

*Fishing Vessels*

been administered exclusively by the Department of Industry, Trade and Commerce.

From now on the Fisheries Development Service in the Department of Fisheries and Forestry will screen each application. Our officials in this department will have a voice in whether construction is to go ahead or not. Their knowledge as to modern fishing vessel designs and the development of the latest fishing techniques will be brought to bear in this way.

As hon. members know, we have licence limitation plans in effect in Canadian fisheries waters. The catching capacity is being tailored to fit the size of the resource on the one hand and that of raising the income of our individual fishermen on the other. Where there are too many boats already, applications for assistance will be turned down. Where new species are being developed or where new fishing techniques can really pay off, they have a good chance of being approved.

Old-fashioned terms such as "wooden fishing vessels" and "steel fishing vessels" will disappear from our regulations. No distinction will be made, from now on, as to materials used in construction. Fibreglass, aluminium and ferro-cement will be included along with wood and steel. Each new vessel will receive the same degree of financial assistance rather than different rates, depending mainly on size, as in the past.

The new rate of assistance will be 35 per cent. It will be 35 per cent for vessels in the 45 to 75-foot category. It will also be 35 per cent for larger vessels of more than 75 feet in length. In the smaller category the payment will be made directly to the vessel owners. In the larger, or 75-foot plus category, the payments will go directly to the shipyards.

Hon. members wishing to address questions to the government about the fisheries aspects of this program should continue to direct them to the Minister of Fisheries and Forestry. On the other hand, if they are concerned about shipyards they should address their inquiry to the Minister of Industry, Trade and Commerce.

I expect that this integrated and tightly managed program of assistance for new fishing vessel construction will cost the federal treasury about \$5 million this year. In a full year the total outlay by our two departments for all fishing vessels more than 45 feet in length may be in the order of \$10 million.

In other words, Mr. Speaker, I am talking about a federal contribution to commercial fishing vessel construction of \$10 million a

[Mr. Davis.]

year. Together with loans from provincial fisheries loan boards and investments by private individuals and corporations, the total outlay may reach \$30 million a year. Some 3,000 Canadians will be put to work in our shipyards. Many more will find work on these new vessels and in the fish processing plants in the 1970's.

In summary, we have a new program of assistance for fish boat construction. It will help to provide us with an up-to-date fleet, new capacity being added where the fish are known to be numerous and where new catching techniques can be employed with a view to increasing the income of the average fisherman. There will be greater stability in the boatbuilding end of the business and we will have a better and more productive fishery as well.

**Mr. Lloyd R. Crouse (South Shore):** Mr. Speaker, we on this side of the House welcome this announcement by the Minister of Fisheries and Forestry, indicating a program of financial assistance for the construction of new fishing vessels in this country. This announcement has been a long time in coming, but it is better late than never.

We concur with the proposal that, as of today, any application for assistance in the construction of new ships over 45 feet in length must be made to the Fisheries Development Service which will screen each application. While this places considerable power in the hands of one minister, it does eliminate some of the confusion which has existed in the shipbuilding industry through the fragmentation of authority over shipbuilding between the Minister of Fisheries and the Minister of Industry, Trade and Commerce.

We are also pleased to note that the discrimination which has been in effect for many years under the Liberal government against the builders of wooden fishing vessels has been lifted. This discrimination was unfair, this discrimination was unjust, and over the years has caused a considerable loss of wooden shipbuilding skills. We only hope this assistance has not been announced too late. The men engaged in wooden shipbuilding of necessity had to seek other employment. Like any other skill, unless it is exercised it is soon lost. We only hope that at this late date the government, realizing its policy was wrong, is not bringing in this form of assistance too late.