

Foosle

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Newfoundland Region / Région Terre-Neuve

The 1985 Resource Short Plant Program

In an effort to improve the economic viability of fish plants facing short seasons due to lack of raw materials at certain times of the year, 24,500 tonnes of cod, redfish and turbot has been allocated to this year's Resource Short Plant Program. The additional allocation will be shared among 60 eligible processing plants in Atlantic Canada with 25 northeast coast Newfoundland plants taking part.

And there's good news for northern Newfoundland fishermen. The St. Anthony Fisheries plant has also been added to the program this year.

The 1985 Resource Short Plant Program (RSPP), as announced by Fisheries and Oceans Minister John Fraser on January 16, will be managed by two industry coordinators, Bruce Chapman, president of the Fisheries Association of Newfoundland and Labrador (FANL) will manage the program for eligible plants on the northeast

coast of Newfoundland, and Roger Stirling, President of the Seafood Producers Association of Nova Scotia (SPANS) will manage the program for eligible plants on the west coast of Newfoundland, in the Maritimes and in Quebec.

Allocations under the program total 24,500 tonnes, including 11,000 tonnes of cod, 8,000 tonnes of turbot and 5,500 tonnes of redfish. A breakdown of these allocations by NAFO Division is given in Table 1.

Seventy-five per cent of the cod and turbot is designated for plants on the northeast coast of Newfoundland, with the remaining twenty-five per cent being shared between plants on the west coast of Newfoundland and in the Maritimes and Quebec. The sharing arrangement for redfish has not been finalized to date.

All cod and turbot must be landed and 100-per-cent-processed to the fillet stage in Canadian plants. There will be no process-

ing at sea except to the H & G frozen state. In the case of redfish, at least 60 per cent must be processed to the fillet stage by each individual plant, with the remaining 40 per cent being processed to the H & G stage. However, any redfish to be processed to the H & G stage only must be landed in round form.

Up to 50 per cent of each RSP Program species allocation may be landed by foreign vessels; at least 50 per cent must be landed by Canadian vessels. Foreign vessels participating in the 1985 program must pay equivalent Canadian fishing licence fees. The intent of the Department of Fisheries and Oceans is to eliminate foreign vessels and have the program totally Canadianized by 1986.

TABLE 1:
1985 RSP PROGRAM ALLOCATIONS

Species	Stock Area	Quantity (t)
Cod	2GH	1,000
	2J,3KL	10,000
		11,000
Turbot	2J,3KL	4,000
	2GH	2,000
	0	2,000
		8,000
Redfish	2+3K	2,000
	30	1,000
	3P	1,000
	4VWX	1,500
		5,500
TOTAL		24,500



The Resource Short Plant Program keeps processing lines moving where they would otherwise be shut down.

LICENCING POLICY 1985

Commercial fishing licences and registrations issued in 1984 may be renewed in 1985, except in the Salmon or Lobster fisheries where individuals who are employed full-time outside the commercial fishery are not permitted to hold licences. Individuals who are identified as such have their licences called into question by the Department of Fisheries and Oceans.

The following is an outline of the licencing and registration policies for 1985:

COMMERCIAL FISHING REGISTRATION

An individual wishing to fish as crewmember may acquire a Part-time Registration, provided he or she has a letter from the owner of the vessel indicating an intention to employ that individual on the vessel. The owner of the vessel must be a full-time fisherman and also hold a limited fishery licence.

COMMERCIAL FISHING VESSEL REGISTRATION

Vessels less than 35' LOA

Inshore fishermen who are licenced as full-time may register new, additional or replacement vessels up to 34'11" LOA. Those who are licenced as part-time are not permitted new or additional vessel registrations. They may only replace existing vessels that are registered in their name with vessels up to 22' LOA.

Vessels 35'—64'11"

No new entrants are permitted into this vessel category for either full-time or part-time fishermen; except through a transfer. Transfers will only be considered in cases where the fisherman with the vessel is either leaving the 35'—64'11" vessel category or leaving the fishery completely. In such

cases the fisherman acquiring the vessel must be licenced as full-time, and must hold or be eligible to acquire via transfer, the appropriate limited fishery licences.

Existing vessels may be replaced at the discretion of the Area Manager, except for newly constructed vessels in the groundfish fishery, where replacements are only permitted within 5' intervals. Barriers are established at 39'11"; 44'11"; 54'11" and 64'11". Individuals who are within a 5' interval class may only replace within that class.

GROUND FISH FISHERY (FIXED GEAR)

Vessels less than 35' LOA

- 1) Full-time inshore fishermen who hold valid Commercial Fishing Registrations and Vessel Registrations are eligible for fixed gear licences in 1985.
- 2) Part-time fishermen who held fixed gear licences in 1984 are eligible to renew in 1985.
- 3) Part-time fishermen who never held a fixed gear licence in 1984 are *NOT* eligible in 1985.

Vessels 35'—64'11" LOA

- 1) No new entrants are permitted in the fixed gear fishery for vessels in this size class for 1985.
- 2) Full-time fishermen may enter this fleet class via the transfer process.

GROUND FISH FISHERY (MOBILE GEAR)

Vessels less than 65' LOA

- 1) No new entrants are permitted in the Mobile Gear Fishery in 1985; only those persons who held licences in 1984 are eligible for renewal in 1985.

LOBSTER FISHERY

- 1) No new entrants are permitted in the Lobster Fishery in Fishing Areas 4, 5, 10 and 11 in 1985; only persons who held valid lobster licences in 1984 are eligible for 1985.
- 2) In fishing areas 3, 6, 7, 8 & 9, additional lobster licences may be made available to full-time fishermen at the discretion of the Area Manager.
- 3) To be eligible for a new lobster licence, the recipient must be licenced in 1985 as a full-time inshore fisherman and must have been licenced as a full-time inshore fisherman for the past five (5) consecutive years (1980-84).

SNOW CRAB FISHERY

No new entrants are permitted in the Crab Fishery for 1985; only persons who held a Crab Licence or Experimental Crab Licence are eligible in 1985.

SCALLOP FISHERY (COMMERCIAL)

Vessels under 35' LOA

- 1) New licences may be issued to full-time fishermen who own vessels less than 35' LOA.

Vessels 35'—64'11" LOA

- 1) New licences may be considered for issuance; those fishermen who are interested should contact their Department of Fisheries and Oceans Area Office.

SALMON FISHERY

The licencing policy for the Commercial Salmon Fishery is currently under review.

MACKEREL

Purse seines

Full-time fishermen who have a registered commercial fishing vessel and the necessary gear and equipment are eligible to receive mackerel licences in 1985.

Traps and gillnets

Persons who fish mackerel with traps or gillnets must have a valid 1985 commercial fishing registration and commercial fishing vessel registration.

CAPELIN

Purse seine

Only those persons who held Capelin Purse Seine Licences in 1984 will be eligible for licences in 1985.

Fixed gear (traps and beach seines)

Only those persons who held Fixed Gear Licences in 1984 are eligible for licences in 1985.



Licencing policies are designed to protect both fish stocks and fishermen's incomes.

TRANSFERS OF FISHING LICENCES

1. Transfers of fishing licences can occur in the following fisheries:
 - a. Lobster
 - b. Crab
 - c. Scallop
 - d. Herring
 - e. Mackerel
 - f. Capelin
 - g. Groundfish, mobile and fixed gear less than 65, LOA.

2. Transfers are subject to the following conditions:
 - a. To be eligible the recipient of the licence must be a full-time inshore fisherman and must have been licenced as such for the past five (5) consecutive years (1980-84).
 - b. The recipient must be a resident of the area for which the licence is valid.
 - c. The recipient must be eligible for or have a vessel registered.
 - d. Where licences are issued in respect of vessels greater than 34'11", the fishing vessel is normally acquired with the transfer.
 - e. With respect to the groundfish fishery historical overlaps are not transferrable. Authorized overlaps are transferrable provided the recipient is a resident of the required area.

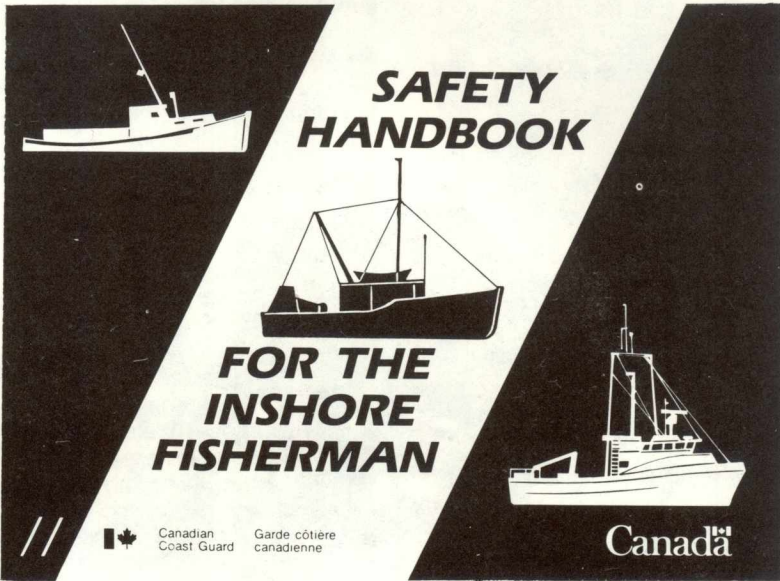
Further information regarding the 1985 licencing policies may be obtained from your fishery officer, or by contacting the Licencing Administrator for your area.

1. Beverly Green
District Licensing Administrator
Department of Fisheries and Oceans
P.O. Box 5667
St. John's, Newfoundland
A1C 5X1
Telephone: 772-5046

2. Rhonda Denty
District Licensing Administrator
Department of Fisheries and Oceans
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Grand Bank, Newfoundland
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Telephone: 832-1301

3. Don Ball
District Licensing Administrator
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P.O. Box 557
Grand, Falls, Newfoundland
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Telephone: 489-5601 (126)

4. Don Clarke
District Licensing Administrator
Department of Fisheries and Oceans
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Goose Bay, Labrador
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Telephone: 896-2924



**SAFETY
HANDBOOK**

**FOR THE
INSHORE
FISHERMAN**

Canadian Coast Guard Garde côtière canadienne

Canada

Safety Advice from Coast Guard

The Canadian Coast Guard has issued a safety handbook aimed at the inshore fishery fleet. The 38-page booklet applies primarily to commercial fishing vessels not exceeding 15 tons gross tonnage that are not subject to regulatory inspections by the Ships Safety Branch, Canadian Coast Guard.

The booklet opens with a section outlining minimum safety equipment for two classes of vessels—those under 12.2 metres, and those above this limit, but not exceeding 15 gross tonnes. The next section, Safety Practices, reviews a number of topics, ranging from the various types of fire extinguishers to survival suits, liferafts, marine radios, distress signalling, and refueling precautions. The third section gives fishermen an overview of collision avoidance regulations, the Canadian buoyage system, nautical charts, and the Vessel Traffic Service.

The remaining ten pages cover a variety of items, including communications and weather information, safety tips, first aid, icing conditions, marine security, air cushion vehicles, Search and Rescue, and a listing of information sources.

Copies of the *Safety Handbook for Fishermen* are available from the Canadian Coast Guard, Regional Manager, Search and Rescue, P.O. Box 1300, St. John's, A1C 5N5.

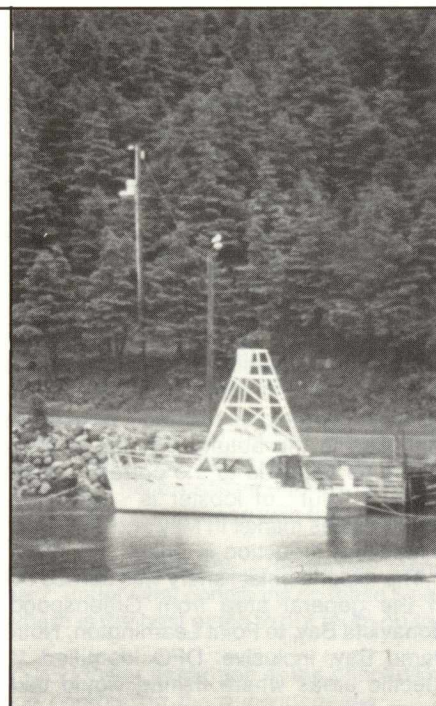
50 Bluefin for Newfoundland anglers

The Canadian quota for bluefin tuna for 1985 is 1,521 fish, unchanged from the 1984 level.

The 1985 Management Plan reflects this static condition with only minor modifications of the 1984 Plan being introduced. The regional allocations are unchanged, with the Newfoundland Region having an allocation of 50 fish.

The Newfoundland fishery is restricted to rod and reel, with the season extending from July 15 to October 15.

All charter boat operators are governed by the International Game Fish Association regulations. On October 1 the Region will review the status of the fishery and will reallocate that portion of the quota which is not required by the Newfoundland fishermen.





Fall Lobster Fishery: More Study Needed

An experimental lobster fishery conducted in the fall of 1983 put more than \$130,000 in the hands of the 33 lobster fishermen and the processing company that took care of marketing the more than 30,000 pounds of lobster taken. The special fishery was held during Oct. 15 to Dec. 1.

The usual lobster fishery season in Newfoundland extends from April 20 to July 14. To determine the feasibility of increasing returns by extending the season, the Department of Fisheries and Oceans, Newfoundland Region, in co-operation with the Fishermen's Union, the provincial Department of Fisheries and Notre Dame Bay Fisheries Limited (NDBF), decided to undertake the autumn fishery.

This project resulted from information contained in a report entitled "The Marketing of Canadian Lobsters" prepared for DFO. The report maintains that increased revenues could be realized if lobster was marketed in the autumn, winter, or early spring as opposed to the current season when a "glut" of lobster is sent to the United States market in May and June, with a resulting reduction in price.

The experimental fishery was carried out in the general area from Greenspond, Bonavista Bay, to Point Leamington, Notre Dame Bay, inclusive. DFO identified 11 specific areas where fishing would take place. Between each area was a buffer

zone where no fishing was permitted. This was done because of enforcement problems which could be encountered if the entire district was opened.

