

Georgia Strait Alliance—caring for our coastal waters since 1990

the only citizens' group focused on protecting the marine environment in and around the whole Strait of Georgia, Canada's most at-risk natural environment

Stop Kinder Morgan, Save the Salish Sea!

by Alexandra Woodsworth

During this spring's BC election campaign, it seemed like every time you turned on the radio or opened a newspaper, politicians were in the hot seat about pipelines and tanker traffic. Many of GSA's supporters joined thousands of others across the province in raising the issue with their candidates, and together they helped show just how much British Columbians care about our coast and our climate. Although the outcome of the election may have disappointed many environmentalists who have been working on this issue, it doesn't change the fact that the majority of British Columbians oppose Kinder Morgan's pipeline expansion and don't want to see more tankers threatening our coast—we're just going to have to work a little harder to make sure it doesn't happen.

So what's next for the Kinder Morgan campaign? Collectively, those of us who have been opposing the project need to do some strategizing in the wake of the BC election. How can we ensure the five conditions the new government has said that any new heavy oil pipeline must meet will mean that Kinder Morgan never gets built? Given that the power to accept or reject the project may ultimately rest with the federal government, how can we build support for our campaign across Canada? We are currently organizing a strategy session with our allies to tackle these questions and make plans for the year ahead.

Over the summer, GSA will also be moving our outreach efforts into high gear, to let as many people as possible know about the Kinder Morgan expansion plan and the risks it poses to Georgia Strait. We will be travelling around Vancouver Island, the Gulf Islands and the Lower Mainland with our Save the Salish Sea public education project: attending local events, hitting



Photo by Alexandra Woodsworth

What would happen to Vancouver's priceless waterfront and Stanley Park beaches if an oil spill occurs? Is expansion worth the risks to the marine ecosystem, the impacts on our global climate, and billions in clean-up costs?

tourist hot spots, and organizing town hall meetings to bring together citizens, community leaders and decision-makers. We also want to help amplify your views and concerns, so we will be making a video of voices from the Salish Sea to present to newly elected MLAs.

We'll be sharing a few key messages with the people we meet this summer. First, the risk is simply too great of a devastating oil spill that would ruin the beaches, communities and precious marine life of the Salish Sea for decades to come—not to mention BC's economy and global reputation. Second, the battle to stop catastrophic climate change will be won or lost over decision points like Kinder Morgan. Instead of approving a project that would lock BC into a climate-polluting path, we need to embrace real climate leadership with measures like a stronger carbon tax and serious investment in alternatives like transit, green buildings and clean

energy. Third, British Columbians don't want this pipeline—and we will stand up together against any attempt to ram it through against our wishes.

We know that we face an uphill battle to stop Kinder Morgan, and an almost unimaginable task in taking the bold action necessary to prevent catastrophic climate change. It's up to each of us to take what steps we can, whether it's recording a video message to tell politicians what you love about the Salish Sea or taking transit instead of the car. Real change comes from the grassroots, but it will only happen if we come together and make our voices heard loud and clear—so keep in touch, get involved, and look for our Save the Salish Sea banner this summer!

Alexandra began work in March as GSA's new Energy & Shipping Campaigner, based in Vancouver. You can reach her at: alexandra@georgiastrait.org or 604-633-0530.

Strait Thoughts: Making Sense of the Tea Leaves

by Christianne Wilhelmson, Executive Director



As I sit down to write this column, the results of the BC election are only a few hours old, and I'm left to read the tea leaves of what British Columbians have told us.

The results of the election are—to say the least—puzzling. At a time when we need action on climate change, no increase in tankers on our coast, and protection for wild salmon from the impacts of fish farms and other threats, voters elected a government that *did not even mention* salmon in its platform, and only twice mentioned climate change (one of those mentions was simply a boast about past policy announcements, many of which are no longer in place).

In the months and weeks leading up to the vote, thousands of citizens had spoken out or taken action to oppose new pipelines and tankers on our coast. From our perspective it seemed that British Columbians were telling us clearly what kind of leadership they wanted. Yet the electorate voted for a government that put forth just “five conditions” for accepting these developments—conditions which can be met with a few tweaks and a cash transfer.

How do we explain the dissonance?

One place to start looking for answers is in the map of election results, which reveals a stark regional division. In the Lower Mainland, the results were mixed, but elsewhere along the entire length of BC's coast, all but a single riding elected representatives from parties that had made a commitment to take action on climate change and to oppose the Enbridge and Kinder Morgan proposals. In the rest of BC (other than the Kootenays), it's a different story. Surely, the divided values in our communities reflected in this map cannot bode well for our province as a whole.

We also have to look into why almost half of eligible voters in BC chose not to vote. It's possible some were happy to see the status quo and felt no need to engage. Others may have been completely turned off by the heavy advertising and “attack” style of modern political campaigns. Or perhaps our first-past-the-post electoral system has caused people to lose

In the months and weeks leading up to the vote, thousands of citizens had spoken out or taken action to oppose new pipelines and tankers on our coast. How do we explain the dissonance between that and the election results?

hope that their perspectives can be represented in our legislature, so they've given up trying. Sadly, by choosing to stay home, they may have turned that fear into a reality. Perhaps it truly is time to press for electoral reform, at both the provincial and federal level, since the current system does not allow all perspectives to be presented in our legislature. However with the current system benefiting the winner, there is no political motivation for those in charge to make the change.

