

*Commercial Fisheries Development*

there is a growing shortage of skilled men to man the ships.

Shifting markets have brought about increased fish sales but at the present time the large fleet operating from Nova Scotia and engaged specifically in scallop fishing is facing a serious situation, due to a glut of scallops on the market. We have seen prices fall from a high of some 60 cents to the fishermen last year to a low at the present time of 37 cents, with a prospect of the price falling still further. I had the opportunity recently to speak to many of the fishermen in my area and if prices do not improve many of them of necessity will be obliged to change their entire operation and go into other types of fishing.

By means of this bill the minister could, I believe, give some assistance to these men. There are other types of fish in the sea which are not now being caught and marketed in large quantities. I refer to the possibility of extending our whaling fleet; I refer to the possibility of enlarging our crab fishing activities; I refer to the possibility of increasing our catch of shrimps; to the possibility of the development of new techniques for catching herring, and to the possible marketing of sharks which are prolific on the east coast and which so far have not been marketed by Canadian fishermen, though they are marketed by the fishermen of other countries.

If the minister uses this bill to assist fishermen in this way I am sure he will receive considerable praise from all Atlantic coast fishermen. Since the Conservative government expanded the subsidy program we have had little difficulty in enlarging our fishing fleet. It seemed it is quite possible for fishermen to get together, form a company and build a new ship. But that is not the only problem. Once a ship is built the fishermen must have a market for their catch which enables them to operate at a profit. I suggest that through the research facilities available to him the minister should devote his efforts under this particular clause of the measure to expanding existing markets and developing new markets for some of the species I have mentioned.

Another clause in the bill calls for the introduction and demonstration to fishermen of new types of fishing vessels and fishing equipment, as well as of new fishing techniques. This is a most important aspect of the legislation. I say this because I believe we have seen the expansion of our fishing fleet

without proper consideration of the type of vessel constructed.

For example, on February 19, 1966, *Blue Mist II* was lost with all hands off the southwest coast of Newfoundland. In an edition of the "Canadian Fisherman" of March, 1966, we read that the seiner *Ocean Star* sank off the British Columbia coast on January 29 carrying seven crew members to their death. Doubts have been raised about the vessel's stability. We read that the *Northview* was lost in the Finlayson Channel in February, 1961, with eight men aboard. The *Combat* was lost in Hecate strait with seven men aboard during March, 1965. The *Sea Ranger* was lost in April, 1965, in the Bering sea.

● (9:20 p.m.)

The question arises why these ships were lost. In the April, 1966 issue of the *Canadian Fisherman* there is an article by Bren Walsh, Newfoundland correspondent, dealing with the problem of icing up, from which I would like to quote briefly. In it he states that the problem seems to be one of severe icing conditions. Mr. Russell, the manager of the company which operated *Blue Mist II*, stated that disaster had struck twice in seven years, the first boat it lost being the *Blue Wave*. The manager also said that his company—

—is now formulating plans to spend thousands of dollars in research on de-icing.

"It has to start somewhere," he said. "Someone had to initiate research into the de-icing of aircraft and there's good reason why we should be the ones to make a start for the fishing industry."

He said they would be happy to make this a co-operative joint effort with other companies, if practical, but that they will carry on in any case on a research program.

From what I could learn there has been surprisingly little research done on the problem to date—

Russell said de-icing experiments were carried out some years ago by the British Association of Shipbuilders but their conclusions—whatever they were—were buried in an obscure report.

He said his company had some preliminary studies initiated shortly after the loss of *Blue Wave* in 1959. The main conclusion of these studies was that little specific knowledge exists on the problem.

On the question of whether de-icing is possible, he had this to say:

"If a way can be found to partially de-ice a ship ... it will likely involve the use of either electricity or of heated liquids pumped throughout the ship."

If electricity is used, he said, "it must be done in such a manner as to avoid shorting out the ship's main electrical system or of electrifying the ship."

As a resident of Lunenburg and the coast of Nova Scotia, I have visited the waterfront during winter months. The ships, as they arrive in port following a winter gale, are