A total of 33 enterprises were involved. Each enterprise was given a quota of 1,250 pounds for a grand total of 41,250 pounds. It was deemed necessary to spread this catch over a wide area in order to obtain as much information as possible pertaining to catch rates, condition of lobster, transportation problems, mortality, and weather conditions.

The Union was given permission to harvest the lobster and it was their responsibility to select the fishermen. The criteria established by DFO regarding the harvesting were as follows:

1. Lobster fishing could only take place within the designated areas.
2. A total of 33 enterprises would be involved.
3. Each enterprise was permitted to catch 1,250 pounds.
4. The fishermen selected had to:
 - a) be fulltime fishermen who held lobster licences in 1983.
 - b) reside in the area to be fished
 - c) fish the same grounds they traditionally fish for lobster, and these grounds must be within the boundaries outlined by DFO.
5. A maximum of 100 traps per enterprise was permitted.

6. All lobster traps had to be clearly marked (tags were provided by DFO).

7. All lobster caught on behalf of The Fishermen's Union under this project had to be marketed through Notre Dame Bay Fisheries Limited.

The starting dates for this project were staggered and set for October 15 and November 1, 1983, with those areas most exposed to severe weather conditions having the earlier start date. Each area remained open for one month or until the individual quotas were taken, whichever came first.

Since this was an experimental fishery, DFO required the co-operation of all participants in order to determine its feasibility. Fishermen were required to maintain a daily logbook, provided by DFO, which covered catch and effort, weather conditions, amount of gear lost, and cost and earnings information. The processor agreed to provide information on overhead costs, transportation, market prices, mortality and any other information deemed necessary by DFO to undertake a thorough assessment of this project. The provincial Department of Fisheries monitored conditions at the holding pound, including water temperatures and salinity. They also monitored the size, sex, and condition of the lobsters. DFO maintained constant overall surveillance of the project. There

were continual patrols both at sea and on shore by departmental fishery officers.

The following information was obtained from the logbooks the fishermen were required to complete. The total number of days fished for individual fishermen ranged from 6 to 27; the average was 16 days. Two of the fishermen reached the quota of 1,250 lb. in 13 fishing days. The total number of pots hauled by fishermen ranged from as low as 467 to a high of 2,318; the number of pots hauled per day by individuals was between 47 and 100. The overall average number of pots hauled per day was 83.

A total of 30,095 lb. of commercial sized lobster was taken during the fishing period. The catch to individual fishermen ranged from a low of 70 lb. to a high of 1,318 lb.

Fourteen of the 33 fishermen reached the quota of 1,250 lb., while 19 fishermen caught more than 1,000 lb. Six fishermen caught between 500 and 1,000 lb. and eight caught less than 500 lb.

Seven of the eight fishermen with catches of less than 500 lb. fished fewer than the average number of days. Some of the low catches may have been due to individual effort, since other fishermen operating in the same area caught almost twice as much. However, many fishermen reported that bad weather hampered their effort in some areas.

The catch of commercial lobster per day ranged from seven to 101.4 lb., averaging 57.8 lb. per individual for the survey. The catch per pot haul ranged from 0.15 lb. to 1.22 lb., with an overall average of 0.7 lb. The best catch rate was in the Fortune Harbour area, the worst catch rates were recorded in the southern part of the survey zone in the Greenspond-Wesleyville area.

For the most part, the fall lobster fishery was very successful, with few major problems encountered. Mortality rates (approximately one per cent) of lobsters in the holding and transporting stages were very low. The fall lobster not only stored well, but appeared to be healthy and highly durable, facilitating shipment by air to as far away as Vancouver, B.C. The only major problem encountered was that landings were lower

than expected (30,095 lb. actual versus 41,250 lb. projected), which resulted in a high pre-unit cost of lobster sold and thus lower prices to fishermen.

A summary of the marketing of these lobsters is as follows:

- the lobsters were sold in the months of October (1%), November (77%), and December (22%);
- 28 per cent of the catch was sold within the province. These sales were primarily to three major buyers in the St. John's area (75%), while the remainder (25%) were to other Newfoundland buyers, including 918 lbs. sold directly to consumers by NDBF;
- 72 per cent of the lobsters were sold outside of Newfoundland. With the exception of the one sale to Germany (60 lb.), these sales were to the Canadian domestic market, primarily Toronto, (90%), and Vancouver (6%), and to various other locations (4%) (i.e. Glace Bay and Winnipeg);
- most shipments were FOB Gander International Airport; however, a number of shipments, particularly to St. John's, were C & F (Cost and Freight) to customer;
- The sale prices received ranged from \$5.25/lb. for the two-pound size (sold ex-province) to \$4.00/lb. for the one-pound size. The 60 lb. sold to Germany fetched \$6.10/lb. for the 1½ lb. size. Lobsters with claws missing were sold for a low of \$3.50/lb.;
- The average overall price received for the fall lobsters was \$4.47/lb. If the prepaid freight paid by NDBF is removed from sales receipts, the average FOB Gander price approximated \$4.45/lb.

Prior to the commencement of the project, NDBF and the Union, (acting as agents for the fishermen participating in the project) agreed on a financial arrangement for the distribution of revenue from lobster sales. The arrangement called for an initial guaranteed price price to fishermen of \$2.25/lb. NDBF would receive \$2.00/lb. to cover its costs and any residual revenue from sales would be distributed to fishermen as a price supplement or "top

up." The actual distribution of revenue from sales was as follows:

Total Sales Revenue	<u>\$131,409</u>
Initial Fishermen's share (\$2.25/lb.)	67,714
NDBF Allowance (\$2.00/lb.)	<u>60,190</u>
	127,904
Fishermen's Supplement (11.65c./lb.)	<u>3,505</u>
TOTAL FISHERMEN'S PRICE	<u>\$2.37/lb.</u>

During the spring of 1983, NDBF averaged a FOB plant selling price for lobster of approximately \$3.00/lb. Thus, the fall price of \$4.47/lb. represents \$1.47/lb. (or 49%) more than the spring price. The average fisherman's price paid for lobster in the general area during the spring of 1983 was \$2.38/lb. or 79 per cent of the FOB plant selling price. A commonly referenced split (fishermen-processors) of FOB market prices is 70-30. Therefore, it would appear that a lobster processor's gross margin to cover operating costs and overheads (FOB plant sales price—lobster cost) would likely range from 20 to 25 per cent, or 60c. to 75c. per pound sold. Obviously, all things being equal, additional revenue up to \$1.47/lb. (up to 200% of current operating margins) would enhance the viability of the operation.

The information currently available is insufficient to be conclusive as to the expected impact of a fall lobster fishery in Newfoundland. Nevertheless, it would appear reasonable to expect a fall fishery to be technically and economically feasible. The potential for impact on both processors and fishermen is substantial and should be further defined through followup study, particularly in the area of marketing.

Lobster pot tagging project



Are western Newfoundland fishermen exceeding their trap limits? Tagging should tell.

The Department of Fisheries and Oceans in western Newfoundland is conducting lobster pot tagging tests this year with the help of some fishermen.

Fisheries Officers in the Newfoundland section of DFO's Gulf Region have been given a number of metal and plastic tags to distribute at a rate of 50 of each type per fishermen involved.

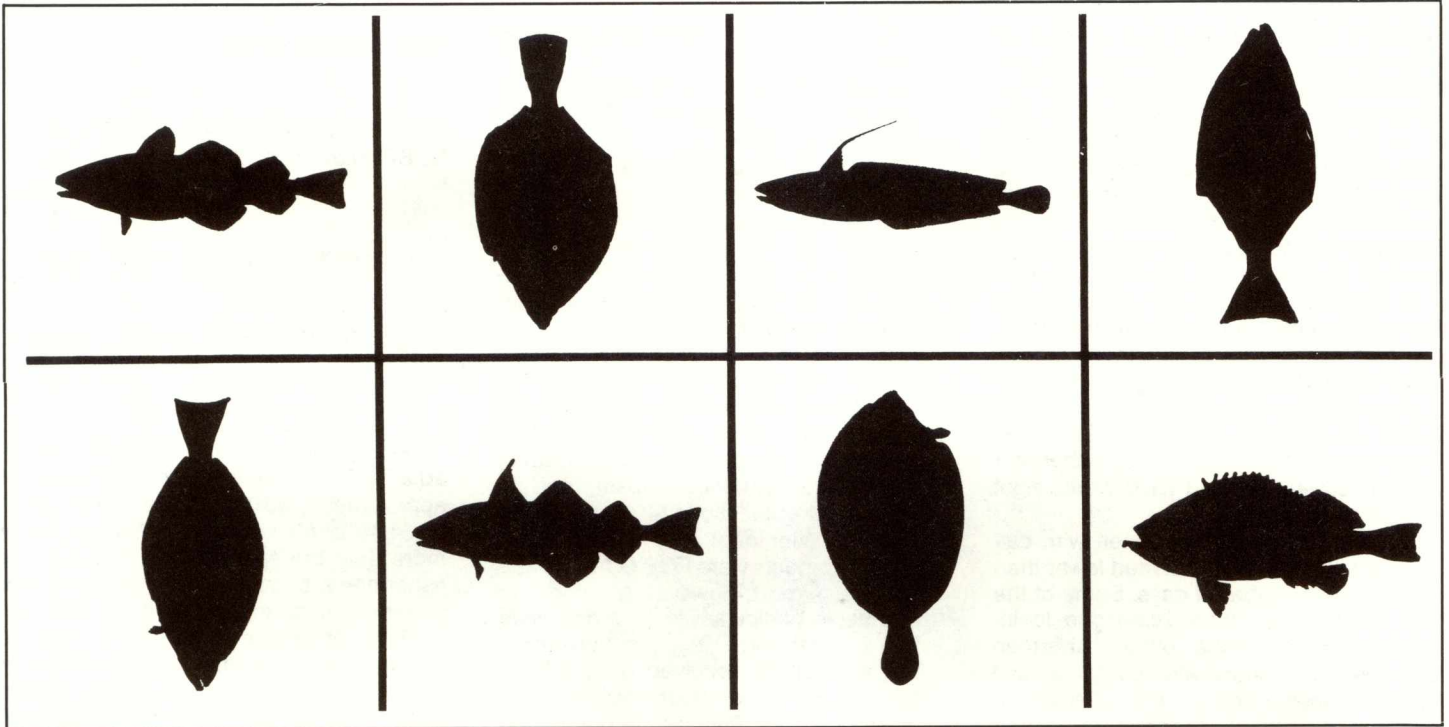
The reason for two types is to see which of the two is best suited for this area. Following the lobster season a detailed survey questionnaire will be distributed by DFO in order to assess the potential of the trap.

The reason for the lobster pot tagging project stems from concern expressed by lobster fishermen that excessive fishing effort is shortening their season. This excessive effort is felt to be the result of difficulties in enforcing compliance with the trap limits specified on the lobster licence.

Factors to be considered in the test include:—do the tags stand up to normal wear and tear?; under what conditions do these types of tags get damaged?; where is the best place to put them on the traps?

Fisheries Officers will visit lobster fishermen at the conclusion of the season to assist in completing the questionnaires.

1985 Groundfish Management Plan



Atlantic Groundfish Management Plans have been implemented annually since Canada assumed control of the 200-mile zone in 1977. The groundfish plan identifies the TOTAL ALLOWABLE CATCHES for some 46 different groundfish stocks and the allocations or quotas for inshore and off-shore fishermen.

In 1985, the total groundfish available to the Canadian fishing industry is about 1,000,000 tonnes, approximately the same as 1984. The total Canadian allocations of cod in 1985 has increased by 14,000 tonnes over the 1984 allocation. In particular, the St. Pierre Bank cod stock (NAFO Division 3Ps), has shown significant improvement with the 1984 Total Allowable Catch (T.A.C.) increasing by 8,000 tonnes. There has also been an increase in the Grand Bank cod stock (NAFO Division 3N0), where the TAC has increased by 7,000 tonnes, making the 1985 Total Allowable Catch 33,000 tonnes.

In addition to identifying the allocations or quotas for all fishing fleet sectors, the 1985 Groundfish Management Plan also identifies specific allocations of groundfish (mostly cod) to be caught and landed by off-shore vessels under the Resource Short Plant Program. The Resource Short Plant Program (RSPP) is a program in which seasonal plants on the northeast coast of Newfoundland are provided with an additional supply of raw material to extend their operational period.

The accompanying tables outline the Total Allowable Catches (TAC's) for 1985 and the sharing of the Canadian quotas by the various fleet sectors.

Stock	Stock Allowable Catch (TAC)	Canadian Quota	Vessels less than 65 ft.	Vessels 65-100 ft.	Vessels over 100 ft.	Resource Short Plant Program
COD						
Cod 2GH	20,000	7,000	200	1,000	4,800	1,000
Cod 2J3KL	266,000	249,700	120,000	4,000	115,700	10,000
Cod 3M	12,965	100	—	—	100	—
Cod 3N0	33,000	17,065	—	1,000	14,935	—
Cod 3Ps	41,000	34,600	29,130	370	5,100	—
Cod 4Rs, 3Pn	100,000	86,500	77,000	3,500	6,000	—
Cod 4T4Vn	79,000	71,900	62,580	520	8,800	—
Cod 4VsW	55,000	53,700	17,050	1,800	34,850	—
Cod 4X	30,000	30,000	26,250	600	3,150	—
Cod 5Y	—	1,500	1,400	—	100	—
Cod 5Z	—	25,000	10,400	850	13,750	—
REDFISH						
Redfish 2+3K	35,000	27,200	520	—	24,700	2,000
Redfish 3M	20,000	5,000	—	—	500	—
Redfish 3LN	25,000	10,650	320	—	10,330	—
Redfish 30	20,000	7,500	—	—	6,500	1,000
Redfish 3P	18,000	16,000	1,800	—	13,200	1,000
Redfish 4RST	50,600	50,000	12,500	—	37,500	—
Redfish RVWX	30,000	28,000	3,000	2,000	21,500	1,500
HADDOCK						
Haddock 4VW	15,000	15,000	2,820	320	11,850	—
Haddock 4X	15,000	15,000	14,000	200	800	—
Haddock 5	—	10,000	2,500	200	7,300	—

More over-the side/wharf sales expected in 1985

Over-the-side/wharf sales, where fishermen and processors sell their catch directly to foreign vessels, will continue in 1985 depending on the volume of fish harvested and the ability of local fish plants to process landings.