More significantly, I believe, too many people still think that the economy trumps the environment. Yet long term economic sustainability cannot be built

Climate change cannot be seen as an “environmental” issue—it is very much an economic one. If we don't get that right, and soon, our world will be in serious trouble.

on the sale of our raw resources and at the risk of our own environment—the true foundation for long term economic sustainability is a properly protected, healthy and sustainable natural environment. But during the latter part of the election campaign, a “jobs through economic growth at all cost” message started to dominate, and despite being very short on facts, eventually won the day with the majority of voters.

Clearly, the environmental movement did not reach the majority of British Columbians with the fact that “jobs” and “the environment” are not two opposing values—they're one and the same. Our task now must be to find better ways to get that vital message across, so that

fear of the unknown doesn't continue to trump facts. Climate change cannot be seen as an “environmental” issue—it is very much an economic one. If we don't get that right, and soon, our world will be in serious trouble.

In our country it certainly doesn't seem like government leaders are getting this right. Our federal government has been criticizing world-renowned climate scientists while putting its tar sands promotion into high gear, and now our provincial government also appears to have set its sights on building a fossil fuel-based economy at all cost.

So what do those tea leaves tell me about where we can go from here?

Of course we'll keep encouraging leadership from provincial and federal government officials, but for now, if we want leadership on climate change and sustainability, I believe we must look for it at the local level. If we're to protect our local waters, build healthy waterfronts and grow our economy for a sustainable future, we will need to focus on those individuals, businesses, local and regional governments who are stepping up to the plate because—unlike our senior government leaders—they understand what we have to lose by continuing along the path our society has been on.

We may not be able to find the leadership we need in Victoria or Ottawa, but we can—and *must*—find it along the bays, inlets and shorelines of the communities who understand and care so much for Georgia Strait.

As this newsletter went to press, we heard the surprising but very welcome news that the BC government had rejected Enbridge's Northern Gateway proposal due to concerns about oil spills. Although in the end, the final decision on the project rests with the federal government, we are happy that the Province is echoing the concerns of the majority of British Columbians. These concerns apply equally to the Kinder Morgan pipeline expansion proposal, and we therefore urge the Province to reject it as well. —CW

Show your passion: be a *Steward of the Strait!*

by Cathy Booter and Rebecca Adams

Whether you prefer sailing, fishing, paddling a kayak or strolling along the beach, there's no doubt Georgia Strait offers some of the world's best opportunities for recreational activities and outdoor enjoyment. The moments we spend among the natural riches of our Strait can be among the most memorable and cherished in our lives.

Outdoor recreation is a way of life in our region, but it's all too easy for even the best intentioned among us to accidentally pollute our waters or harm wildlife habitat while we're out enjoying the natural beauties around us. And these days, when so many people feel frustrated or helpless about the state of our world's environment and the inaction of government leaders, we often hear the question, "But what can I possibly do to make a difference?"

As it turns out, there's a lot that each of us, as individuals, can do—which is why this summer, we're excited to be bringing back our popular Stewards of the Strait program, in an updated and revitalized form.



Stewards of the Strait is focused on the positive actions that we can take in our recreational activities on and around our shores—"best practices" to reduce our impacts on the natural environment. The program is an opportunity for everyone who participates to play an important role in ensuring that our children and grandchildren can also enjoy our precious Strait in the years to come.

You become a Steward of the Strait by taking a stewardship pledge: a promise to conduct your recreational activities in a conscientious manner and to encourage others to do the same.

The pledges are tailored to specific types of recreational activities and include a list of appropriate actions and practices for each of those activities.

For example, there's one pledge for bird watching, another for boating, and others for scuba diving, beach walking, fishing, kayaking, waterfront living, and whale and wildlife watching.

Each time someone takes a pledge, they will be added to our interactive on-line Georgia Strait Communities Atlas, so that we can see how many people are making the commitment to tread lightly on the Strait as they enjoy all that it has to offer. We hope you'll help the numbers grow quickly!

This summer our Outreach Team will be attending events around the region, bringing Stewards of the Strait to communities and helping people learn how to get involved. Look for them at these events (listed at www.GeorgiaStrait.org/events)—or you can learn more and take a stewardship pledge at www.GeorgiaStrait.org/stewards.

Thanks to the Vancouver Island and Vancouver Chapters of TD Friends of the Environment Foundation for their support of the Stewards of the Strait program.



Exploring the Shoreline





Stewards of the Strait

As a Savvy Shoreline User I will...

- ▶ Follow marked paths to the beach, rather than walking across sensitive shoreline areas.
- ▶ Watch my steps and tread lightly on the shore.
- ▶ Leave everything natural, the way I found it, including rocks, sand, shells and sticks.
- ▶ Handle sea-life gently with wet hands and leave it where I found it.
- ▶ Control my pet and dispose of its waste properly.
- ▶ Respect private property and other recreational users.
- ▶ Report environmental problems to the proper authorities.
- ▶ Educate and be a role model for other beach walkers.
- ▶ Get involved in activities and issues that protect and restore marine life.
- ▶ Leave the area as clean or cleaner than I found it.
- ▶ Reconsider having a beach fire. If I do, I'll keep it small and below the high tide level.
- ▶ Help organize or join a beach clean-up day.

For More Information

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How Do YOU Love Georgia Strait?

Are you already a Steward of the Strait? If so, how about helping to inspire others by sharing your stories, photos and videos of your favorite recreational activity here in Georgia Strait? How have you made a difference to keep your favorite place pristine? How have you helped others become Stewards of the Strait? Sign up (<http://atlas.GeorgiaStrait.org/user/register>) on our Georgia Strait Communities Atlas (<http://atlas.GeorgiaStrait.org>) to add your contributions. Your stories, photos and videos will be featured on our Stewards of the Strait pledge map (coming soon!) and on the Atlas' Local Knowledge information layer.

