

Mr. CLARK (Department of Fisheries): Mr. Chairman, the British Columbia Fisheries Act is quite definite on that point. They will not license or allow to be used any type of processing vessel.

Mr. GIBSON: Do you think it would apply as well to marine plants?

Mr. CLARK: Yes.

Mr. ROBICHAUD: I would like to have clarification of a possible case of a Canadian registered vessel owned by an individual, or by individuals, or by a Canadian corporation and leased and manned by foreign interests?

Mr. OZERE: As long as it is a Canadian vessel we could not keep it from our waters.

Mr. ROBICHAUD: You could have a foreign crew on this vessel and it would still be a Canadian vessel under the provisions of this Act. Would that apply there too?

Mr. OZERE: That would be governed entirely by regulations under the Canada Shipping Act which is administered by the Department of Transport. Crews for Canadian vessels are governed by regulations made under that Act.

Mr. ROBICHAUD: Then your definition of a foreign vessel would not apply to such a possible case?

Mr. OZERE: No.

Mr. STUART: But you could not have a Canadian vessel without a Canadian master?

Mr. OZERE: I do not think so.

Mr. STUART: You could have some of the crew, who were foreign, but you would have to have a Canadian master.

Mr. ROBICHAUD: You could have a crew of foreign sailors on it.

Mr. STUART: Yes; but the master would have to be a British subject.

Hon. Mr. SINCLAIR: Not on the west coast, because everybody on the boat must have a license, and a license is only granted to a British subject; but that is not so on the east coast.

Mr. PEARKE: The Minister of Transport has the right to waive those regulations; and when he does waive the regulations in respect to the master or the officers of the ship having to be Canadian or British subjects, he must table the exceptions as was done only last week in the House, where they tabled the list of cases where he had waived those particular restrictions. Therefore it doesn't mean that for all times the master of a Canadian ship must necessarily be a Canadian subject or a British subject.

Hon. Mr. SINCLAIR: General Pearkes, many of these cases were cases where a ship was sailing and they had to get a captain or a mate immediately. I do not think any of these cases covered anything that was to be of a continuing nature, that is to say, to permit a continuing foreign crew on a Canadian owned or leased ship.

Mr. APPLEWHAITE: Nor were any of these fishing vessels.

Hon. Mr. SINCLAIR: That is another point. The smaller fishing vessels do not come under the Canada Shipping Act.

The CHAIRMAN: Mr. McLure:

Mr. McLURE: Under the interpretation section of this Act, section 2, subsection (d), "fishing" means fishing for or catching or killing fish by any method. What is meant there by "killing fish by any method"?

Mr. BATES: It involves sealing operations where they club the seals, harpooning and so on.

The CHAIRMAN: Or whaling, and so on.

Mr. McLURE: Or in sports fishing where they are using gunpowder?