These programs were introduced a few years ago to provide inshore fishermen with a market for their catches during the annual "cod glut", which usually lasts for a three to four week period during the codtrap fishery on the eastern and southeastern portions of the Avalon Peninsula. Plants normally process capelin during this period, thereby eliminating a potential sale for cod.

The program was also implemented to provide fishermen with a market that would otherwise not be available at acceptable financial returns. An example of this is the Lawn/Lord's Cove area on the Burin Peninsula, where undersized fish are unacceptable to local processors. Areas in the province lacking processing capacity—such as communities along the Labrador coast—also depend on over-the-side/wharf sales to market some of their catches.

Last year, 12 foreign vessels participated in the over-the-side sales program: nine from Portugal, one from West Germany, one from Japan and one from the the Faroe Islands. They purchased a total of 7,200 tonnes of fish from local inshore fishermen and processors. Of this total, approximately 4,150 tonnes were purchased on the island portion of the province; the remaining 3,050 tonnes came from fishermen and processors on the Labrador coast.

In 1984, the program was co-ordinated by a committee with representatives from the Canadian Saltfish Corporation, the provincial Department of Fisheries, the Fishermen's Union (Local 1252) and the Department of Fisheries and Oceans. The committee's main responsibility was to ensure that all local processors had a sufficient supply of fish before any fish was delivered to foreign vessels. The overall program was managed by the Canadian Saltfish Corporation, which was responsible for contracting foreign vessels and for establishing the prices to be paid for fish.

An improvement to the program last year saw the foreign vessels tie up at

wharves nearby local fish plants wherever possible. This enabled fish to be trucked to the vessels, and also increased labour at the plants where the processors sold wet split fish to the vessels. Approximately 38 per cent of the 1984 sales were in the wet-split form.

Details of the 1985 program have not been finalized to date, although it is anticipated vessels will be required in the same communities as in 1984. Each over-the-side sales arrangement must be approved by the Minister of Fisheries and Oceans on an annual basis, and proposals for 1985 are currently being reviewed before submission to the minister for approval.



Over the side/over the wharf sales helps ease the trap cod glut.

FLOUNDERS

A. Plaice 2+3K	10,000	10,000	2,500	—	7,500	—
A. Plaice 3LNO	49,200	48,290	4,480	350	43,460	—
A. Plaice 3M	2,000	150	—	—	150	—
A. Plaice 3Ps	5,000	4,450	1,000	—	3,450	—
A. Plaice 4T	10,000	10,000	8,200	1,800	—	—
Yellowtail 3LNO	15,000	14,630	—	—	14,630	—
Yellowtail 5	—	3,000	—	—	3,000	—
Witch 2J3KL	8,000	4,000	500	200	3,300	—
Witch 3N0	5,000	3,000	—	100	2,900	—
Witch 3Ps	3,000	2,590	600	100	1,890	—
Witch 4RS	3,500	3,200	1,400	100	1,700	—
Flounder 4VWX	14,000	13,750	5,200	200	8,350	—
G. Halibut O	12,500	3,000	—	—	1,000	2,000
G. Halibut 2GH	20,000	15,000	—	—	13,000	2,000
G. Halibut 2J3KI	55,000	48,500	29,500	1,100	13,900	4,000
G. Halibut 4RSt	5,000	5,000	4,200	700	100	—

OTHERS

Pollock 4VWX+5	—	42,400	18,380	270	23,750	—
Grenadier 0	4,000	500	—	—	—	—
Grenadier 2+3K	11,000	500	—	—	500	—
Silver Hake 4VWX	100,000	1,000	—	—	900	100

REPORT-A-POACHER: YEAR 1

In 1984 the Newfoundland Region of the Department of Fisheries and Oceans implemented the Report-A-Poacher Program.

This program gave the opportunity to the general public to report suspected violations, either in the commercial or sports fisheries, to the department through toll-free telephone lines while remaining anonymous. The program proved to be very successful and was generally accepted by the public.

Investigations carried out as a result of calls received in 1984 resulted in 20 charges being laid and 27 nets being seized from persons unknown. Of the 20 charges laid, 11 have been heard to date, resulting in fines ranging from \$150 to \$750; jail terms of one month each without the option of a fine were issued to two offenders.

This program will be operational during the 1985 season.

Problems in the Crab Fishery

Atlantic Snow Crab, popularly considered one of the most prized commercial species in Newfoundland waters, may no longer be the sure ticket to success that it's traditionally been. An overview of crab fishery statistics in recent years shows a picture of steady landings, but those landings have been achieved only by a very considerable increase in the fishing effort. The crab fleet is spending more time, effort and money to catch the same amount of crab, a reflection of several factors affecting the major crab stocks.

The harvesting sector of the crab industry within the Newfoundland Region in 1984 consisted of 65 licences. These enterprises were restricted to fishing for crab in either the northern zone (NAFO Division 3K) or the southern zone (NAFO Division 3L). During 1984 there were 27 vessels involved in the fishery in 3K while 38 vessels participated in the 3L crab fishery.

Crab landings for the Newfoundland Region have declined to approximately 9,300 tonnes in 1984 from 14,200 tonnes in 1981, a drop of 35 per cent. However, an examination of landings by area reveals that landings in 3K have increased dramatically over this period, to 5019 tonnes last year from 1,224 tonnes in 1981, while in Division 3L landings have plummeted to 4,300 tonnes from 12,976 tonnes, a reduction of 67 per cent. In certain instances the catch-per-unit of effort has shown a more dramatic decline, since enterprises have been forced to increase effort in an attempt to maintain landings or at least minimize any reductions.

The increased landings in Division 3K are due to a number of factors. In the first place the number of licensed vessels has

almost doubled to 27 in 1984 from 14 in 1982. Secondly, the existing fleet has increased its fishing effort; and thirdly, the processing sector has increased to seven plants last year from only three in 1980, providing a ready market for the fishermen in this area. However, while effort increased tremendously between 1983 and 1984, landings remained virtually unchanged at approximately 5,000 tonnes.

In Division 3L, while landings have been decreasing, both catching and processing capacities have been increasing. The average gross registered tonnage of vessels has increased by 20 per cent between 1980 and 1983, while the number of processing plants has increased to 10 from seven. Coupled with this increase in the number of processing plants has been an expansion of existing facilities such that by 1983 the processing capacity in Division 3L was 50 per cent greater than was available in 1980. The net result is that processing plants are vastly underutilized and many crab fishermen are in difficult financial situations.

While landings in Division 3L have been dismal, the situation could get even worse. Environmental factors in the offshore areas have resulted in a possible recruitment failure, where the animals are neither mating nor moulting and the fishery is totally dependent on a standing stock which is fished down at a rapid rate.

Water temperatures are the coldest recorded in years and this trend is continuing. Even if water temperatures return to desirable levels in 1985, it will be a number of years before the fishery increases to required levels. Based upon the best biological advice available, landings from the crab fishery in Division 3L for 1985 may

be less than those recorded in 1984. The only bright spots in this area are Bonavista Bay and Conception Bay, where recruitment is continuing even though exploitation rates exceed 80 per cent.

The crab fishery in Division 3K has seen a rapid expansion over the last few years. Landings have increased but so has effort, so that in 1984 the catch-per-unit of effort was well below that recorded in 1983. The stock has not yet displayed the same characteristics as in Division 3L; water temperatures in the exploited areas are more moderate and recruitment is continuing. However, exploitation rates are high and the current level of landings may not be sustainable over the long term. The 1984 landings of 5,019 tonnes may be from 10 to 20 per cent excessive and for the short-term it may be desirable to establish a TAC of 4,000-4,500 tonnes in Division 3K.

Exploratory crab surveys have been carried out by Fisheries and Oceans in the Newfoundland region since 1968. These surveys have been conducted in NAFO Divisions 2H, 2J, 3K, 3L and 3Ps. A fair amount of this work was undertaken in Division 3L; all suitable areas within this Division have now either been surveyed or are commercially fished, and thus no new areas remain unexploited.

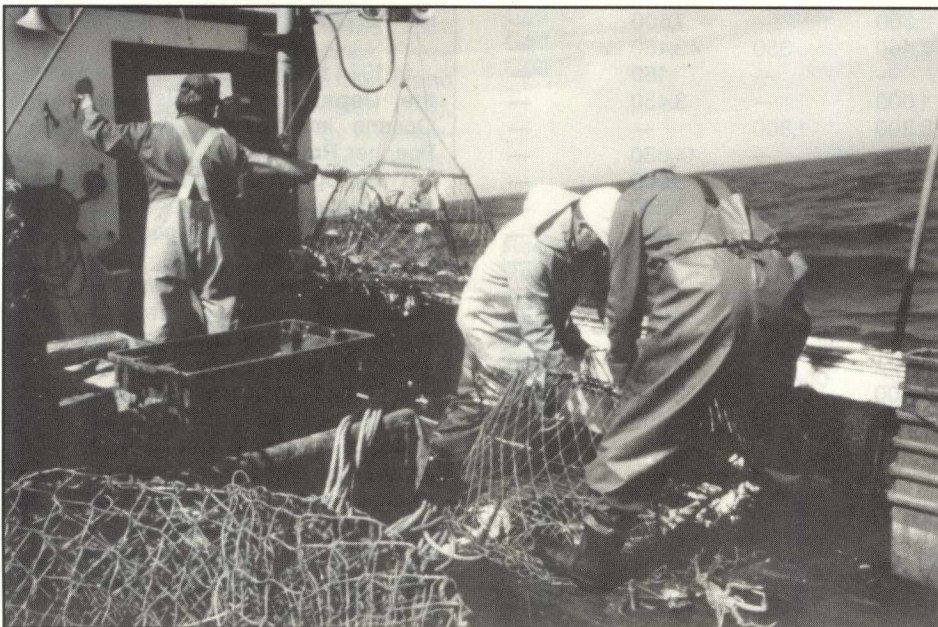
Between June 24 and August 31, 1984, Fisheries and Oceans spent 70 days exploring for crab along the northeast coast and Labrador. The northeast coast survey covered an area from 70 miles east of Fogo Island to 5 miles northeast of the Gray Islands and up to 80 miles offshore. A total of 153 fleets were fished; only 19 fleets recorded at least 10 lbs/pot of commercial crab.

The Labrador survey, which covered the area from William's Harbour to the Spotted Islands from 12-15 miles off the coast, was slightly more encouraging. A total of 190 fleets were fished in this area, with 22 fleets recording landings in excess of 10 lbs/pot.

Between September 24 and October 13, 1984, the northeast coast area was re-surveyed for an additional 20 days. A total of 76 fleets of gear were set, many in the most promising areas based on the previous survey. However, this survey proved less fruitful than the earlier one. In the first survey 10 lbs/pot was recorded in 45 percent of the selected fleets, as opposed to 32 percent for the second survey.

Based upon the current state of the crab fishery, and considering the number of competing groups attempting to obtain a livelihood from this industry, Fisheries and Oceans convened consultative meetings with all sectors of the industry to discuss the major issues facing the industry and to prepare for a Crab Advisory Committee meeting early in 1985.

The Advisory Committee will provide recommendations to Fisheries and Oceans for future management of this resource.



Though still lucrative for some, the crab fishery is not the gold mine it once appeared to be.

Categorization promotes professional fishery

In 1981 a new federal licencing policy was introduced for all commercial fisheries on the east coast of Canada. The new policy was designed to give fishermen a direct voice in the development and implementation of a licencing program.

The new program distinguished two categories of fishermen: Fulltime and Part-time. The category in which a fisherman was placed depended on the licence holder's participation in the fishery in 1980, along with existing information on his file.

The categorization program was also accompanied by the establishment of local and regional licence appeal committees. Any individual not satisfied with the licence category assigned to him by the Department of Fisheries and Oceans (DFO) is given the right to appeal through these committees.

The categorization program is the first step in the development of a professional status for fishermen. The program is designed to ensure fishermen licenced as Fulltime are given priority for federal government programs, such as additional licences or subsidies. As well, the program provides a framework for the orderly development and control of persons wishing to enter the fishery.

In November, 1984, renewal applications for 1985 were mailed to all fishermen who were licenced with DFO for 1984. The application forms indicated the fisherman's category, and those fishermen not satisfied with the category designation could indicate they wish to have their category reviewed by the First Level Appeal Committee.

A total of 595 First Level Appeals were submitted by the deadline date of December 31, 1984. Of these, 306 were upgraded to Fulltime.

Those fishermen not satisfied with the result of the First Level Appeal may then appeal to the Second Level Regional Appeal Committee. These appeals will be completed shortly.

Fishermen who are not satisfied with the result of the Second Level Appeal Committee may appeal to the Third Level, which is the Minister of Fisheries, Ottawa.

In order for an individual to qualify for a Fulltime fishing licence in 1985, that person must fish consistently during the normal fishing season for his or her area as the owner/operator or crewmember on a registered commercial fishing vessel or unit without other employment during the fishing season in his or her area for the last two consecutive years (ie. 1983 and 1984).

Foreign fishing

Foreign fishing inside Canada's 200 mile limit today is significantly reduced from activity in the early 1970's and the period directly preceding Canada's declaration of its 200 Mile Exclusive Economic Zone (EEZ) on January 1, 1977.

Countries that signed bilateral agreements with Canada prior to extension of its jurisdiction, and that fish today inside or outside our zone, include Cuba, Denmark (in respect of the Faroe Islands), France, the German Democratic Republic (East Germany), Japan, Norway, Poland, Portugal, Spain, Britain, West Germany, and the U.S.S.R.