Inspired by a *Blue Movement*

by Ruby Berry

In late March, GSA invited Roland Lewis, President and CEO of New York/New Jersey's Metropolitan Waterfront Alliance (MWA), to speak in Vancouver. The event was a remarkable opportunity to hear firsthand about this amazingly successful project—one which is inspiring our own waterfront initiative here in Georgia Strait.

Roland talked candidly and humorously about the history and achievements of the MWA, the voice of over 700 diverse organizations with ties to their regional waterways.

He spoke of building a 'blue movement' to "transform the New York and New Jersey Harbor and Waterways to make them clean and accessible, a vibrant place to play, learn and work, with great parks, great jobs, and great transportation *for all.*"

Over the course of New York's history, people had become isolated from the waterfront. Used primarily for industry and transportation, it became the place to put the things that no one wanted to be around, and there was no longer any real feeling of living in a coastal city.

The MWA wanted to make the waterfront accessible to people. Early on, they developed esplanades: walkways allowing views of the water but with no direct access to the shoreline. They soon



Roland Lewis, President and CEO of New York/New Jersey's Metropolitan Waterfront Alliance, speaking in Vancouver.

Photo by Rebecca Adams

decided this was not good enough, and that the waterfront could be healthy, well utilized and an amazing classroom.

The MWA recognizes the importance of a diverse waterfront. As the largest working waterfront on the east coast of the US, New York has a maritime industry that serves the entire coast. A healthy waterfront also requires a focus on the living edge, with emphasis on ecological restoration and fish habitat. In addition, the group is a big proponent of water transportation, which can be one

of the most energy-efficient, sustainable ways to travel.

Everyone who has anything to do with the waterfront is encouraged to participate. The MWA provides common ground for a diverse waterfront community, from ferry captains to residents' associations, kayak tours to longshoremen. The group works to galvanize this broad constituency to participate in creating the kind of place they want to live.

Roland noted that policy and politics is what this is all about. He described their process to create a Comprehensive Waterfront Plan and a waterfront agenda, which they have successfully connected to official regional planning processes. They are now the "go-to" organization for waterfront policy. He said their recipe for success has been simple: build the blue movement, create the action agenda and push for supporting legislation!

He described the MWA's experience of Superstorm Sandy, which came as no surprise to the Alliance as it had been working on preparing for climate change, sea level rise and storm events. At a General Assembly just two weeks after the storm, they were able to quickly →

Stanley Park's beaches and the Seawall are a big feature of life in Vancouver.



Photo by Alexandra Woodsworth

come together with a 12-point plan, including design guidelines, a waterfront building council and green building code for the waterfront, a resilient ferry system and a method for tracking government and civic response. After Sandy, they developed an interactive online planning process so anyone can 'Join the Conversation'.

Interestingly, the MWA uses Vancouver, Chicago, Istanbul and Sydney as examples of cities with good waterfront usage.

In Vancouver we are fortunate to have considerable public access, and the ecological damage isn't as severe as New York. However some of this may have resulted as much from luck as from planning. If we want our good fortune to

Photo © Laurie MacBride



The evolution of False Creek from industrial to urban chic has been staggering.

be sustainable in the future, we will need cooperation among all those with a stake in the waterfront, and we must work together to plan for improved ecological health and restoration, increased public involvement in waterfront activities, a vibrant bustling working waterfront and a climate resilient shoreline.

Though by no means comprehensive, a good diversity of waterfront interests attended the Roland Lewis event, including industry, local government,

environmental groups, arts groups, foundations and green designers. The presentation proved inspiring and there was a great deal of excitement about the creation of our own waterfront network in the Vancouver region.

To view the presentation, and to learn what we're doing in Vancouver to create our own network for a healthy and vibrant waterfront and how you can get involved, visit: www.GeorgiaStrait.org/waterfrontinitiative.

Photo courtesy Metropolitan Waterfront Alliance



Manhattan and Vancouver share a similar concern with sea level rise.

A New Way to Support GSA

Georgia Strait Alliance is pleased to announce that we have joined the Aeroplan Charitable Polling program, which has raised over 300 million Aeroplan miles for over 400 charities. By visiting the *Beyond Miles* section of the Aeroplan website (<http://beyondmiles.aeroplan.com/eng>), Aeroplan members can donate their miles to their favourite charity, including GSA.

GSA will use those miles to help do our work to protect and restore the Strait of Georgia and promote the sustainability of our communities. For example, we can redeem travel rewards for hotel stays for our outreach team when they are working away from home, or for merchandise including computers, eco-friendly products, or prizes for fundraising events and draws. We can even redeem points for carbon



offsets for any unavoidable flights we must make!

Please consider donating your Aeroplan Miles today—to access our Aeroplan profile, visit <http://beyondmiles.aeroplan.com/eng/charity/389>. Thanks!

Strait Talk

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EDITING & LAYOUT

Laurie MacBride and Alan Wilson

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Proving it *Can* be Done

by Ruby Berry

There's nothing more inspiring to an inventor than saying, 'It can't be done.' We're now seeing the results of that challenge being met in the number of closed containment salmon farms in operation or development around the world.

Here in our region, the 'Namgis First Nation is now growing Atlantic salmon in their state of the art facility, just outside Port McNeill on Vancouver Island. It's Canada's first land-based, closed containment Atlantic salmon farm, and one of the first in the world intended to raise these fish to full market size.

