



## A SPECTACLE NOT TO BE MISSED



PARKS CANADA INTERPRETERS IN PERIOD COSTUME AROUND THE FORTRESS

Between July 18<sup>th</sup> and 25<sup>th</sup>, 2007, some of the 30 tall ships participating in the Tall Ships Nova Scotia Festival headed north to Port Hawkesbury, Louisbourg, Sydney and Pictou. During their stay at Louisbourg, visitors could enjoy viewing them along the harbour front boardwalk, with the magnificent Fortress of Louisbourg in the background. During the summer months, Parks Canada brings the fortress and its surroundings to life with interpreters in period costumes acting out the day-to-day activities of the time and mingling with visitors. This event was a success and drew many tourists to the area. Small Craft Harbours (SCH) had a booth on site informing people of its activities and responsibilities, and encouraging them to volunteer for the Harbour Authority (HA) in their community. ♦



TALL SHIPS ARRIVING AT LOUISBOURG HARBOUR, JULY 18, 2007

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## TAKING CARE OF OUR OWN

On April 30, 2007, the spring lobster fishery opened in St. George's Bay, Antigonish County, Nova Scotia. Like many others in the community that day, Maurice Fitzpatrick, a fisherman all his life, left the harbour of Barrios Beach and headed towards the ocean. He was working on his nephew's 45-ft fishing vessel, *The Enforcer*.

Vernon Boudreau, secretary of the HA of Barrios Beach and representative for mainland Gulf Nova Scotia on the HA Advisory Council (HAAC), recalls, "Maurice was part of a six-man crew that day. They were dumping traps when Maurice's foot got tangled in rope attached to the fifth trap in a five-trap trawl. He was immediately pulled overboard."

Several lobster boats in the area rushed to assist the crew of *The Enforcer* but, despite valiant efforts to revive him, he passed away later at St. Martha's Hospital in Antigonish.

Maurice Joseph Fitzpatrick, originally from Newfoundland, lived in Frankville, Antigonish County, NS. He was only 44 years old. He left behind sons Dillon, age 14, and Devon, age 15.

Understanding that the boys would need financial support, Vernon and others in the close-knit community set up a trust fund in Maurice's name

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## BRAVO!

L-R: CLAUDIO ANDRAGNA (ACCEPTING ON BEHALF OF KEN SNIDER), AL MATTHEWS, GORD CAUDRON, DAVID TOMASSON, BRUCE BENSON, ALAN KATHAN (MANAGER WESTERN AREA; SCH)



L-R: TERRY BENNETT (MATHESON ISLAND HA), SIGURROS KRISTJANSON (GEORGE ISLAND HA), ROBERT T. KRISTJANSON (LITTLE GRINDSTONE HA), ALAN KATHAN (MANAGER WESTERN AREA; SCH)

Central and Arctic Region celebrated the Freshwater Harbour Authority Advisory Councils (FHAAC) 10th anniversary by handing out some well-deserved awards at its annual conference in Winnipeg, which was held from April 17 to 19, 2007.

After five years of service and active involvement in their HAs, the following

people stood out from the crowd and were recognized with an engraved glass sculpture:

Bruce Benson, Director, Drunken River HA  
Gord Caudron, Director, HA of Jousard  
Al Matthews, Director, Wheatley HA  
David Tomasson, Director, Hecla Village HA  
Ken Snider, Manager, Wheatley HA

The following HAs have had a lease in place for over 10 years and received plaques in recognition of their outstanding achievement and continual contributions to the success of the HA Program. Way to go!

George Island HA  
Grand Rapids HA  
Little Grindstone HA  
Matheson Island HA ♦

## FROM THE EDITOR

In this issue we go to Louisbourg, Nova Scotia, for the tall ships and all the way to the Lower Fraser River, British Columbia, to hear how the community dealt with imminent flooding. We also go to Winnipeg, Manitoba, to recognize HA members' dedication to the Harbour Authority Program and back to Antigonish, Nova Scotia, to remember a very dear friend. It was a busy summer and we would like to thank all of the people involved for taking the time to speak with the *Forum*, and for sharing their stories with us.

