and service, this is a significant saving.

“It’s working,” says Clarence. “Waste is contained in one small area and people are separating it here the same way they do at home.”

In fact, not only is this new system better visually, economically, environmentally and less work for the HA, it is good for hockey too.

“Some of the local teams have a key to the containers,” explains Clarence. “They empty the garbage and keep the refundables for their bottle drives. I think they’ve got quite a stockpile now.”

SCH would like to install recycling facilities at the remaining four HAs in Antigonish County soon. In the meantime, they are working with the HAs to find more sustainable waste management policies.

For more information on this project, please contact Peggy Thompson by phone at (902) 863-5670 extension 2226 or by e-mail at thompsonmm@dfo-mpo.gc.ca. ♦

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FROM THE EDITOR

Harbour Authorities Forum is published twice a year by Small Craft Harbours as a communication tool to exchange information and ideas, share best practices, celebrate successes and keep harbour authorities up-to-date on how their colleagues are operating across the country.

For the newsletter to achieve its objective of being relevant to you, the volunteer network of harbour authorities, I encourage you to submit ideas or information that you would like to share with colleagues at other harbours and suggestions for topics of interest to cover in future issues.

If you have comments or suggestions, you can contact us by e-mail at schinfo@dfo-mpo.gc.ca, by phone at (613) 993-0999 or by fax at (613) 990-1866.

Denise Lapratte

IT PAYS TO BE PREPARED

Three years ago, the Newfoundland and Labrador Region of the Canadian Coast Guard, Department of Fisheries and Oceans, recognized a requirement to enhance its oil spill response preparedness in the rural areas of Newfoundland and Labrador. The HAs were an effective choice in enhancing the protection of the marine environment. The Coast Guard designed a short training session and package with a supply of absorbent spill containment booms and pads. The Coast Guard has delivered over 200 sessions and has equipped the HAs with the absorbent material.

This partnership has benefited everyone: the HAs gained valuable pollution counter measures equipment with which to handle “minor” spill events in their area and the Coast Guard is now better prepared to respond to spills in rural areas.

THANKS TO THEIR SUPPORTIVE EFFORTS, DAMAGE FROM ESCAPED OIL WAS KEPT TO A MINIMUM AND THEIR QUICK THINKING CONTRIBUTED TO GREATLY INCREASING THE SHIP'S STABILITY.

Approximately two years ago, the HA of Harbour Grace received this equipment and basic training on how to use it. It came in very handy when, on Saturday, June 17, 2006, the *FV Hamilton Banker* sank at the wharf. HA staff, officials and the volunteer fire department quickly deployed the boom and pads. Thanks to their supportive efforts, damage from escaped oil was kept to a minimum and their quick thinking contributed to greatly increasing the ship's stability. The Canadian Coast Guard plans to give an appreciation award to groups that assisted with these efforts.



THE *FV HAMILTON BANKER* AS IT SANK.

Less than a week later, an excavator sank in the harbour and the boom came out again to contain oil and lubricants spilling from the equipment.

According to Bill Jenkins, SCH Program Officer for Eastern and Southern Newfoundland, “The area in which the excavator was dredging wasn't stable. It hooked a rock that refused to move causing the machine to shift and topple into the harbour. Imagine not using the spill containment equipment for four years and then twice in one week! What are the odds?”

Thankfully, at Harbour Grace, the spill containment equipment was easily accessible. That is not always the case, however.

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THE SPILL CONTAINMENT BOOM BEING DEPLOYED AROUND THE SUNKEN EXCAVATOR.

PLAYING BY THE RULES

Wherever there is a community of people, there are rules to keep them safe. At a harbour, where dangers are generally greater than in everyday situations, rules can make the difference between life and death. They are meant to be obeyed—all of them, all the time!

It is your responsibility, in administering an HA, to make sure people know about the rules and apply them. Here are some tips to help you do that.

1. Post plenty of clearly-worded signs in visible locations.
2. Hand out a rule sheet when visitors sign berthage agreements.
3. Develop a policy on how you are going to deal with offenders.
 - a. Meet with the offender to hear their version of events.
 - b. Start with a verbal notice about a violation. Always be polite but firm. For example: “I don’t know if you saw the sign posted over there that says (xxx) but it’s a rule we stick to, no exceptions. For your information, here’s a sheet that lists *all* the rules for this harbour.”
 - c. Hand deliver a written notice to the agreement holder. (See sample below).

NOTICE OF VIOLATION OF HARBOUR RULES

FROM: _____ HARBOUR AUTHORITY INC.
TO: _____ (NAME)

_____ (ADDRESS)

TAKE NOTE THAT ON THE _____ DAY OF _____ IN THE YEAR _____,
YOU AND / OR YOUR EMPLOYEES WERE SEEN VIOLATING HARBOUR
AUTHORITY RULE NUMBER _____. THIS RULE STATES THAT

THIS IS YOUR _____ VIOLATION OF HARBOUR AUTHORITY RULES.
FURTHER VIOLATIONS WILL RESULT IN YOUR BERTHAGE AGREEMENT
BEING TERMINATED.

ON BEHALF OF THE HARBOUR AUTHORITY DATE

- d. Terminate the berthage agreement. Before doing anything hasty, make sure there is a clause in the agreement that says you can do this!
4. Log all violations. Keep an incident book that records the offender’s name and address, the date of violation, rule number, the action taken by HA, and the date of action.

REMEMBER—HAs HAVE TO SET A GOOD EXAMPLE THEMSELVES! ♦

IT PAYS TO BE PREPARED – CONTINUED FROM PAGE 3

Bill explains, “The HAs were happy to get this equipment but it’s bulky, so they stored it in sheds or wherever they could—often off-site. Eventually only a few people knew where it was located and could find it in time.”

In light of this problem, Bill proposed a cost-sharing project to Glen Marshall, Regional Environmental Coordinator with DFO and Terry Harvey, Senior Response Officer with the Canadian Coast Guard, to build highly visible storage boxes or sheds that would be placed in prominent places on harbour property. At present, the project is on hold due to budget constraints.

“In the meantime,” Bill says, “I’m working with our technician, Joe Legge, to come up with economical wooden storage boxes. We’ll paint the boxes red and Coast Guard will label them. The label will identify the contents as spill response equipment and provide emergency contact information. Hopefully, we’ll have a couple in service this year.”

Terry fully supports Bill’s idea. In fact, he believes the Coast Guard is getting “phenomenal bang-for-the-buck” out of the whole project.

“This is an innovative project that involves forging partnerships at a grass-roots level. People now have a better awareness about protecting the marine environment and that has resulted in concrete, positive remedial efforts. You can’t go wrong,” he says.

Bill believes that partnering with the Coast Guard on this project has really paid off for the HAs. “It’s been a very worthwhile venture that has prevented oil pollution in our harbours and oceans. And that’s the goal.” ♦