In March, 23,000 smolts were introduced to the facility and they are now healthy, feeding well and growing. Their tank is on its own "biofilter", which houses bacteria that clean the water. Since this is a closed, "recirculating aquaculture system" in land-based, biosecure tanks—exactly the kind of

system that GSA has been urging for over 15 years—all environmental conditions can be controlled and more than 98% of the water is recycled. The small amount of outflow that is produced is fastidiously treated so that there is no chance of transfer of disease or pathogens between the farmed and wild fish.

Closed containment is an actively evolving, innovative industry, with continual advances in technology. The 'Namgis project is an exciting one, for it promises to answer any remaining questions about the economic and financial sustainability of current closed containment technology—meaning that the net cage salmon farming industry's longtime argument that there isn't a viable economic alternative to open net cages is simply no longer credible.

Watch for updates on the project at: www.GeorgiaStrait.org/salmonfarmingnews.



Photo by Will Soltau

Ruby at the 'Namgis closed containment facility.

For more info on closed containment here in BC and around the world, visit: www.GeorgiaStrait.org/closedcontainment.

Moratorium: A Welcome First Step

by Ruby Berry

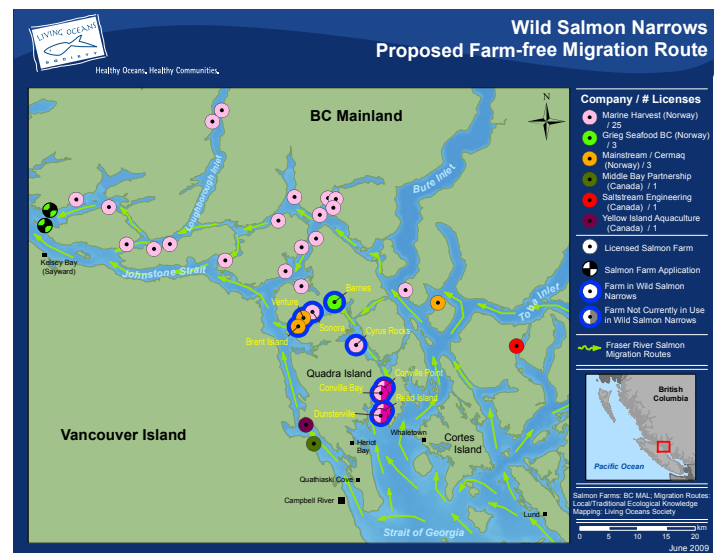
This spring, juvenile salmon migrating out to sea from the Fraser River received a bit of a break: only one of the nine open net cage salmon farms along Wild Salmon Narrows was stocked with fish during their migration period. ("Wild Salmon Narrows" refers to the constricted passages around the Discovery Islands in northern Georgia Strait, which migrating wild fish must pass through en route to Johnstone Strait and the open Pacific).

As a result, the risk of transferring disease and sea lice to the passing wild salmon was lower than in past years. Unfortunately, though, many of the farms further north were still stocked, and next year, the ones that were empty this year will be full again. So the risks to migrating wild salmon remain unacceptably high.

The good news is that the BC Government recently took a step to prevent this danger from increasing further, by announcing there will be no new or expanded tenures for net cage salmon farms in the Discovery Islands until at least September 30, 2020.

The Province took this laudable action in response to the recommendations of the Cohen Inquiry into the Decline of the Fraser River Sockeye. While jurisdiction for licensing and regulation of aquaculture is now a federal responsibility, the Province retains control of tenures.

Although the moratorium is a good first step, it's only that. To truly protect wild salmon from the impacts of salmon farms, the Province must go much further: to rescind all open net cage tenures and support the industry's transition to land-based



Our coalition of environment groups produced this map in 2009 to illustrate the density of fish farms on wild salmon migration routes. For larger view: www.GeorgiaStrait.org/files/share/PDF/ff_wsn_migratory_route_june2009.pdf.

closed containment facilities. (See related story above.)

For more info on the Discovery Islands moratorium, the Cohen Inquiry and related issues, visit our campaign news page at: www.GeorgiaStrait.org/salmonfarmingnews.

Lawsuit Over Transfer of Diseased Fish

New federal aquaculture licenses allow private companies to make decisions about transferring diseased fish into the ocean—our “commons”. Now, an environmental organization and a biologist are challenging this right in court.

Ecojustice and Alexandra Morton are seeking an order from the Federal Court to declare the transfer of diseased farmed salmon into open pens illegal. The action came after Norwegian-owned Marine Harvest Canada was alleged to have transferred Atlantic salmon infected with piscine reovirus (PRV) to its farm in Shelter Bay, on the mainland coast north of Port McNeill.

The fish farm is on the migration route of juvenile Fraser River sockeye salmon, which pass by on their way out to sea. PRV has been recently identified in farmed Atlantic salmon in BC and scientists warn that it must be contained to prevent widespread infection of wild fish populations.

The emergence of PRV comes in the wake of the Cohen Commission’s final report, which concluded that “salmon farms along the sockeye migration route have the potential to introduce exotic diseases and to exacerbate endemic diseases that could have a negative impact on Fraser River sockeye.” Permitting a company to place highly infectious Atlantic salmon on the wild salmon migration route runs contrary to the recommendations of the \$26-million Commission.

The plaintiffs in the lawsuit claim that allowing companies to transfer diseased fish into the ocean is in violation of the Fisheries Act, and contrary to the mandate of the Department of Fisheries and Oceans to protect wild salmon.

