

The CHAIRMAN: Gentlemen, are there further questions on Vote 15? Shall Vote 15 carry?

Item agreed to.

Now, shall we return to question under Item 1 which is our only outstanding item now, general questions which you may have to the Minister at this point. Mr. Carter has his hand up.

Mr. CARTER: I would like to ask the Minister if he would perhaps supplement the answer I got the other day to this question which inquired about the policy adopted by the department in manning their ships to bring the practice in line with the requirements of the Canada Labour Code and the other one, Fair Wages and Hours of Labour Act, I think. Just what is being done in the department to implement the requirements of these pieces of legislation.

Mr. ROBICHAUD: Mr. Chairman, we have amended our wages or salary policy, if this is what Mr. Carter means, covering overtime or extra hours of work. We have made two or three amendments in recent months in order to bring our policy in line with the Canada Labour Code and the changes which were passed by Parliament last year. Now, this requires some further adjustment and we are now working to this effect. We had to find out first how we could apply the Canada Labour Code because there is a problem. In manning ships we sometimes have limited space; crews have to work extra hours; there are the hours they are being paid when the ships are laid up, for example, either for repairs or regular maintenance for long periods of time. We are in almost constant discussions or negotiations with the Civil Service Commission in order to apply to the ships operated by the Department of Fisheries all the provisions coming under the Canada Labour Code.

Mr. CARTER: You have not got to the point of having double shifts, or double crews, or anything like that?

Mr. ROBICHAUD: We have not reached that point, Mr. Chairman, and I know that it might be desirable in some aspects, but it would be very complicated in view of the responsibilities involved, and the time that those ships that are called out at sea, for example, for long periods of time. They may be called out for two or three weeks at a time on patrol duty, and it would be quite difficult to have a definite policy. Although the day may not be too far away where we may have and, in fact, we already have, for example, in the province of Nova Scotia, a number of small patrol boats with a captain and engineer available at all times for replacement in case of emergency, or when a boat is called upon to give longer hours than would normally be required. So we are moving in that direction.

Mr. CARTER: The general effect of this legislation if implemented at all will be to increase the number of men per ship? Is that a fair question?

Mr. ROBICHAUD: It would be, but we have to take into consideration the space available, living quarters, for example. The space is limited. The ship is built for a certain purpose. If it is to be manned by a crew of twenty, we have accommodation for twenty or twenty-two, and we can not force thirty men to live in the same quarters that have been made for twenty. So this is the problem that we have; but we are certainly working on this, and as I have said, I know I have approved amendments, one no later than last week, to this effect.