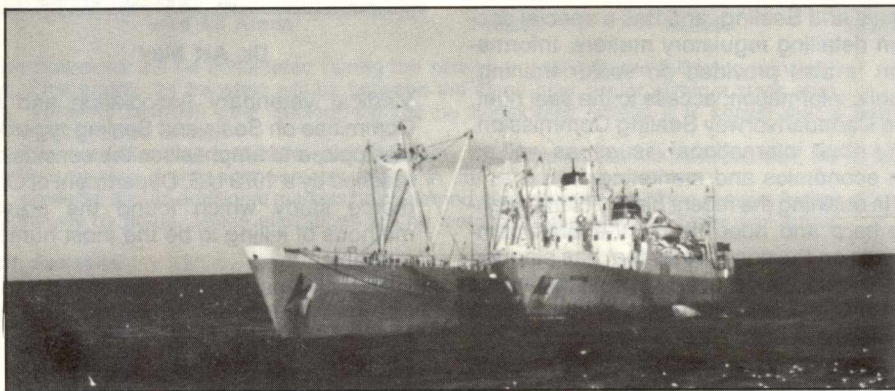
Allocations to foreign partners within Canadian jurisdiction are primarily those from surplus stocks which are of little or no interest to Canadian fishermen. Examples of these are silver hake and roundnose grenadier.

Foreign partners also receive allocations from stocks that are entirely or partially outside Canadian jurisdiction through the Northwest Atlantic Fisheries Organization (NAFO), of which Canada is a member. NAFO is an international organization whose purpose is the investigation, protection and conservation of the fishery resources of the northwest Atlantic ocean in order to provide optimum utilization and rational management of these resources.

In fisheries where there is no surplus, foreigners are permitted access in limited circumstances. The main example of this is the 1972 treaty with France under which that country receives an annual 20,500 tonnes of cod in the Gulf of St. Lawrence until May 15, 1986, after which time there will be a continuing small amount for up to a maximum of ten trawlers from St. Pierre.

The other significant exceptions are 2J, 3KL and 4VsW cod allocations to two foreign partners, the European Economic Community and Portugal.

Today, the allocations to foreign partners are reflective of their previous performance in a number of areas. Foreign allocations are used to ensure that Canadian fish products have access to the foreign partners home markets, or to encourage further cooperation in the management, enforcement, and conservation efforts in the NAFO Regulatory Area.



SEAL COMMISSION IN ST. JOHN'S

The Royal Commission on Seals and the Sealing Industry concluded their formal public hearings with three days in St. John's May 21-23. The six man Commission heard 22 submissions, the largest number presented at any location. Seated from left is Dr. Wilfred Templeman, retired Fisheries and Oceans research scientist; immediately to his left is Commission Chairman Justice Albert Malouf.



DFO BRIEF REVIEWS SEALING FACTS

The Department of Fisheries and Oceans presented its Brief to the Royal Commission on Seals and the Sealing Industry in Canada during the Commission's St. John's hearings on May 21. The Department's Brief was presented by Dr. Art May, Deputy Minister of Fisheries and Oceans, and contained a great deal of information already familiar to the Newfoundland public.

"...our Brief represents a compilation of material for examination, rather than any representation on behalf of past or present policies and activities directed to the management of seals or the seal hunt", Dr. May stated in summarizing the DFO submission.

The Brief is divided into five sections. Section One covers the Atlantic hunt for hooded and harp seals. The Brief gives a general description of the hunt, and goes on to give an overall statement of department policy on the hunt. This portion contains an explanation of the process that's been used to manage the harvest of both hood and harp seals, including a chronological summary of population assessments and management practices implemented for these species. The Brief addresses the issue of humane killing, reviews the operations of the Committee on Seals and Sealing, and has a special section detailing regulatory matters. Information is also provided on sealer training, public information, access to the seal hunt, the Canada/Norway Sealing Commission, and other international issues, as well as on economics and marketing.

In outlining the recent history of the Atlantic harp and hood hunts, the Brief comments on the controversy that has plagued the sealers for over a decade, and the impact the protests have had on the hunt. Since 1982, there have been a number of major adjustments in sealing activity as markets for the pelts have disappeared. In 1982, the Norwegian vessels ceased sealing in Canadian waters; the Canadian fleet of large ships going to the ice each spring has declined from the eight vessels of 1982, to just three in 1983, and none in the last two seasons. The catch has been reduced from some 200,000 in 1982 to just under 15,000 in 1985, with an accompanying loss of income to East Coast fishermen. The Brief points out the impact this loss of income has had on the average fisherman, especially as the money earned by selling seal pelts and meat often goes to finance the purchase of fishing gear or to equip boats for the summer and fall fisheries.

The next portion of Section One gives the Commission a description of the process used since 1961 to manage the hunt in the Gulf and Front areas. Throughout the process leading from international consultation and regulation to eventual sole Canadian management, the basis for management has been the best available scientific advice and consensus. A section on popula-

tion assessment and management measures for both harp and hood seals is used to illustrate how the management process works.

On the question of humane killing, the Brief reiterates the long-held position that the seal herds are now culled in the most humane manner possible. The Brief mentions the submissions of the Canadian



Dr. Art May

Medical Veterinary Association and the Committee on Seals and Sealing regarding this topic, and emphasises the conclusions reached by a 1973 U.S. Department of Commerce study which found the present methods of killing to be the most humane available.

Section One of the Brief then turns to international issues, documenting the measures taken within the European Economic Community and individual member states of the EEC to ban seal products. The fish boycott campaign in Britain and the Convention on International Trade in Endangered Species (CITES) situation are reviewed; the Brief notes that CITES recently defeated a proposal to have the hooded seal placed on the list of endangered species.

Section One concludes with substantial material dealing with the economics of the seal hunt and the marketing of seal products. Included are tables showing pelt landings and values, estimated incomes from sealing, exports of seal skins, and estimates of employment and the economic impact of the Atlantic coast sealing industry in 1982. The Brief estimates that the sealing industry generated a total economic contribution of close to ten million dollars in 1982. The figure collapsed to just one million dollars in 1984, as the market closures took full effect.

In Section Two, the Brief turns its attention to the Grey Seal populations, and one of the most serious problems affecting pro-

cessors on Canada's East Coast, primarily in the Maritime provinces. The Grey Seal is the preferred host for a fish parasite called the sealworm, or codworm, and the removal of this parasite from processed fish products costs some \$50 million dollars a year, according to the Fisheries Council of Canada.

The Brief illustrates the scope of the problem by reviewing several studies covering the current sealworm infestation rates, and the 1983 Task Force report on seal-borne parasites. The Brief also provides the Commission with information on research programs, the bounty program initiated in 1976, and the cull that took place from 1967 to 1983. No cull took place last year, following a very small cull of just over 100 animals in 1983.

In Section Three the Brief turns its attention to the Pacific Coast Seal situation, and reviews population trends, management measures, interactions with fisheries and current research programs for the five major species of seals found there. The harbour seal, northern elephant seals, northern fur seals, Stellar sea lions, and the California sea lions are being studied, with the work continuing to focus on an examination of population trends and interactions with fisheries.

Section Four deals with one of the most tragic outcomes of the protest movement. It covers the impact the decline of sealing has had on residents of Canada's northern regions. The Brief stresses that the Arctic harvest is used extensively for subsistence as well as for commercial purposes, and that seals and sealing are integral parts of the Inuit culture and economy. The impact of the loss of markets for pelts has been especially severe in the Arctic, as residents there have few other alternative sources of employment and income available to them. In 1982, for example, the Northwest territories harvest was estimated to be worth some \$890,000; by 1984, that figure had plunged to just \$76,000.

In its concluding section, the Brief provides some discussion of harp seal energetics, food consumption, and the interaction with fisheries. It notes that analysis of harp seal stomachs indicates that prey species include capelin, herring, cod, redfish, plaice, turbot and shellfish.

The Brief points out that there is not a sufficient understanding of the interactions of seals and fish to permit scientifically based statements on the impact of seal predation on the marine ecosystem, or the extent of competition with commercial fishermen for the available fish resources. It does, however, state that the present harp seal production eats about two million tons of fish and invertebrates each year.

That equals the total amount of fish taken by commercial harvests for all species of fish in Atlantic Canada and Greenland.

1985 Capelin Fishing Plan

The Department of Fisheries and Oceans has announced the 1985 Capelin Fishing plan for the Newfoundland Region. This plan is directed towards allowing all areas of the Region access to the limited available capelin market. The primary market for capelin continues to be the Japanese market for whole, frozen, female capelin. Small markets also are available for capelin as zoo food and for canned products.

The available market for 1985 is estimated at 15,000 tonnes of female product, the same level as in 1984. However, as the level of capelin production from European countries has increased in 1985, it is anticipated that market requirements, particularly as it relates to size of capelin, will be more selective than last year.

In order to satisfy this market a total allowable catch (TAC) of 35,000 tonnes has been established. Once sufficient capelin have been landed to satisfy the market the season will be closed, even though portions of the various quotas may be uncaught. Alternatively, if additional markets are confirmed the TAC will be increased.

In order to promote the production of high quality capelin the season will not open until the stocks have reached a condition suitable for the market. A program will be implemented to monitor the stage of roe maturity and the level of red feed. Based on the sampling results from each area an appropriate opening date will be determined. Forty-eight (48) hours notice will be given prior to the opening of each quota.

No new capelin fishing licences will be issued in 1985. Persons who were eligible for licences in 1984 are eligible for licences in 1985. Purse seine licences are valid for all of the Newfoundland Region (Sector 1); fixed gear licences are being limited to individual bays. The maximum amount of gear permitted to be fished on a fixed gear licence will be two traps and one bar seine.

The Department of Fisheries and Oceans will continue its intensive surveillance program to regulate the capelin fishery. This will include extensive patrols by field personnel and a comprehensive catch monitoring program to reduce discarding and to ensure that catches are recorded against the proper gear quota.

Copies of the 1985 Capelin Fishing Plan are available from the Department's Communications Division office in St. John's (Bldg. 302, Pleasantville: Tel. 772-4421); from DFO Area Offices at St. John's (21 Factory Lane: Tel. 772-5596); Grand Bank (Main St.: Tel. 832-1491) and Grand Falls (High St.: Tel. 489-6613); and from the sub-district office in Goose Bay, Labrador (Tel. 896-2924).

THE PLAN

I. Management Objectives

1. To protect and conserve capelin stocks by establishing and effectively monitoring TAC's and quotas.
2. To improve the incomes of those full-time fishermen involved in the capelin fishery through limited entry measures.
3. To diminish gear conflicts within the capelin fishery and with other fishermen.
4. To maximize the harvesting, processing and marketing potentials of the capelin resource.

II. Resource Management

Total allowable catch levels have been established on the basis of an estimated available female market of 15,000 tonnes. Catch levels are based on a harvest to production ratio of approximately 2.3:1. That is, 2.3 tonnes of harvest is required to produce one tonne of female product. Quotas have been established for fixed gear and purse seines in each of the management areas as follows:

1985 CAPELIN QUOTAS (t)

NAFO DIV.	AREA	FIXED GEAR	PURSE SEINE	TOTAL
2J+3K	White Bay/Labrador	1,500	1,500	3,000
	Notre Dame Bay	2,500	2,500	5,000
	Total	4,000	4,000	8,000
3L	Bonavista Bay	1,000	3,000	4,000
	Trinity Bay	4,500	4,500	9,000
	Conception Bay	5,500	5,500	11,000
	Southern Shore	500	100	600
	St. Mary's/Trepassey	400	1,000	1,400
	Total	11,900	14,100	26,000
3P	Placentia Bay	650	100	750
	Fortune Bay and West	150	100	250
	Total	800	200	1,000
Total All Areas		16,700	18,300	35,000

Reallocations will be considered during the season in line with the following principals:

- a. First priority for transfers will be between the same gear sector within a stock area.
- b. Transfers between gear sectors will not be considered unless it is shown that a quota might not be taken.

The market for 1985 is 15,000 tonnes of females. Once this market has been satisfied, the fishery will close even if uncaught portions remain in the various quotas.

However, should additional markets be confirmed during the course of the season, further allocations will be made. These allocations will be distributed over all gear types and areas.

III. Seasons

In 1985 a monitoring program will be implemented in each area to assess the development of roe content and the level of redfeed. Once this program indicates that a level of roe development and redfeed suitable for the market has been attained, an opening date will be set. Approximately 48 hours notice will be given prior to the start of each season.

The current market specifications for whole frozen female capelin call for a minimum of 15-18% roe content with a maximum redfeed level of 10%.

IV. Resource Access.

No new licences are to be issued in 1985; however, licence transfers to full-time fishermen are permitted.

A. Mobile Gear (Purse Seines)

1. Only those individuals who were eligible for capelin purse seine licences in 1984 will be eligible for licences in 1985.
2. Capelin purse seine licences will be valid for Sector 1.

Fixed Gear

1. Those individuals who were eligible for capelin fixed gear licences in 1984 will be eligible for fixed gear licences in 1985.
2. Fixed gear licences will be valid only for the area in which the individual resides or has traditionally fished.
3. Fishermen will be permitted to fish a maximum of two traps and one bar seine per licence.

V. Closure (Redfeed)

1. When the incidence of redfeed in a specific area exceeds the accepted tolerance, 10%, the Department will close that area.
2. Excessive production of redfeed capelin could result in the simultaneous closure of all affected areas.
3. When an area is closed, the Department, in conjunction with fishermen and processors, will continue to sample the area to determine a suitable reopening date.



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Herring discussion paper available

The commercial herring fishery in Newfoundland is currently at an all-time low.

In 1982, the fishery along the southeast coast of Newfoundland from Pass Island to Cape Race was closed, while the east coast from Cape Bauld to Cape Race was closed in 1983. This left only Labrador and the southwest coast, west of Pass Island, open for commercial herring fishing within the Newfoundland Region.