For updates on this case, watch www.GeorgiaStrait.org/salmonfarmingnews.
—Ruby Berry



HMCS Annapolis. Photo courtesy of Save Halkett Bay Society

Sinking in Doubt

by Christianne Wilhelmson

As we waited to hear the dreaded announcement of the go-ahead for the sinking of the *HMCS Annapolis* near Gambier Island, we received some hopeful news: the future of the old military ship as an artificial reef now looks to be in doubt.

In late April, the *HMCS Annapolis* was officially put “under arrest” when a lawsuit was filed by Wesley Roots of W.R. Marine Services, who claims that the Artificial Reef Society of BC (ARSBC) owes him over \$95,000 for the costs of moorage and other services rendered. As a result, the *Annapolis* is now under the control of the federal court, and until it makes its decision on Mr. Roots’ claims, the ship remains afloat.

The sinking has also been delayed while Environment Canada, which is in charge of issuing ocean disposal permits, carries out further inspections—including testing the ship’s insulation for toxic PCBs.

Georgia Strait Alliance, the Islands Trust and local community groups oppose the sinking of this ship, seeing the risks to the local marine environment as outweighing the questionable “benefits” of using the ship as an artificial reef. The ARSBC has sunk ships throughout Georgia Strait to create attractions for divers, with little or no effective monitoring of the long term impacts on our local waters.

South of the border, the US has now banned the sinking of ships as artificial reefs, and there is mounting evidence that much greater financial benefits can come from recycling, rather than sinking, these old ships.

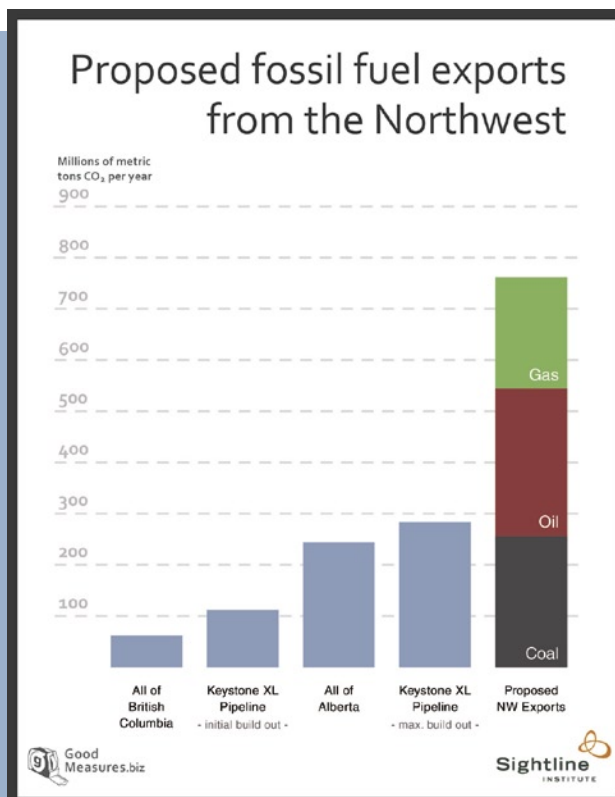
Are We Becoming a Carbon Export Hub?

Across British Columbia, Oregon, and Washington, there are active proposals for seven new or expanded coal terminals, three oil pipelines, and six new natural gas pipelines.

The projects are distinct, but they can be denominated in a common currency: the tons of carbon dioxide emitted if the fossil fuels were burned. Taken together, these projects would be capable of delivering enough fuel to release an additional 761 million metric tons of carbon dioxide into the atmosphere each year, **equivalent to seven Keystone XL pipelines**.

The Northwest enjoys a reputation for leadership in clean energy and environmental policy. Yet the new fossil fuel infrastructure planned for the region transform the Northwest into a carbon export hub of global consequence.

Text and graphic courtesy of Sightline Institute.
The full report: http://www.sightline.org/wp-content/uploads/downloads/2013/05/Fossil-Fuel-Exports-2013_0528.pdf.



Down at the Dock: Behind the Scenes

Story and photo by Michelle Young

Time flies when you are having fun! This summer Westport Marina celebrates its fifth anniversary as the first facility to achieve *Clean Marine BC* eco-certification. False Creek Harbour Authority, Maple Bay Marina, and Shelter Island Marina are going through their 3-year recertification process this summer, and later this year Taku Resort and the Harbour Authority of Pender Harbour will do the same.

A lot of things go on behind the scenes at our certified and enrolled marinas to ensure that they are following environmental best practices. Continual improvement is an underlying goal of the program, and in that spirit, Georgia Strait Alliance is also working hard to make the program better for them.

Clean Marine BC's development dates back to 2006, when Environment



Canada approached GSA with a request that we develop a voluntary marina certification program for BC. After much research and consultation, we decided to partner with the Ontario-based Clean Marine Program, operated by the Ontario Marine Operators Association (OMOA). Our new program, launched in 2008, was based on their model, with adaptations for BC.

We are currently in a transition period, working with the OMOA to simplify and improve our certification process and to further adapt the program to best suit our needs here on the West Coast. We hope this will enable us to provide greater support to our marinas, and we look forward to reporting back to you on further developments.

Don't forget: if your marina, yacht club, harbour authority or boatyard is not already part of *Clean Marine BC*, encourage them to join!

While our work behind the scenes continues, we will also be visiting communities around the Strait of Georgia this summer. If we are lucky, we will see you at one of the boat shows, festivals or other events in your community during this boating season. Stop by and say hello, and pick up one of our GSA burgees (\$30) for your boat—or you can order one by contacting our office: (250) 753-3459 or gsa@georgiastrait.org.