Don't forget that *Forum* is always looking for story ideas – be sure to let us know what innovations, projects and events are happening at your harbour.

Natasha McMahon

# FACING THE FLOOD—SCH PACIFIC PREPARES FOR HIGH WATERS ON THE FRASER RIVER

In 1999, record water levels on the Fraser River in British Columbia prompted SCH Pacific Region to draw up the “SCH Fraser River Flood Contingency Plan” that would drastically reduce the risk of damage to harbours outside the dyke system, should that scenario ever happen again. The five-stage response plan counteracts the effects of high, swift water and debris that may cause millions of dollars in damages.

Fast forward to 2007. SCH Pacific anticipated that the melt from record-level snow packs on the coast and in the interior could have far-reaching effects on water levels. As part of the Regional Departmental Flood Response, staff from SCH Pacific met with the HAs on the Fraser River on March 15, 2007 to review the plan and to prepare for the worst.

Water levels came nail-bitingly close (within a foot) to forcing evacuation of the harbours! However, subsequent cool weather helped lower water levels and reduce the risk to the harbours. SCH continues to monitor water levels and assess the situation. For more details on the SCH Fraser River Flood Contingency Plan, call Angie Logan at (604) 666-1270.

Each province has its own emergency response plan, which takes into account local climate and geographical conditions. Most of these plans have procedures and guidelines for preventing and addressing floods, as well as long-term forecasts. Links to provincial emergency plans are available through the Public Safety Canada web site at [http://getprepared.ca/risks/region\\_e.asp](http://getprepared.ca/risks/region_e.asp).

## WHAT CAN BE DONE AT THE HARBOUR?

Although Canada is a large country with a wide range of climates, harbour flooding can occur anywhere. Harbour Authorities should be aware of the risks and take precautions to avoid dangerous situations.

The following tips are inspired by the SCH Fraser River Flood Contingency Plan and have been modified to address floods arising in small craft harbours.

### PHASE 1—BLUE (REVIEW)

In January:

- Review the snow pack and long-term forecasts on how the river may react.

### PHASE 2—GREEN (PREPARATION)

Towards the end of March or in early April:

- Start to closely monitor water levels. This can be done by measuring water levels at the harbour, by contacting local government or by consulting the Environment Canada web site (<http://scitech.pyr.ec.gc.ca/waterweb/formNav.asp>)
- If required, post notices and warnings at the sites where the river may rise above normal levels.
- Make sure harbour personnel know what to do in case of flooding.
- Keep yourself informed about flood risks and stay tuned in to official warnings from local government.

### PHASE 3—YELLOW (PROTECTION)

If water levels become dangerously high, consider taking the following precautions.

- Close all sites to vehicle traffic.
- Discontinue all services at the harbour.
- Attach extra steel cables to pipes.
- Install ballast to preload wharves.
- Remove used oil tanks.
- Shut off electricity.
- Keep monitoring water levels.

### PHASE 4—RED (SAFETY)

- Avoid flooded areas.
- Evacuate the sites and barricade them.
- Keep the harbour closed until engineers and the emergency response program give the go-ahead to reopen.

### PHASE 5—PURPLE (BUSINESS RESUMPTION)

- Open the sites and bring the vessels back once the harbour is safe.
- Review the event and adjust the plan accordingly.

Each phase generally has a communication component (to keep both users and HA personnel informed), operational procedures (as appropriate to ensure that business is not interrupted) and physical measures (to protect public and private assets from damage). ♦

## THINKING ABOUT THE FUTURE

Ten years ago, the license-holders of the HA of Little River, Victoria County, Nova Scotia, decided to do their bit for the environment. They made a gentleman's agreement to each set 25 fewer lobster traps.

“By cutting back,” says Merrill MacInnis, member of the HA, “we’re reducing our costs, bait and fuel, and we save half an hour of work every day.” He even feels that there has been no real impact on revenue.

The licence-holders have been so pleased with the result that they are considering cutting back another 25 traps each. The idea is gaining ground. Neil's Harbour, at the other end of Cape Breton Island, has started reducing its catch also.