The closure of these fisheries was advised by the Canadian Atlantic Fisheries Scientific Advisory Committee (CAFSAC) to protect the remnants of the 1968 year-class. This year-class, which supported the fisheries for many years, had declined greatly in abundance with no significant recruitment of new fish into the adult stock occurring.

Surveys conducted in recent years indicate that the pattern of poor recruitment appears to have been reversed. In particular, the 1982 year-class appears to be strong. This year-class will begin to contribute to the spawning population in 1986, and will have reached commercial size.

In view of the economic difficulties being experienced in the inshore fishery, and of the improved recruitment outlook, the Department of Fisheries and Oceans has implemented a limited herring gillnet fishery for the east and southeast coasts for the spring of 1985. The fishery is similar to the limited fishery which occurred along the northeast coast in the fall of 1984.

It is anticipated that by late 1986 or 1987 the herring stocks will have recovered sufficiently to permit full-scale commercial fishing to resume.

But how should we exploit the stock and

who should have access to the fishery? When these questions were raised at the small Pelagics Advisory Committee meeting held in November, 1984, it was suggested that DFO formulate a discussion paper for circulation to fishermen and processors for comment. Based upon these comments a management approach appropriate to the needs of the Newfoundland industry could be formulated.

This discussion paper, entitled "Future Management of the Herring Fisheries of the Newfoundland Region," has been completed and is ready for circulation. The paper briefly summarizes the history of the herring fishery in the Newfoundland Region and reviews some of the biological background relevant to pelagic fisheries.

Three basic management approaches are put forward for consideration: (1) fixed gear fishery only; (2) mobile gear fishery only; (3) a combination of both gear types. Concerns regarding seasons, quota sharing and effort control are also considered.

The aim of the department is to complete the initial round of consultations and receive all comments by late spring with a report being compiled over the summer. This report would be presented to the Small Pelagics Committee during the fall, with a Management Plan being finalized prior to January, 1986.

Fishermen and processors are reminded that this document is to generate discussion and does not necessarily contain all possible management options. Individuals should feel free to put forward any reasonable alternatives they may have for development of a viable herring fishery for the eighties.

The "Fo'c'sle" is a quarterly publication of the Department of Fisheries and Oceans, Newfoundland Region. It is designed to inform fishermen and others of the Department's policies and programs, and to improve communications generally between Government and the industry. Readers are invited to respond to any of the articles contained herein, and to submit suggestions for future articles. The "Fo'c'sle" is distributed to fulltime fishermen, other industry representatives and Department of Fisheries and Oceans personnel throughout Newfoundland and Labrador. Please address all correspondence to:

The Fo'c'sle
Communications Division
Department of Fisheries and Oceans
Newfoundland Region
P.O. Box 5667
St. John's, Nfld.
A1C 5X1
(Tel: 772-4421, 4423, 4645)

or

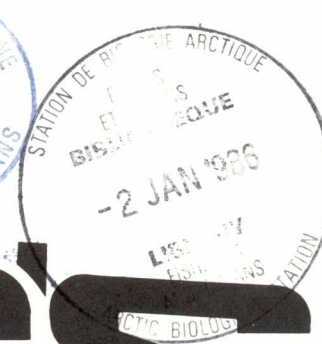
The Fo'c'sle
Communications Office
Department of Fisheries and Oceans
Gulf Region — Newfoundland/Labrador Area
Herald Towers
Corner Brook, Nfld.
A2H 4B4
(Tel. 634-1638)

LES TEXTES SONT DISPONIBLES EN
FRANCAIS SUR DEMANDE.



Small Pelagics Advisory Committee in meeting (here discussing the 1985 capelin fishing plan).

Foocastle

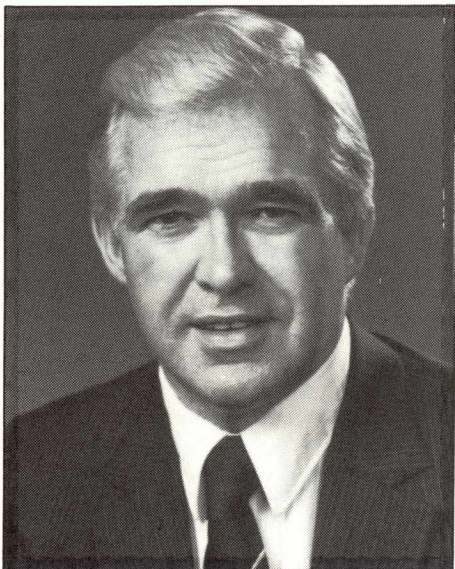


Fisheries and Oceans Pêches et Océans

Vol. 5, No. 3, November 1985

Newfoundland Region
Region Terre-Neuve

Thomas Siddon New DFO Minister



Hon. Tom Siddon

The Department of Fisheries and Oceans has a new minister. The Honorable Tom Siddon, who represents the Vancouver area riding of Richmond-South Delta, was named to the position November 20 by Prime Minister Brian Mulroney.

Born in Drumheller, Alberta, November 9, 1941, Mr. Siddon received a Bachelor of Science Degree in Mechanical Engineering in 1963 from the University of Alberta. He continued his studies at the Institute for Aerospace Studies at the University of Toronto, receiving a Masters Degree in Aerospace Engineering in 1965 and a Doctoral Degree in Aero-Acoustics in 1968.

Mr. Siddon has been registered as a Professional Engineer since 1965 and has been a faculty member and Associate Professor of Mechanical Engineering at the University of British Columbia since 1968. He founded an acoustical engineering firm and an audio-metric testing business and

worked as an acoustical consultant throughout Canada and the United States.

Prior to entering federal politics, Mr. Siddon was an Alderman in Richmond, B.C., and a member of the Richmond Chamber of Commerce.

Mr. Siddon was first elected to the House of Commons in the riding of Burnaby-Richmond-Delta in a by-election on October 16, 1978. He was re-elected in the general elections of 1979, 1980 and 1984, as the Member of Parliament for Richmond-South Delta. In 1979 he was appointed Parliamentary Secretary to the Minister of Fisheries and Oceans.

Since his election to the House of Commons, Mr. Siddon has served on the following committees: Fisheries & Forestry; Public Accounts; Energy; Miscellaneous Estimates, National Resources & Public Works; Labour, Manpower and Immigration. He has also served as Caucus Spokesman on Pacific and Inland Fisheries; Mines; Economic Development and Science and Technology.

On September 17, 1984, Mr. Siddon was sworn in as Minister of State for Science and Technology. He serves on the following cabinet committees: Economic and Regional Development; Treasury Board; Economic Development Board; and the Special Committee of Cabinet.

He is married to the former Patricia Audrey Yackimetz; they have five children.

Mr. Siddon's appointment has drawn positive reaction throughout Atlantic Canada. Representatives of fishermen's organizations, the fishing industry and other interested parties have all expressed their satisfaction with the Prime Minister's choice.

Canada Service Bureau Active

The Canada Service Bureau's telephone referral service, believed by many to have been closed down in December 1984, is actually still in operation.

The Canada Service Bureau provides the general public with information about, and referral to, the various departments, programs and services of the federal government, as well as offering information about the provincial government, community organizations and the like.

The service was located at the Avalon Mall in St. John's, but was expected to be moved to a new location in downtown St. John's in October to November. Unlike the operation previous to December 1984, however, there is no longer a walk-in service. Two staff members now answer inquiries over the telephone.

Residents of the St. John's area, or people visiting the capital city, can call the Canada Service Bureau at 772-4365. Residents of other areas of the province can reach the service toll-free at 1-800-563-2432.

Canada



Drillship NEDDRILL 2 docked at St. John's.

Fish and Oil:

DFO Briefs Hibernia Panel

Since May of this year, groups and individuals in various Newfoundland communities have been involved in a series of public hearings related to offshore oil production. The Hibernia Environmental Assessment Panel has sponsored three sets of hearings to let the public learn about the methods Mobil Oil proposes to use to get the Hibernia oilfield into production, to comment on and discuss the proposed project, and to examine the more technical details of Mobil's intended method of production and its possible effects on the environment and the province generally.

The process started last spring when Mobil released its Environmental Impact Statement (EIS), a four volume summary of the production options being considered for the Hibernia oilfield. Based on more than 40 background studies, the EIS is intended to give people throughout the province a better understanding of this major potential development and its impact on our lives. It also offers the public a

chance to question Mobil and its associates, and suggest ways in which negative effects can be eliminated or reduced to more acceptable levels.

As part of this process, the Newfoundland Region of DFO coordinated a detailed technical review of the Hibernia EIS and forwarded this to the review panel in August. Based on this technical review, DFO prepared and presented a position paper to the panel during their October hearings in St. John's. The eighteen page document contains an explanation of the basis for the development of DFO's position, a general review of the overall acceptability of the project, and a number of specific positions and recommendations on technical issues and concerns.

DFO's review concentrates on departmental concerns related to the adverse impacts oil development might have on the fish, fish habitat and fisheries on the Grand Banks. Located 315 kilometres east southeast of St. John's, the Hibernia field

is situated in the middle of one of the world's most productive and profitable fishing areas. It is also one of the most hostile marine environments in the world, with ice packs and icebergs adding greatly to the dangers usually associated with offshore drilling and oil production.

For the time being, DFO has reserved judgement on the acceptability of the project and its various components, feeling that additional detailed information on the engineering design and actual production plan is needed before full approval can be given. The position paper, however, states that DFO does not believe there are any insurmountable obstacles to the eventual production of oil from Hibernia in a manner that protects both the fisheries and the safety of people and facilities offshore.

The main body of the position paper is divided into two sections, one dealing with the effect of the project on the environment and the second examining the effects of the offshore environment on the project.

The points raised in each section, and the recommendations made, are outlined below.

The first nine points raised relate to the potential impacts of the project on the marine environment on the Grand Banks.

1) The position paper expresses concern with the research methods used in assessing the possible impacts of development, and recommends that more detailed and selective assessment methods be used to examine the potential hazards of oil production on the Grand Banks.

2) The protection of seabed production equipment against ice scour is a matter of concern to DFO, as damage to this equipment could lead to underwater oil spills. The position paper recommends that protection of these seabed components by trenching, burying or other means should be a condition of approval of the project.

3) DFO feels that the impact of routine discharges of oil in waste waters from the production rigs is underestimated in the EIS, and recommends a more comprehensive analysis of the potential impact of these small oil discharges on marine life. It also suggests that long term monitoring of the effect of these discharges is needed.

4) As these oily waters must be discharged during the production phase of Hibernia, DFO has recommended that they be released in waters where they will do the least harm. In summer, the top 50 meters of water on the Grand Banks contains a large amount of fish eggs and recently hatched fish, and the position paper therefore recommends that oily waste water be released in deeper waters.

5) DFO feels that Mobil has been too optimistic in their handling of the "worst-case scenario" regarding both a major blowout and what are called batch spills. In the case of a blowout, the position papers maintains that Mobil's estimate of a maximum period of 90 days to bring a blowout under control may be unrealistic, given the harshness of conditions on the Hibernia field, especially in the winter months.

Batch spills are spills of limited extent, resulting from damage to storage containers or tankers carrying oil. In Mobil's EIS, the worst-case scenario considers only the breaching of a single storage compartment, or a single shuttle tanker tank. The position paper argues that these are too optimistic, and recommends that a reassessment of the issue include the loss of all stored or transported product. For example, in the case of a tanker spill, the contents of all the tanks on the vessel should be considered as the worst possible accident.

6) The position paper says that Mobil's predictions of the impact from major spills is too optimistic, and should be adjusted to include the possibility of larger areas of ocean being affected by higher concentrations of pollutants than the EIS considers. DFO recommends that these issues be reassessed, and that less optimistic as-

sumptions of the area affected and the concentration of pollutants be used as the basis for this reassessment.

7) The question of fish tainting in the event of an oil spill is of concern to DFO, and feels that any major spills lasting for several months would affect offshore fishing operations, processing and marketing for long periods of time. The paper also points out that a major accident could have negative effects on consumers fearing tainting of fish for a longer period than is actually justified, and recommends that Mobil be required to address the tainting issue more comprehensively than it has in the EIS.

8) The position paper states that the EIS contains no commitment to return the seabed in the production area to a fishable condition at the end of the production period, and recommends that this commitment to clean up the bottom should be made a condition of project approval.

9) The transportation of oil from the production site to shore, and the methods used to transport it, are of concern to DFO. The EIS prefers tanker transport, but the position paper states that assessment of the relative risks of tanker vs. pipeline transportation should be undertaken. It also recommends that Mobil be asked to assess the relative risks of alternate tanker routes across the Grand Banks.

The next points raised consider the impact of the environment on the project.

1) In considering the danger waves pose to operations and facilities in the Hibernia project, DFO feels that the present information available may not take the worst possible waves into account. The paper is especially concerned with the lack of information regarding the action of breaking waves in storm conditions. The problem of the possible damage such waves can do is further complicated by the presence in winter of icebergs and bergy bits. The paper recommends that Mobil should be asked to more fully address the question



Offshore supply boats.

of the effect of breaking waves before the design of the production facilities is finalized.

The department is also concerned about socio-economic impacts of the project.

1) In the event of fishing being made impossible by a major oil spill, DFO feels that the consequences as outlined in the EIS are underemphasized. The position paper recommends that Mobil be required to reconsider the possible impact, and also to make clear their position regarding compensation to the fishing industry in the event of a major accident.

2) DFO believes that the EIS either over-looks or understates two important aspects of the potential impacts on the fishing industry. The paper states that the impact on the trawler refit centres has been underestimated, and that the effects of wage increases in the processing industry as workers seek higher paying positions in the oil and gas field have been overlooked.

DFO's final two points raise general concerns.

1) The position paper points out that the EIS deals with only one project, the Hibernia field, and fails to consider the total impacts if additional oil fields are developed. While recognizing that the question of the impact of multiple developments is not within the terms of reference of the Hibernia Environmental Assessment Panel, DFO urges the Panel, in its final report, to make some statement in principle on the question of cumulative impacts for several oil fields being in production at the same time.