Get out and enjoy our wonderful summer boating weather while you can, because time flies when you are having fun down at the dock!

Be sure to pick up a copy of the June issue of *Pacific Yachting* which will carry an article about marina certification and the *Clean Marine BC* program!

Think Before You Float 10 Tips for saving fuel, money & Georgia Strait

1 *Slow down and enjoy your cruise* Reducing speed while travelling and idle time when stopped saves fuel, money, and prevents angry water users.

2 *Know where your fuel dollars go* Monitoring fuel usage and logging operating conditions can go a long way to reducing fuel consumption.

3 *Every drop counts* All spills are harmful to marine life, so handle fuel carefully. Take your time, don't overfill your tank, and have fuel absorbent materials handy. Report all spills to 1-800-OILS-911 or Coast Guard VHF 16. Don't pump oily bilge water overboard, secure an oil absorbent pad in your bilge, and keep your bilge squeaky clean with an environmentally friendly cleaner.

4 *Trip planning can be fun* While planning ports of call, plot the shortest route, go with the tides, currents and weather, and plan down time in your favourite spots to reduce fuel consumption.

5 *Keep your engine happy* A well tuned engine will help prevent pollution and improve your cruising pleasure. Maintain fuel lines, fittings and gaskets to keep your engine leak free. Dispose of oil, filters and spill pads correctly, avoiding contamination of water and soil.

6 *Propel yourself to success* Match your propeller to your engine and boat for the most efficient operation. Keep the propeller clean and well maintained to get the most out of your fuel consumption.

7 *Baby your bottom* Keep your bottom smooth and clean to reduce friction and maintain optimal fuel efficiency. Use environmentally friendly non-fouling or hard antifouling paints.


8 *Don't be a drag* Minimize appendages on your boat and have them installed with water flow in mind.

9 *Drop the pounds* Reducing excess weight on your boat will increase fuel efficiency. Pack what you need without risking safety, but get rid of that ghost weight.

10 *Be stylish* Whether buying, building or renovating a boat, consider a fuel efficient design. Consider wind, solar and human powered options for your boat, energy system, and runabout.

Hop Aboard!

Here's how we can help you & your marina protect our cruising waters...




Clean Marine BC

Marina Eco-Rating Program

Georgia Strait Alliance provides valuable, practical resources for recreational boaters, marinas & yacht clubs to minimize any impact on our cruising waters.

A Program of Georgia Strait Alliance



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A Vision for Howe Sound

In April, GSA participated in a day-long workshop about the future of Howe Sound. We invited Ruth Simons, Executive Director of the Future of Howe Sound Society, to give us her perspective on the day. Here's what she had to say:

April 13th was the start to building consensus on the need to protect what has been taken for granted: beautiful Howe Sound. A triangular fjord roughly bounded by Horseshoe Bay, Squamish and Gibsons, it was the topic of discussion at a day-long meeting organized by the Future of Howe Sound Society (FHSS).

More than 140 people came together at the Gleneagles Golf Club, including community, business and non-profit sector leaders. The objective of this "Future of Howe Sound Forum" was to hold a dialogue on a common vision for Howe Sound, and expectations were far exceeded.

Sixty-five organizations were represented including the film industry, tourism, forestry, mining, marine industry, arts, conservation interests, marine sciences, youth camps, education and recreation.

Participants expressed a desire to keep talking, and a common theme was to ask the provincial government to consider moving forward with some sort of water, land and resources management plan (LRMP) for the area.

The fjord has enjoyed some natural resource rebounds in the last decade, with herring appearing in significant numbers. Dolphins and whales were a rare site in Howe Sound but they have been spotted plying our waters in recent years. Cloud sponge reefs were recently discovered off Lions Bay. Two herds of transplanted elk are thriving on the shores of the Sound and along the river systems above the fjord.

One of the speakers at the forum was Bob Turner, chair of the Howe Sound Environmental Science Network. "We are seeing some of the most encouraging environmental trends in the last two decades," he told those gathered. "Howe Sound is in recovery. All of this is very exciting."



Photo © Laurie MacBride

The Woodfibre pulp mill, before it shut down in 2007: future site of a liquefied natural gas plant?

According to Turner, Howe Sound suffered badly from the impacts of pulp mill disposals of dioxins and furans, acid rock drainage at Britannia Mine and mercury from chemical plant operations in Squamish.

The Woodfibre pulp mill stopped operating in 2007, Howe Sound Pulp and Paper at Port Mellon upgraded and decreased its impact in the early 1990s, a five-year clean-up of the chemical plant site in Squamish has improved conditions around the Squamish River Estuary, and acid rock drainage from the closed mining operations at Britannia dropped drastically when a water treatment plant was built in 2007. Turner, a geological scientist with Natural Resources Canada, pointed out that pink salmon returned to Britannia Creek in 2012 for the first time in 80 years.

According to Turner, community groups are rising up to take on the responsibility of restoration and repair of Howe Sound.

"Groups like the Squamish Watershed Society, Marine Life Sanctuary Society and the West Vancouver Shoreline Preservation Society, to name a few, are doing remarkable work," said Turner. He added that the work of the Squamish

Streamkeepers to promote the abundant recovery of herring is astonishing.

While participants in the Forum emphasized nature and the environment in an era following significant negative industrial impacts, two current industry proposals are also on the minds of environmentalists.