“We’re all making an effort to help the environment,” he says. “That’s got to be a good thing!” ♦

# TEAMWORK GETS THINGS DONE!

Three major HAs on Cape Sable Island (West Head, Clark's Harbour and Newellton), Nova Scotia are getting significant upgrades to improve safety and create extra berthing space to accommodate today's bigger boats. The project at each site was divided into many smaller projects to minimize disruption to fishing operations.

The first component of the Clark's Harbour project was completed in July 2007. It consisted of building a new marginal wharf, reconstructing a deck and removing a wharf. The second project, reconstructing Kenney Wharf, is currently out for tender. The new breakwater at Newellton was also completed in July 2007, and the West Head project (dredging the basin) should be done this fall. Other projects are scheduled for tender at each site over the next two fiscal years.

Once all the projects are completed, there will be 12 new berths (plus five in the offloading area) at Newellton; an amazing 28 at West Head; and another 10 at Clark's Harbour, where the priority is repairing structures to maintain current levels.

Back in 2004, representatives from each HA took part in a joint planning session to address the need for additional berthage in their harbours. Then, they met with SCH and Public Works and Government

Services Canada to establish long range plans for each harbour. They then held consultations with harbour users and came up with a number of options for each site. Each option was refined with design drawings and cost estimates. The finalized long-range plans for each HA and priority schedules were approved in spring 2005.

What makes this situation so unusual is the fact that independent HAs looked at what the fishery and users needed in a

wider area, instead of individually applying for funding. Knowing the overall scope of the projects allowed SCH to draw up a construction schedule that was specific to each HA—that is, to address the needs of the expanded region in the most cost-effective and sensible way.

*The moral of this story is that partnerships or shared projects can lead to innovative and cost effective solutions. Think about it...! ♦*

## TAKING CARE OF OUR OWN – CONTINUED FROM PAGE 2

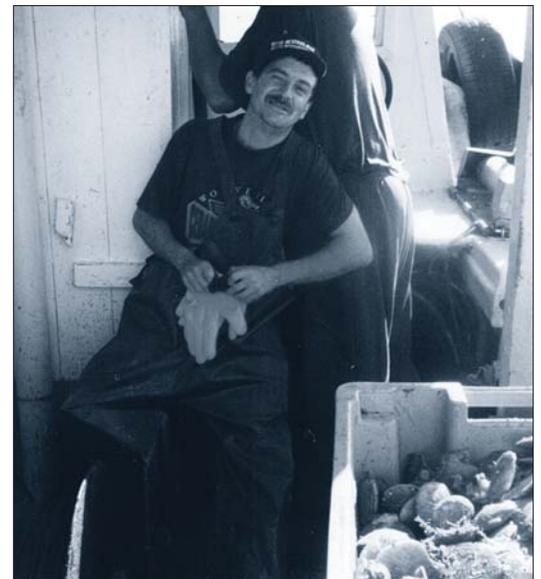
and co-ordinated a contribution from the local HA. Vernon asked Peggy Thompson and Ted Chiasson, SCH Business Managers for Gulf Nova Scotia, to inform HAs in Gulf Nova Scotia of the tragic circumstances to see if they would be interested in making a donation. To date, fish buyers, businesses, HAs and individuals have contributed to the trust fund—which now stands at over \$9,000—and donations are still coming in.

Vernon said, "This successful fundraiser shows what HAs can do when we pull together to help one of our own. It's an amazing amount for such small communities. It shows how much people care."

The HA of Barrios Beach had a wreath made in Maurice's memory. Dillon and Devon took part in the wreath-laying ceremony at the annual Blessing of the Fleet, in the presence of over 250 people. The boys are now living with Maurice's nephew and captain of *The Enforcer*, Mike Fitzpatrick.

Vernon added, "If Maurice 'The Cat' were alive today, he'd be overwhelmed by the donations in his memory. He'd probably say, 'Laird geezus, I just don't believe it.'"

Donations can be made out to "East Coast Credit Union in care of the Fitzpatrick Family" and mailed to Vernon Boudreau, 764 E. Tracadie, Antigonish Co., Nova Scotia, BOH 1W0. ♦



MAURICE FITZPATRICK AT WORK

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