2) While recognizing that the banning of fishing activity in the limited exclusion zone around the Hibernia field may not be unacceptable, the position paper states that the impact may be somewhat understated in Mobil's EIS. The development of additional oil fields on the Grand Banks would close additional areas, and the paper urges the Panel to consider the effects of such exclusions, and the role compensation plans could play in reducing the impact on the offshore fishing sector.

The position paper also makes it clear that some of the proposed oil development technology for Hibernia does not presently exist, and that other technologies proposed for use in the development have not yet been tested in the extremely harsh conditions encountered on the Grand Banks.

Copies of the document, entitled "Department of Fisheries and Oceans, Position Paper on the Hibernia Development Project," are available to interested groups and individuals free of charge through the Communications Division, DFO, Newfoundland Region. Copies of the more scientifically detailed Technical Review document are also available free of charge.

Fish as Food Aid: Potential and Problems

In a world where thousands die each day from starvation, it seems odd that fishermen can't always find a market for their catches. To the uninitiated, it would seem simple and logical that the excess fish should be shipped to the world's hungry people, giving them badly needed food while ensuring that fishermen have a market for their product.

Unfortunately, things don't work that simply in the real world. The Development Branch of the Newfoundland Region of the Department of Fisheries and Oceans has recently undertaken a study of the potential role of fish in Canada's food aid programs. Prepared by Susanne Hanna, a Memorial University Commerce student doing a work term with Gemma Giovannini, head of the Development Branch's Marketing Division, the 40-page report documents the international food aid system, and examines the reasons why fish constitutes only one-tenth of one per cent of the 10 million tonnes of international food aid distributed each year by Canada.

In 1983-84, Canada provided \$1.8 billion in official development assistance to Third World developing countries. Food aid accounted for just over 18 per cent of that total, with \$336 million being administered by the Canadian International Development Agency (CIDA). Of that amount, 81 per cent was spent on cereal products, mainly wheat and corn; the remaining 19 per cent is shared among milk products, vegetable oils, pulses (the legumes, like peas, beans and lentils), and fish.

In the mid-1970's, the fish component of Canada's food aid package was tiny; just



Parched, cracked earth produced by prolonged drought.

four-tenths of one per cent of the funds expended went to purchase fish products. By the mid-1980's, that figure had risen to 8.5 per cent, making \$30.7 million worth of fish available to Third World nations. Canned and salted products predominate, with 3,800 tonnes of canned herring worth \$9.3 million leading the list; 2,400 tonnes of canned sardines valued at \$7.5 million is the next largest component, followed by 1,720 tonnes of salted cod worth \$6.6 mil-

lion; 1,500 tonnes of salted pollock worth \$5.1 million and 950 tonnes of canned mackerel worth \$2.06 million. There have been small experimental shipments of canned chicken haddies, and fish protein concentrates have also been included in Canada's food aid programs.

Newfoundland, despite producing more than 500,000 tonnes of fish with a landed value of over \$175 million, made minimal contributions to the food aid shipments. In 1983, food aid purchases were limited to 15,000 cases of mackerel arranged on behalf of CIDA by the Fishery Prices Support Board, and 2000 tonnes of salt cod purchased from the Canadian Salt Fish Corporation. The bulk of Newfoundland's production comes in the form of fresh or frozen groundfish products; the high cost, and the need for refrigeration, prevent them from meeting food aid needs.

Why isn't more fish included in Canada's food aid plans?

Firstly, it's expensive: a ton of fish product costs about the same as 15 tonnes of wheat, and a recipient nation would have to reduce other food aid imports like cereals to purchase the high cost fish. Handling fish poses special problems. Salted fish doesn't take well to storage in humid climates, and even tinned products can deteriorate during shipping and storage. In many cases, the people needing food aid either aren't traditionally fish eaters, or don't find that the products available are suitable for their region.

Third World nations fear that significant amounts of fish in the food aid package would provide unwanted competition for local fishermen struggling to develop a local fishery. And then there's the uncertainty that always surrounds the fishery; it's hard to make multi-year commitments when you aren't sure the fish will be available three to five years from now.

The report concludes that considerable potential exists to increase the proportion of fish in Canada's food aid programs, and makes a number of recommendations on how this goal should be pursued. The nations identified as likely recipients of new or increased shipments of fish should be investigated to determine more accurately what their needs and preferences are, and the non-governmental agencies conducting food aid programs should be approached with a view to informing them of the range of products available and their nutritional values. Agencies involved in emergency aid, as in the Ethiopian situation, should be asked how Canadian fish could help them meet the needs of those who are starving, and larger quantities of durable products like tinned fish should be offered to the International Emergency Food Reserve. Further consideration should be given to using fish products in



Wheat and other cereal products make up more than 90 per cent of Canada's food aid contributions.

fishery development projects. For example, funds generated by the sale of food aid fish could be used to finance fishery development projects in the recipient countries.

The report suggests that an information-

al package should be designed to promote the use of fish products in food aid, and distributed to Canadian posts in developing countries, foreign officials, Canadian non-government organizations, and other in-

terested groups. It urges that the possibility of establishing a "fish bank" similar in concept to the "wheat bank" should be investigated with fishing industry and government officials. Another recommendation calls for research efforts directed at developing fish products that would cost less to process, package and transport, while meeting the nutritional and other requirements of those requiring food aid. Recipes for the fish offered should be developed and provided, especially in areas where fish is not a traditional food. Finally, the report suggests that we study the success or failure of particular fish products used as food aid in different recipient countries, and learn from that experience.

Copies of the report, entitled "Increased Fish In Canada's Food Aid Programme", are available from the Development Branch, DFO, Newfoundland Region, or through the Region's Communications Division.



Long term solutions to world hunger lie in developing self-sufficiency in agriculture and fisheries.

Cape Roger Salvages Abandoned Sailboat

When the *Cape Roger* escorts a ship to St. John's, it usually means that someone is in trouble. Vessels suspected of violating Canada's 200 mile fishing zone regulations are the most frequent catch, but the DFO offshore patrol ship recently brought a thirty-foot sailing yacht to St. John's.

No, the crew of the American registered *Okieno V* hadn't exceeded a quota, or been found fishing inside Canada's 200 mile zone without a licence; in fact, they weren't even aboard when the *Cape Roger* picked her up.

The sleek white hulled craft had been abandoned by her crew on June 16, during a storm off Bermuda. Owner Herbert Headle of Middleton, Rhode Island, and his companions had suffered rudder failure during the storm, and were rescued by a passing oil tanker. The tanker did attempt to take the boat in tow, but apparently had difficulty in proceeding slowly enough in the heavy seas to tow the sailboat. She broke loose, and that's the last anyone saw of her until the *Cape Roger*, under Captain Gerry Hanlon, spotted her adrift about 185 miles off St. John's on August 20. The *Cape Roger* took the derelict in tow, and bought her into port a few days later.

Worth about \$50,000 (U.S.), the *Okieno V* had suffered considerable damage during her ordeal. The rudder is missing, and there's a hole above the waterline in her transom. In addition to suffering some fiberglass and gelcoat damage, likely dur-

ing the oil tanker tow, the sloop-rigged yacht was missing her bow pulpit, lifeline stanchions, and other deck gear. The mast had been buckled, and there's damage to her sails. When found, there was about two and a half feet of salt water sloshing around in the cabin, and that's soaked the electric system and the electronics. A rope had twisted around the prop, disabling the diesel engine.

The fate of the *Okieno V* is still in doubt.

The owner doesn't want the vessel back, and the American insurance company that had covered the boat plans to sell it here for salvage if they can get the price they want. If that doesn't happen, the *Okieno V* will likely be shipped back to the States for restoration and resale. A local naval architectural firm is acting as agents for the U.S. company, and is awaiting the sorting out of various legalities before proceeding.



The *Glen Clova*: Forerunner of a Provincial Midwater Fleet?

The concept of using "superlongliners" for a middle distance fishery isn't a new one in Newfoundland and Labrador. For some years now, both the provincial and federal fisheries departments have been experimenting with longline vessels in the 90-120 foot range to determine whether they can operate effectively in our waters. Now the provincial authorities have announced they intend to have another two large Scandanivan longliners join the experimental vessel *M.V. Glen Clova* in the longline fishery in January 1986.

Provincial Fisheries Minister Tom Rideout outlined the province's thinking at a September news conference. Besides stating their intention of acquiring two additional vessels in the immediate future, Rideout also revealed that the province is keenly interested in developing a mid-water fleet of similar vessels to address a number of the problems plaguing the Newfoundland fishery.

"This middle distance fleet will be made up of vessels which range in size from 90 to 120 feet" Rideout explained, "with the capacity of fishing out to at least 200 miles. The automated longliner will deliver high quality, boxed-at-sea fish to the resource short plants along the east coast of the province. The fishing method itself delivers excellent quality fish, and usually bigger fish than can be obtained by other means. Larger high quality fish will have a positive impact on processing productivity that we feel will be significant. Furthermore, these vessels can extend the fishing season, as well as helping to alleviate the chronic problems of seasonal operations and the uncertainty associated with plants on the East Coast. Longlining is also an energy efficient harvesting method, since vessels require only modest horsepower and burn comparatively less fuel when fishing."

The province is no stranger to the mid-water longlining technology. For the past three seasons, the *Glen Clova* has been conducting experimental fishing operations for the provincial Department of Fisheries under Captain Jim Short of St. Anthony. In the 1983 and 1984 fishing seasons, the 90 foot automated longliner landed 1.5 million pounds of cod per season. This year, it's doing even better; the 1.5 million pound mark had already been reached in September. In her experimental fishing, the *Glen Clova* has ranged the fishing grounds from Labrador to the Virgin Rocks, landing the majority of her catch at the Fishery Products International plant at St. Anthony, with some trips to Fogo Island and Bay Bulls.

This season, the *Glen Clova* has landed most of her catch on the Avalon Peninsula, as a combination of severe ice condi-

tions and poor catch rates in the northern fishing areas drove her south. She's had several record catches this year, taking 130,000 pounds of fish aboard in 48 hours and making five-day trips on several occasions. During her last annual refit, the vessel's hold was modified to permit the boxing of the catch at sea. The boxes hold 90 pounds of iced product each, measurably improving the quality of the landed product.

In announcing the province's intentions, Rideout pointed out that the new mid-water fleet will require access to the fishing grounds along the province's east coast to

ensure that new vessels have enough allocation to work with. The East Coast stocks (2J3KL) and the Northern cod are the two key resource bases the new fleet will depend upon.

"In my view, a key element in making this fishery a success is the provision of additional quota allocations in the more southerly fishing zones" the minister indicated. "This would provide an area for fishing operations when ice conditions preclude access to northern areas. This is a matter we intend to discuss with the federal government."



The GLEN CLOVA leaving St. John's.

DFO Releases Co-op Report

A background paper on fisheries co-operatives in Newfoundland and Labrador has been released by the Fisheries Development Branch of DFO's Newfoundland Region.

The 96-page document outlines the concept of fishery co-ops, and briefly reviews the history and operations of the province's six existing co-op operations. The report then details the support groups active in co-operative development, and briefly examines the activities of government departments with an interest in fisheries co-operatives.

The paper concludes with a section concerning the advantages and disadvantages of fisheries co-ops, and the signs groups should look for in judging whether a proposed co-operative has a reasonable chance of success.

Copies of the report are available from the Fisheries Development Branch of DFO's Newfoundland Region, or through the Communications Division.

FPI Trawler Captains Study DFO Fisheries Research, Surveillance, Enforcement Operations

Fishery Products International, in conjunction with the faculty of business administration at Memorial University, has recently instituted a management course for their trawler officers. The program gives trawler captains and others involved in the operation of FPI's 56-vessel offshore fleet an opportunity to refresh and increase their knowledge in a number of technical areas. As part of the process, an extensive week-long module focuses on the relationship between the captains and other trawler managers, and the Department of Fisheries and Oceans.

"A lot of people, including those within FPI's operation, don't realize the full extent of DFO's work in this region" explains Captain Mike Hogan, Manager of Fleet Operations with FPI. "While the program is designed to look at specific topics, we've found that it also gives our people a much better overview of the role DFO plays, and how FPI's trawler operations are affected by that. For example, we've found that log-book recordkeeping has improved since the sessions. That's probably because our people now have a better understanding of how the Research Branch uses the statistics we collect and log.

"The dialogue and exchange of views that took place has also helped break down barriers between DFO's staff and our fleet operations people" Hogan says. "Our captains can now put a face and a personality to the name signed on the bottom of a letter, and they know something of the work that person is doing. The feedback we've gotten from the DFO people involved has shown the same trend. They now better understand the situations our people work in, and have the advantage of knowing the captains personally."

During the sessions, the trawler personnel involved were given an overview of the activities of the various DFO branches they deal with. Staff from the Fisheries Resource Management Division outlined fisheries operations, including the resource allocation process for both the Canadian and foreign fleets operating within the 200 mile limit.

Similarly, Surveillance and Enforcement personnel detailed their operations dealing with the methods of surveillance, the applicable Acts and Regulations, and the duties and powers of the DFO personnel the skippers meet while at sea. Personnel from the Research Branch explained their programs, and how information submitted by the offshore fleet is used in making fishery management decisions.

Captain Hogan points out that there are other elements in the management training program, with topic areas including ship management, marine insurance, trawler

safety, ship design and construction, and a host of other areas of interest.

"This is going to be an ongoing program for our people" Captain Hogan says. "Our captains are not only captains, but also

managers of ships costing 10 to 12 million dollars each. The skills and knowledge they get from the management training program will help them, and FPI, do a better job."



DFO offshore surveillance Operations Officer Lawrence Penney (right) explains surveillance techniques to FPI Captains Eli Thornhill (center) and Mike Melvin during management training session at Northwest Atlantic Fisheries Centre.



GRAND KNIGHT Captain Russell Hillier receives diploma from Memorial University Business School professor John Pliniusen at FPI trawler management course graduation dinner attended by company and DFO officials.