Burnco Rock Products wants to remove gravel from its privately owned land at McNab Creek, and Pacific Energy Corp. has offered to buy the Woodfibre lands, on the east side of Howe Sound, to build a liquefied natural gas plant.

From the afternoon's round table sessions, participants concluded that there must be ongoing collaboration among all key players, including youth, to develop a comprehensive land and water use plan that is focused on sustainability and science-based. It is important to engage members of organizations by building awareness of the issues regarding Howe Sound, and to develop a plan that protects a holistic healthy ecosystem, continues to provide a natural community for future generations of families, and preserves the pristine wilderness in harmony with nature.

For ongoing updates, sign up for e-news at www.futureofhowesound.org.

Ensuring the Work Can Go On

Georgia Strait Alliance's members support our work in a variety of ways, and the loyalty of some long-time supporters never ceases to amaze us.

Peter Ajello, who passed away last fall, had been one of GSA's earliest members, right from our inception in 1990. An outstanding supporter and, from very early on, a generous monthly donor, Peter chose to extend his support to GSA even after his death, by making a bequest in his will. For this we are honoured and grateful.

Peter had a lifelong commitment to humanitarian and environmental causes. He was involved in the peace and disarmament movement, and in the early '80s joined Vancouver Island activists in the effort to get US nuclear submarines out of Nanoose Bay. He contributed funds, wrote innumerable letters to government, circulated petitions, marched for peace and was even arrested for sitting in the road at Nanoose.

Through that campaign, he developed a friendship with fellow activist Laurie MacBride, and in 1990, when she went on to co-found Georgia Strait Alliance, Peter became a stalwart supporter of GSA. To Laurie's surprise, he signed up for a relay swim team in the Save the Strait Marathon that summer. He was possibly the oldest swimmer taking part, and she recalls that he outswam a good number of his younger teammates.

Peter was always helpful, providing GSA with good ideas, contacts and financial support. He wrote letters to government about the issues we were tackling, signed and circulated our action alerts, promoted GSA within his network, and found other creative ways to help—for example, donating the proceeds from the sale of his car when he decided to stop driving.

Peter's health declined steeply in the last decade and a half of his life, so he was unable to take part in the same ways. But for most of the rest of his life he stayed in touch, with phone calls and frequent written notes about the issues we were addressing, and compliments on our work. These communications provided an important morale booster for us.

Photo courtesy of Pat Ajello



Remarkably cheerful even after his health failed, Peter was a committed activist who supported GSA for over two decades.

Although he was passionate about the issues he cared about, Peter always managed to express hope and humour, even during the last few years of his life when he was essentially bedridden. His respectful listening and gentle approach to others made him an excellent model for anyone aspiring to be an effective activist.

Over more than two decades, Peter's financial, practical and moral support kept us going in more ways than he likely ever realized. We're grateful for all that he contributed during his lifetime, and for his decision to support GSA even after his death. While most of us have a hard time imagining how we might be able to help our communities after we're gone, Peter clearly thought about how he could help the region he loved, and put those thoughts into action in the form of a bequest.

We miss him, and our hearts go out to his wife, Pat, and their family. We hope they can take some comfort in knowing that GSA will put Peter's final gift to the most effective use possible, so that the environment he loved will remain beautiful and sustainable for all to enjoy.

For more information on making a bequest to GSA, please email gsa@georgiastrait.org or call Cathy at 250-753-3459.

Unlocking the Dream

The thoughtfulness of our supporters—your willingness to help GSA with both your time and your money—is why, after nearly 23 years, we are still able to do our important work.

Several years ago, Stuart Armour, an extremely generous donor who wanted our work to continue after he was gone, bequeathed a small island jointly to Georgia Strait Alliance and Ecojustice. That island is still for sale and we hope that with your help, Stuart's dream will come true.

Just under one acre, this precious little gem is in Page Passage, southeast of Canoe Cove on the Saanich Peninsula. You can see the realtor's listing and details, along with a gallery of photos, at: www.GeorgiaStrait.org/harlockisland.

If owning an island is not for you, please forward this information to anyone you think might be interested. Until we are able to sell this beautiful asset, our donor's wish will remain locked in this island retreat.

To learn more about this wonderful donor who thought of GSA and Ecojustice as part of his planned giving, visit www.GeorgiaStrait.org/benefactorprofiles.



Crescent-shaped Harlock Island is for sale, with proceeds to be shared jointly by GSA and Ecojustice.

New Faces at GSA

Alexandra Woodsworth is GSA's new Energy & Shipping Campaigner. She holds a PhD in Environmental Sciences and joins GSA with 10 years of campaigning on climate and energy issues under her belt. You can reach her at: alexandra@georgiastrait.org or 604-633-0530.



