

(e) new entrants will be limited, in the case of lobsters, scallops, salmon, herring and snow crab to replacements.

These fisheries in the main are already limited in size. New vessel registrations in the groundfish fishery will be encouraged for under-exploited species and areas. As for those that are fully exploited, the moratorium on new vessel registrations will be continued for a further nine-month period. This time is required for further consultations with fishermen, companies and provincial authorities as to the future of that sector of the industry;

(f) special committees will be set up in our principal fishing areas in order to advise the government as to the manner in which this program should be administered; and

(g) local fishermen and local company representatives will have a voice in the management of the fishery in this way.

Registration of vessels and the issuance of operators' licences will begin early in the new year, and will start with large vessels and the fleets which are already limited in size.

The vessels are now being examined but they are not being licensed, since they cannot pass the requirements set out by the department. This applies to boats which in some cases are only one year old. I ask the government, what is to happen to these particular ships and their owners? The owners have already mortgaged their homes in many cases in order to secure the down payment. The owners of the boats have a large loan from the provincial loan boards in the provinces of Atlantic Canada. They are now faced with a new set of regulations calling for a conversion for which they have no money and for which they will be required to go even deeper into debt.

The minister said that fishermen and ships must be licensed in order to know who are bona fide fishermen and who are not. It was stressed that the government needed the licensing data in order to upgrade the fishery, in order to develop a sound system of catch insurance. In reply to the statement, we pointed out at that time that fisheries inspection officers were unable to secure the signatures of captains and owners after inspecting the inshore and offshore fleets. They were not going to sign the inspection certificates, some of which I have before me, because, in the words of one captain, "I would be signing my own death warrant".

We further pointed out that the moratorium or freeze on new vessel registration for an additional nine-month period for fully exploited species and areas in the groundfish fishery would definitely be harmful to the over-all expansion of the fishing industry. We also expressed concern about the fact that vessels already fishing, or for which firm commitments were made, would only be granted licences provided they met existing regulations. We also pointed out that if the government enforces the new regulations strictly before licences are issued, then it should also pay a larger improvement construction grant in order to enable the fishermen to upgrade their vessels in compliance with the new regulations. However, to date no action has been taken on our recommendations, which sometimes makes me wonder, Mr. Speaker, about the futility of debate in the House and in committee. Surely, some of these recommendations could have been adopted.

What are some of the new regulations, Mr. Speaker? On March 22 the minister sent out new guidelines concerning new inspection requirements for our new fishing vessels, and these are as follows. I am not going to read all of them, Mr. Speaker, because some of them are acceptable, but the guidelines concerning inspection requirements for fishing

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vessels as laid out by the minister and his department state:

● (1230)

(a) Protection from sun and weather

All containers for storage of fish, such as hold and deck containers, shall be provided with rigid, non-absorbant, close fitting covers;

Mr. Speaker, if this were strictly enforced, it could spell the death knell of the small boat fishery in Atlantic Canada. On page 2, item 2 of the guidelines reads:

Fish processing equipment and all surfaces, which come in contact with fish, shall be made of non-corrodible material, other than wood, shall be constructed to facilitate proper cleaning and have all joints on such surface smooth and watertight.

Mr. Speaker, wooden ships are the backbone of the fishing industry, or at least the inshore fishing industry, in Atlantic Canada and are still important in the offshore industry. Item 2(b) of the guidelines reads:

Fish holds, penboard shelving, fish boxes, refrigerated seawater tanks, cold storage areas, etc., shall be constructed of durable, non-corrodible, smooth and impervious material, such as FRF, coated ferroceement, approved high density plastics and seawater-resistant aluminium alloys, wood-coated with non-durable materials, such as paints, is not acceptable.

Mr. Speaker, I cannot help but ask, why? If fibreglass is used to line the hold of a wooden ship or if ferro cement is used to line the hold of a wooden ship, when that ship is in a 50 or 60 mile an hour gale in the north Atlantic, the working of the ship will cause the fibreglass or ferroceement to crack. Then, the offal from fish is bound to get in the cracks and between the ferroceement or fibreglass lining and the hold. This will create odours and a condition which certainly will not be acceptable. Even if the lining were sufficiently tight that there was no leakage it would bring about a condition of dry rot. We experienced that with Bluenose II which required expensive repairs.

In my opinion, and the opinion of fishermen and the shipbuilding industry, there is no reason why epoxy coated wood, if kept clean, would not be as satisfactory as fibreglass or ferro cement as an antibacterial material for the fish hold and the stanchions, which would satisfy the fishermen and the industry. There is, in fact, no substitute for large quantities of ice and this is why I deplore the lack of action on the icemaking, storing, and distributing facilities. Packing fish against ice is the only way to assure good quality when the product is landed.

It is interesting to note the reaction of the fishermen and the industry generally to some of the minister's proposals. It could be summed up as "too much interest" in the industry by the government, as new regulations affecting specific fisheries, licensing, packaging and inspection rules are promulgated. Perhaps the main problem is the feeling of many people in the industry which parallels that of our early colonists in America toward the rulings made by others in far away England who did not really understand the colonists' problems. As in that day, many of our fishermen look upon Ottawa and the federal government as a far-off dictatorship, anxious to control everything through building up its own bureaucratic empire in the industry, without knowing or understanding its problems.

I realize that this is a rather harsh indictment of the present Department of the Environment and its minister,