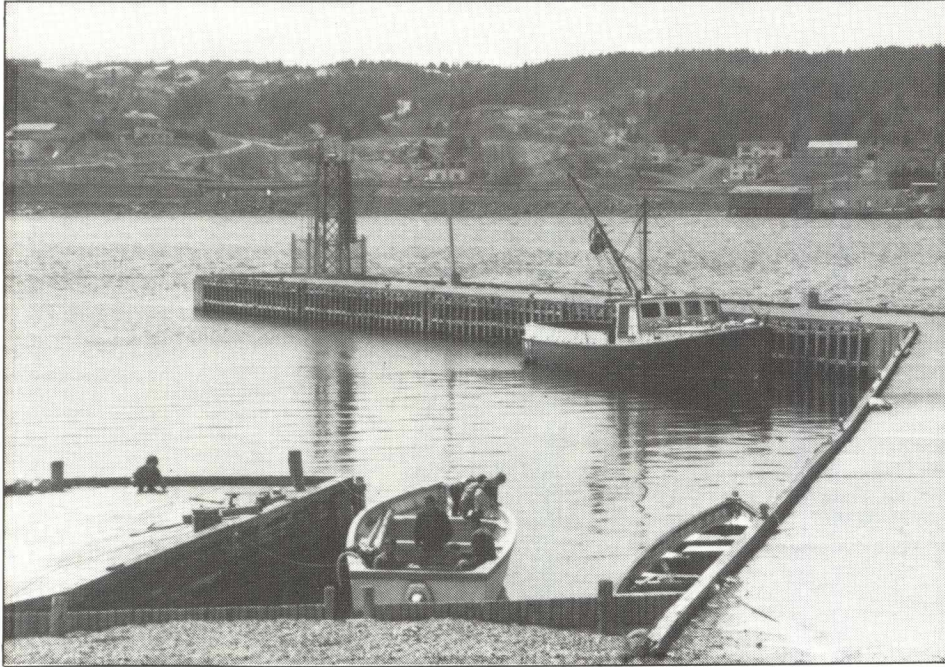
Capelin Earnings Down in 1985

As in previous years, the major market for capelin was the Japanese market for whole, frozen, female capelin. This market was weaker than in 1984 due to increased purchases of capelin from European suppliers such as Norway.

The total catch allocation for the Newfoundland Region was set at 35,000 t for a production of approximately 15,000 t. Landings for 1985 were 33,500 t, yielding a production of 13,500 t of whole, frozen female capelin. This compares to landings of 41,000 t and production of 17,600 t in 1984. Fixed gear accounted for 61 per cent of the total landings, up from 51 per cent in 1984.

In general, the market specifications were applied more strictly in 1985 than in previous years. The total value of the fishery is estimated to be between \$15 and \$17 million compared to \$25 to \$30 million in 1984. The average price paid to fishermen also declined from 10¢ per pound in 1984 to 7¢ per pound in 1985.

INSHORE DROWNINGS —



Accidents involving small open boats account for the great majority of drownings in Newfoundland's commercial fishery.

Inshore fishermen in Newfoundland and Labrador earn their livelihoods in one of the roughest businesses in the world. Besides facing the uncertainty of whether the fish will come, and competition with the offshore and nearshore fleets, the inshore men face all the physical dangers of fishing the cold, rough waters of the North Atlantic.

So far this season, five inshore fishermen have died in small boat accidents. A father and son from the Conception Bay community of Portugal Cove lost their lives early in the lobster season, and two fishermen from Flat Bay, St. George's Bay, died later in a similar incident. The fifth fatality claimed the life of a Lamaline fisherman who was tending cod traps. A sixth accident claimed the life of a crew member of an American registered swordfishing boat working out of Bay Bulls in September.

None of the victims were wearing lifejackets or personal flotation devices (PFD's). Coast Guard regulations compel fishermen to carry an approved lifejacket for each person aboard their craft, but there is no regulation insisting that the lifesaving devices be worn while out on the water. The Newfoundland Division of the Canadian Red Cross has announced that they intend to press for amendments that would make the failure to wear lifejackets or PFD's an offence. Many people, however, feel that there's a problem with the regulations governing the safety equipment approved for small inshore fishing vessels that actually has the effect of discouraging the use of these safety aids.

The hitch lies in the section of the regulations defining what sort of floatation device is required. As things now stand, only the approved standard keyhole style lifejacket satisfies the regulations covering fishing vessels, whether large or small. The popular PFD's...either vest-like jackets, or full coats like the Mustang Floater coats...aren't approved. The reason for this restriction is the superior floatation characteristics of the approved keyhole lifejacket.

The lifejacket has a large 'bump' immediately behind the wearer's head, and is designed to keep an unconscious person's head out of the water. The keyhole lifejacket is also meant to turn a person who's face down in the water unto his or her back, as most of the floatation is in the front of the jacket. A PFD doesn't provide the same degree of protection for an unconscious person.

Both types of PFD's, however, have one big advantage going for them. The vests or coats are much more comfortable to wear than is the approved keyhole lifejacket, especially if the wearer is working. The sheer bulk of the 'keyhole' lifejacket in front of the body interferes with the wearer's arms, and can actually be a hazard if there are ropes and stays for the rather clumsy device to become entangled in.

Any sort of floatation is useless to a man in the water if he's not wearing the device when he falls in. In small open boats, disaster can strike in a second, and there's seldom time to find, let alone put on, a lifejacket or PFD. Once you're in the water, the odds of being able to retrieve and put

on a lifejacket are slim. Your best chance lies in using a floatation device all the time, as a matter of habit.

Constable Ken Carroll is with the RCMP's Federal Enforcement Section, a group within the federal police force that looks after all federal regulations besides drugs. He and his associates administer the Small Fishing Vessel Regulations, the legislation that defines what safety gear small boat fishermen must carry. Using 22-foot Boston Whalers powered by twin 90-horsepower motors, they patrol the coast between Bay Bulls on the Southern Shore and Seal Cove in Conception Bay.

"Very, very few of the fishermen we check on our patrols are wearing lifejackets" Carroll relates. "We'd be lucky to find one per cent, actually wearing any sort of floatation device. On an average patrol, we follow the coastline, and check every boat we see for compliance with the regulations. About half of the boats we check aren't carrying lifejackets of any kind, and we issue tickets or appearance notices to those people. The percentage carrying the required equipment varies from area to area, but I guess there's a few who'll never accept it. It's hard to get these people to change their attitudes. We'll check a boat out one year, find no lifejackets aboard, and charge them. The next year, we'll find the same people still without the jackets aboard."

Carroll finds that most fishermen don't mind the periodic checks the RCMP must carry out. "About 90 per cent are usually friendly, nine per cent don't really like it, and the other one per cent don't want you there. We find that the most common violations of the regulations involve failure to carry the required safety equipment: lifejackets, distress flares, lifebuoys, and fire extinguishers."

For the past six years, Carroll's RCMP duties have seen him involved in the Underwater Recovery Team, a special RCMP diving unit. "As soon as there's a drowning, we're called to search for the bodies, and investigate the incident. I've never recovered a body that was wearing a lifejacket, but there have been cases in which the lifejackets were still in the boat. It's no good having the jacket aboard if you aren't wearing it when something happens."

Like all divers, Carroll is a strong swimmer, and is comfortable in the water. He feels that most people don't realize the sort of immediate danger and panic that a fisherman faces if he ends up in the water without floatation.

"A lot of fishermen can't swim" he explains, "and even those who can are in a tight spot if they go overboard. It's difficult to find and put on a lifejacket in the water after a boat has swamped or capsized, and panic can set in fast if you aren't comfort-

THE AVOIDABLE TRAGEDIES

able with being in the water. Most fishermen are heavily clothed when they're working, and weight of wet clothes, oilskins and rubber boots full of water can drag you down very quickly. If there are ropes and nets in the water, you can get entangled in them, and that can drag you down, too.

"If you are wearing a lifejacket, it helps. The main thing is just knowing that you won't sink right away, which cuts down on the possibility of panic. You have a chance to get those waterfilled boots off, and slowly work free of ropes or nets. If you don't panic, the odds of surviving are much better."

Corporal Frank Salter is with the RCMP's Criminal Investigation Branch in St. John's. Salter, like Carroll, deals with the final results of marine accidents. On the table in front of him, orange colored files with blue file codings detail the accidents that have claimed lives on the water. He flips open file after file, and picks out the grim details.

"A speed boat tending lobster traps...it overturned, no appearance of having struck anything...throttle at full speed...wind about 30 knots...one dead.

"A 16-foot boat swamped, two fishermen aboard...neither wearing lifejacket at the time...one saved, one lost.

"A 21 foot boat, 25 horsepower motor...loading fish in a strong wind, boat swamped...two fishermen were in the water for several hours...one died, one survived.

"An 18-foot boat tending salmon nets, strong wind, and fog... three men aboard...it was hit by a swell and overturned...one man was washed off the boat...two died, one was saved."

Salter keeps scanning files, outlining what happened in each case. He's spent the last four years doing this for all violent and accidental deaths in the province, and he admits being frustrated by deaths that can be avoided.

"It's an awful waste of lives" the 21-year RCMP veteran says. "In the last little while, there appears to have been an increase in drownings among fishermen. That's upsetting, because these are avoidable accidents."

As Salter plows through the files, certain trends emerge. In many cases, the weather was rough, with heavy winds and a considerable sea running. In several, the boat was swamped when found, perhaps the result of the vessel's stern wave coming aboard after the boat suddenly slowed down. In other instances the boat was overturned, possibly as the result of overloading. The incidence of fatalities seems higher in the spring and summer months, and there's sometimes drinking involved, although Salter says this isn't often the case in the commercial fishery. The accidents often happen while fishermen are working or setting gear. And in every fatal



The Mustang Floater Jacket (left) is waterproof and warm and provides good flotation. The Stearns Personal Flotation Device can be worn under or over work clothes. However, neither is approved by MOT for use aboard fishing vessels.

case he reviews from his orange files, the bodies were found without lifejackets on.

"A lot of it boils down to being careful and respectful of the water" he says, "and I've reviewed cases over the years in which the wearing of lifejackets certainly saved lives. I read these files day in and day out, and my own attitude has changed to the point where I won't go out in a boat without wearing my lifejacket. I guess that familiarity and overconfidence...it can't happen to me'...and the bulk of the required jackets works against fishermen using them. How do you convince a fisherman who's been out on the water day after day for forty years that he should wear his jacket all the time?"

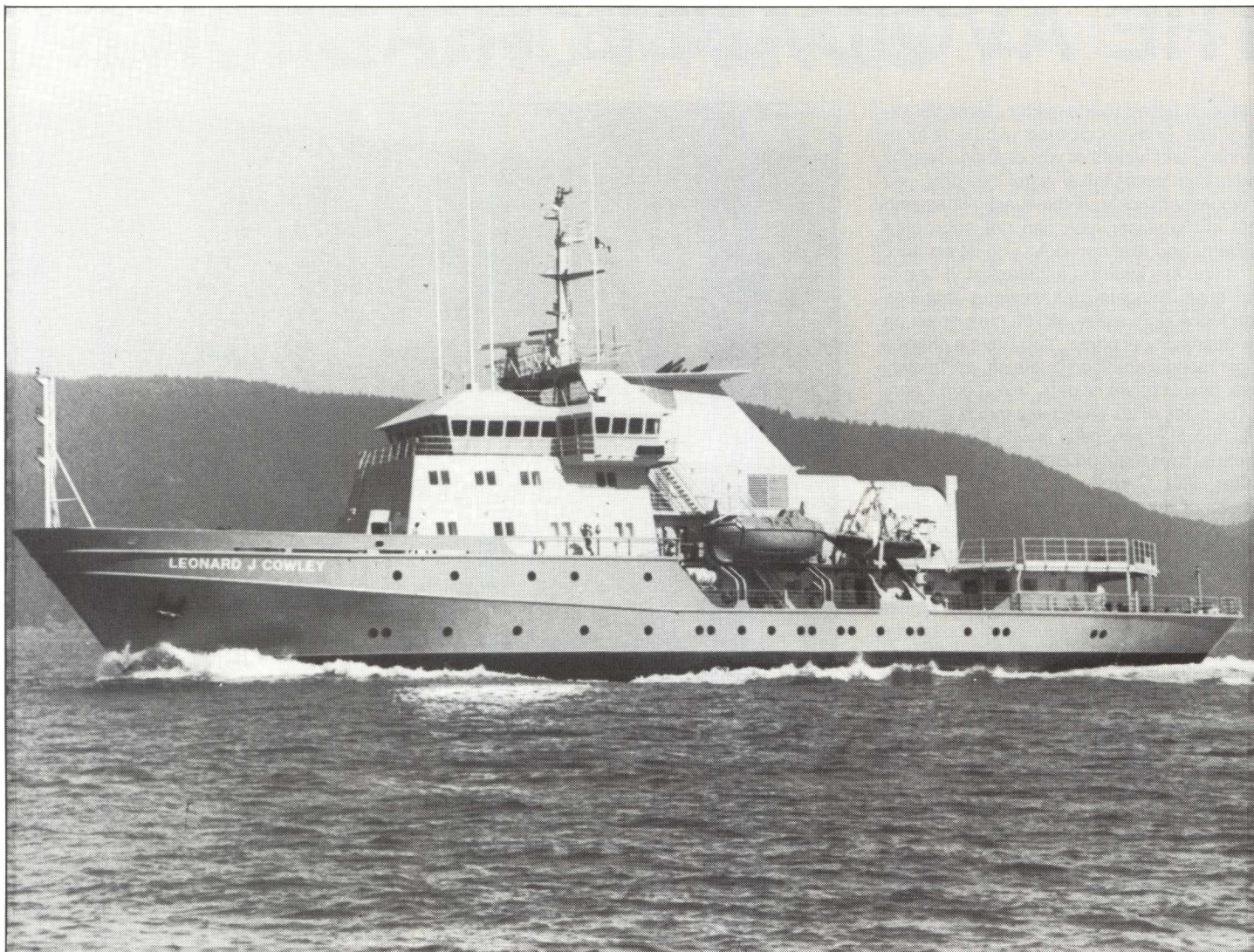
How, indeed? If the Newfoundland Division of the Canadian Red Cross gets its way, fishermen and recreational boaters won't have any choice in the matter, at least if they want to avoid stiff fines for ignoring a regulation requiring that lifejackets or PFD's be worn at all times. Steve Melamed, the director of the Safety Services Branch of the Red Cross in Newfoundland, admits that frustration with the endless string of drowning deaths involving small boats has led the organization to suggest that compulsion may be the only answer.