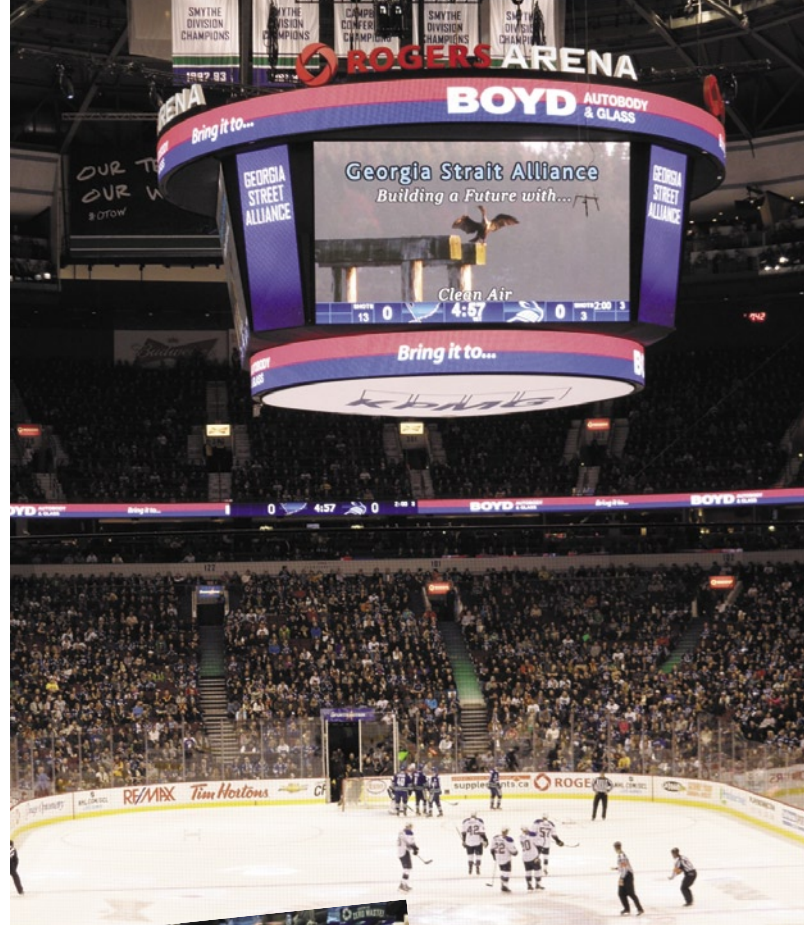
Photo by Foye Hatton

Summer Students

We would like to welcome our summer outreach team! **Megan Spencer** (left) and **Mikaela Wilson** will be representing GSA at community events around the region, promoting the natural environment and offering you a variety of ways to help ensure your Strait remains healthy, including signing onto a Steward of the Strait pledge (see page 3). Megan is entering her 4th year of a BA in Environmental Studies and Anthropology at University of Victoria and Mikaela is entering her 3rd year of a BSc in Biology at Vancouver Island University. They are looking forward to meeting you at events over the summer!



Photo by Cathy Boole



Photos by Cheryl Onciul and Christianne Wilhelmson

On March 19, while the Canucks took on the St. Louis Blues at Rogers Arena in Vancouver, Georgia Strait Alliance staff and volunteers were kept busy reaching thousands of hockey fans with information on our work to protect and restore the Strait of Georgia. This was the second year that we participated in the Canucks Community Corner program, and with our banner and literature table, along with a big-screen video about GSA, we were a popular stop on the arena concourse. Our short video also played on the jumbotron at center ice for all to see (main photo). Welcome to our new members who signed up that night, and congratulations to the winner of our free draw for the beautiful photograph of Dionisio Point (Galiano Island), by Laurie MacBride (www.EyeOnEnvironment.com).

**For the latest information
on our projects & issues visit
www.GeorgiaStrait.org**

Georgia Strait Alliance is Proud to Feature our Latest Business Partners...



Hornby Island Residents' and Ratepayers' Association

One of HIRRA's Constitutional objectives is "To prevent pollution and abuse of land and natural resources". Hornby Island's natural home is the Georgia Strait. Our members vote each year to donate funds to the Alliance, whom we regard as sharing stewardship of the waters that surround our island.

Janet LeBlancq, Administrator



Canadian Direct Insurance supports the Georgia Strait Alliance because they are protecting an area where many of our employees, customers and business partners work and live. Groups like the Georgia Strait Alliance are essential to maintaining the health of a marine environment that we all enjoy.



MEC is proud to work with the Georgia Strait Alliance in their efforts as an advocate for this important body of water. The Georgia Strait is an ecological and recreational gem surrounded by a large population and facing numerous threats. With high development pressure on this relatively small area, the Georgia Strait Alliance weaves public education, stewardship and advocacy into a strong voice for an environmentally sound Georgia Strait surrounded by sustainable communities. In supporting the Georgia Strait Alliance, we're helping fulfil our commitment to conserve the ecologically and recreationally important places where we all adventure and that sustain us.

*Andrew Stegemann,
Community Program Manager*

We also thank the additional FOUNDATIONS and BUSINESS PARTNERS who provided support to Georgia Strait Alliance between Feb. 16 and May 17: **Deep Cove Canoe and Kayak Center Ltd., Denman Island Chocolate Ltd., RBC Foundation–RBC Blue Water Project, Salish Sea Pilot, TD Friends of the Environment Foundation–Vancouver Chapter, TD Friends of the Environment Foundation–Vancouver Island Chapter**

We are grateful for a GIFT FROM THE ESTATE of Peter Ajello and for a GIFT IN HONOUR of Zoe Nott's 6th birthday.

We thank all our additional donors who are too numerous to list here. A full list of our amazing donors can be found in our Annual Report at http://GeorgiaStrait.org/files/share/2013_Annual_Report.pdf

Do you share our view of the Strait?

One of the best ways you can help protect Georgia Strait is to become a MONTHLY DONOR. Monthly donations provide the reliability GSA needs to plan, make strategic decisions and leverage matching funds. A donation of \$5, \$10 or \$20 a month—*deducted automatically from your chequing account or credit card*—makes a world of difference to our work, and it earns you a valuable tax receipt.

To become a MONTHLY DONOR: gsa@georgiastrait.org 250-753-3459 www.GeorgiaStrait.org