"We've been taking the approach of education and training for years now, and it has had a positive impact", Melamed

states, pointing out that drowning deaths have decreased from a high of 67 in 1981 to 37 in 1984. So far this year, 33 people have drowned in the province; that's a considerable improvement from a statistical point of view, but Melamed says the Red Cross is more interested in keeping people alive than they are in improving the statistics.

"Each of those 33 drownings represents a tragedy for a Newfoundland family" he stresses, "and our concern for water safety has led us to conclude, perhaps reluctantly, that the only way we'll get most people to wear floatation devices all the time is to legislate it. It's something like the car seat belt situation. Despite considerable work by governments and safety agencies designed to convince people to wear the belts voluntarily, it took a change in the law to get most people to buckle up.

"We realize that a lot of people feel we're overlegislated now, and some people may resent the loss of choice involved in making lifejacket or PFD use mandatory. From our perspective, though, the important thing is to protect people's lives, and we feel strongly that mandatory use of floatation devices is the only way a lot of people will wear them in the immediate future. The Red Cross will be approaching the various agencies responsible in the near future to start the process of requesting the needed changes in legislation."



Patrol Vessel LEONARD J. COWLEY Commissioned

With all flags flying and "Come Home, Newfoundlander" blaring from the ship's PA system, the new offshore fishery patrol vessel *LEONARD J. COWLEY* arrived at sunset in her home port of St. John's on August 9. The 72-metre ship, one of the most advanced fishery patrol vessels in the world, had just completed a maiden voyage of about 7000 miles from Vancouver via the Panama Canal that included a three-day courtesy visit to the Caribbean island of St. Lucia.

Designed specifically for offshore patrol work by the Vancouver firm of Cleaver and Walkingshaw, the *COWLEY* was built by the West Coast Manly Shipyards, a division of Rivtow Industries Ltd. Costing over \$22.5 million, the *COWLEY* is especially equipped to deal with the problems of policing Canada's huge East Coast 200 mile economic zone.

In designing the vessel, naval architects were able to match the equipment used in the ship's various navigation, control and communication systems to the work the

COWLEY will perform at sea. For example, she carries an extensive navigation system, which can determine her exact position at sea with great accuracy by a number of independent methods. Besides having specialized double radars connected to a sophisticated navigation computer system, the vessel has a dual channel SATNAV (satellite navigation) setup, and is also equipped with LORAN C and a dual axis doppler log. This complex interconnected system is used to determine positions at sea very, very accurately, making it all but impossible for suspected violators to argue successfully that they weren't where the *COWLEY* claims to have apprehended them. The information from the navigation systems can be fed into a computer "bubble memory" which cannot be altered after data is entered. The entire unit can then be taken into court, and the data retrieved to prove just where an incident took place.

The same sort of thinking underlies much of the vessel's equipment. The vessel is equipped with a special helicopter

hanger and facilities to refuel the aircraft at sea, which greatly increases the amount of surveillance a helicopter can accomplish. The ship carries two boarding craft, both Watercraft RI-22 models, which are jet powered and capable of operating in wind-speeds of up to Beaufort 7. To assist in close quarters work, the *COWLEY* is highly manoeuvrable. A large rudder and bow thruster ensure that the ship can be safely brought close alongside another vessel for boardings or rescue work. As the *COWLEY* will be operating in northern waters during the winter months, the hull and machinery are reinforced to the highest Lloyd's standards for operations in ice.

While the vessel's main role will be offshore fisheries patrol, the planners also took note of her secondary assignment. Like all DFO patrol ships, the *COWLEY* will be made available as required for search and rescue work. Her specialized navigation and boarding facilities will be invaluable in rescue operations, and one of the ship's lounges is equipped to handle the

immediate needs of survivors of any marine disaster. The *COWLEY'S* equipment is also capable of looking after her own crew if an abandon ship situation arises. Two Finnish built, totally enclosed, self righting power lifeboats are equipped to provide her crew with the best possible chance of survival. Immersion suits are provided for all crew and passengers.

The *COWLEY* carries an operating crew of just over twenty, and can accommodate up to forty persons. The crew are accommodated in private cabins, each with its own washroom and shower. Some of the cabins provided for "programme crew", such as fisheries inspection and enforcement officers, can accommodate two persons. The ship's interior appointments are planned to compensate the crews for the long periods they'll spend at sea each year. The designers paid special attention to the reduction of noise aboard, which will greatly add to the comfort of living aboard the *COWLEY*. In addition, the ship has several crew lounges for off-duty relaxation, and is equipped with an onboard entertainment system serving all cabins, lounges and crew recreational spaces. The system provides conventional radio and television while at sea, and cable TV when in ports offering this service. Videocassette playback decks make it possible for off-duty crew to catch a movie, or watch a program aired when they were busy with shipboard duties.

The *COWLEY* replaces the *TERRA NOVA*, a ship chartered for offshore patrol work after the DFO patrol ship *CAPE FREELS* burned and sank a number of years ago. Her 12,000 mile range gives the *COWLEY* the capacity to spend up to a month at sea at a stretch, patrolling Canada's 200 Mile Economic Zone and assisting the Northwest Atlantic Fisheries Organization (NAFO) in policing fishing activity outside the Zone itself.

The *LEONARD J. COWLEY* is named in honor of the late Len Cowley, who served as the Director General of the Newfoundland Region before becoming the Assistant Deputy Minister of Fisheries and Oceans in 1982. Mr. Cowley died in Ottawa in December, 1982. The commissioning ceremony was conducted in St. John's on August 20, with DFO Deputy Minister Dr. Art May and Mrs. Sandra Cowley officiating.

Following the commissioning ceremony, the *LEONARD J. COWLEY* left St. John's September 11 for her first regular patrol of the offshore fishing grounds. Since that time, the vessel has made six patrols to various areas of the Grand Banks and north to the Hamilton Banks off the Labrador coast. The Department is pleased with her performance to date, and the ship's crew have high praise for both her seakeeping abilities and the high degree of comfort and convenience afforded by her accommodation design.



Chief guests and officials at the commissioning of the *LEONARD J. COWLEY* included (L-R): Sandra Cowley, widow of the late L.J. Cowley; Captain Ed Anthony, one of the vessel's two captains; Eric Dunne, Director General, DFO Newfoundland Region; Captain Robert Crouse, A/Chief, Ship's Management Division, Newfoundland Region; Captain Ed Turner of the *COWLEY*.



The crew's mess on the *COWLEY*.



The ship's bridge.

Fishery Forecasting: An Uncertain Business

Weather forecasts are important to fishermen, and while the weatherman is not always right, fishermen make many day-to-day decisions based on the best available weather predictions. As biologists learn more and more about the movements and habits of cod, it may someday be possible to advise inshore fishermen of fishing prospects in advance of the coming season. It may also be possible to advise fishermen on ways to increase the availability of fish to commercial gears. Researchers recognize that much more information is required before good "fishing forecasts" are possible; they are working to improve the situation for the benefit of the fishing industry.

There is no such thing as a "typical" year in the inshore fishery. There are years when fishermen are overrun with everything from squid to whales and others when it's almost impossible to catch a cod. The capelin roe fishery was delayed for several weeks in 1984 and again in 1985 to permit females to mature. In fact, capelin were still spawning on our beaches in late July this year when peak spawning runs are normally over by the end of June. The 1981 inshore cod fishery was an almost complete failure and the past several years have seen continued poor catches in many areas. Is there any sense to all this? What's going on? Will things be better next year?

There are no easy answers to these questions and little to offer in terms of solid advice. Through long experience at a particular trap berth or in a given bay, fishermen are prepared for minor changes and adjust trap locations or switch to other gears as the season progresses. Recent problems, however, have been more severe and fishermen are at a loss to understand the situation or figure out how long the problem is going to last.

Fisheries biologists with the Department of Fisheries and Oceans in St. John's are increasingly concerned with poor cod landings in the inshore fishery, and research efforts have been expanded to address the issue in some detail.

Research findings indicate that the northern cod stock biomass (i.e. the total weight of fish in the stock) has increased from 300,000 tonnes in 1976 to 1,500,000 tonnes in 1983. These figures are derived from biological information collected aboard research vessels and at fish plants. While there has been a rapid rebuilding of the northern cod stock (due largely to extension of fisheries jurisdiction to 200 miles) inshore catches have not been as consistently high as those enjoyed by the offshore fleet.

Henry Lear of the Fisheries Research Branch has been involved in cod tagging and tracking studies since the late 1970's and is gradually unravelling several key questions dealing with the seasonal move-

ments of cod.

"Adult cod tagged on the offshore spawning grounds in the spring are sometimes recaptured in the inshore fishery in the same year," Lear says. "These recaptures provide estimates of the proportions of cod taken in the inshore fishery. Researchers have learned that only a small portion of the offshore stock is actually harvested inshore. Only 10-15 per cent of the offshore stock from Belle Isle and Funk Island Banks, for example, is actually harvested by inshore fishermen."

"In the summer and fall, adult and juvenile cod have also been tagged in inshore areas. Recaptures by the offshore fleet provide information on the migrations of cod returning to spawning areas. Biologists discovered that cod "home" to much the same areas as where they were spawned, much like salmon returning to home rivers. Equally surprising, it seems that cod from different spawning areas contribute to different portions of the inshore fishery. A few examples:

- cod which overwinter on the slopes of Hamilton Inlet Bank contribute mainly to the summer inshore fishery along the southern Labrador coast and the northeast Newfoundland coast mainly from Notre Dame Bay northwards.

- cod of the Belle Isle Bank contribute very little to the inshore fishery south of Cape Freels; they contribute to the Labrador fishery, the Strait of Belle Isle and NE Newfoundland coast.

- cod of the northern Funk Island Bank contribute almost equally to the inshore fishery from southern Labrador to southeastern Newfoundland, whereas cod overwintering on the southern Funk Island Bank (not that far away) contribute mainly to the summer inshore fishery on the east coast of Newfoundland between Cape Bauld, the Strait of Belle Isle and the Avalon Peninsula, with the greatest contributions to Notre Dame and Bonavista Bays.

- cod of the north cape of the Grand Bank migrate during summer southwards over the top of the Grand Bank and its eastern slopes and around the Virgin Rocks; this cod group contributes to the inshore fishery from Trinity Bay southwards to St. Mary's Bay and contributes very little to the inshore fishery north of Cape Bonavista."

While biologists and trawler fishermen are aware that cod concentrate in large numbers on offshore spawning grounds in the spring, very little is known about how cod disperse following spawning and how they move inshore. Do they follow capelin? Do they move along the bottom or with capelin in mid water zones? Commencing in 1983, biologists have attempted to follow cod schools inshore from offshore spawning sites. Research vessels equipped with high-powered sonar are able to locate cod and capelin and actually fol-

low them for several days. While the picture is not completely clear, it seems that cod move inshore along the bottom. The cod move shorewards at depths below 250m (140 fathoms), and below the cold (0 to 1.7°C) waters of the Labrador Current. These migrating cod tend to remain where the temperature is around 0°C to 3°C although occasionally they may be found in waters as cold as -0.5°C. Capelin schools in the area move up in the water during night and down again during the day. During the daylight hours, when capelin are closest to the bottom, cod fed on them but do not appear to follow them toward the surface during the night.

During June, 1985, good concentrations of cod were observed in deeper water (250-340m) along the northeast coast off Newfoundland from the deep waters in Trinity Bay, off Cape Bonavista and Funk Island to north of Fogo Island and the entrance to Notre Dame Bay. The bottom water temperatures here ranged from -0.7°C to 1.7°C. Cod in these concentrations were not always near the bottom but ranged in almost equal distribution from close to the bottom up to 80m off the bottom or up to the lower edge of the cold water (generally up to 0°C temperature water). During this period the cod would not be caught in bottom gillnets even though they were abundant. Across the mouth of Conception Bay cod were very scarce. This is not surprising since the bottom water temperatures across the mouth of Conception Bay ranged from -1.4 to 0.16°C. Off Fogo there was evidence that about 60 per cent of the mature female cod in this area during mid-June had not as yet spawned. The large numbers of cod that were evident just offshore (10-50 miles from land) off the east coast of Newfoundland during mid-June apparently did not migrate into the shallow coastal waters over the whole range of the coast but instead migrated to only a few localized areas.

Cod have a general preference for water temperatures between about 0° and 4°C. When they arrive inshore, larger cod normally stay in deeper waters below 200 metres (100 fm) where temperatures are favourable. While some large cod move into suitable temperature zones in shallower water and are taken by traps, handlines and long lines, the general rule is that the bigger fish stay deep and are available only to longline and gillnet fishermen who fish these zones.

Acoustic and trawl surveys help to determine the role of temperature in the near-shore area (deep to shallow areas) and how it affects the migration of cod from deeper, warmer water to shallower waters in early summer. In 1984, biologists tested acoustic tags on adult cod in inshore areas to determine the individual preferences of cod to depth and temperature, especially

around cod traps. These studies help to determine the affect of temperature on the availability of cod to inshore gears. During June-July, biologists monitored the movements of 16 individual cod using acoustic tags and tracking equipment. Results indicate that cod which are in shallow water (10-50m) tended to migrate within the same general area but generally remained within a range of 1° to 4°C and depths of 10-45m. Occasionally, they wandered for short periods of time into water as cold as -1°C and as warm as 5-6°C but returned to depths where temperatures were mainly 1 to 4°C. These studies are continuing in 1985.

While Fisheries and Oceans has been investigating large scale migrations of cod for a number of years, more research is required to investigate the causes of short and long-term failures in the inshore fixed gear fisheries. There are a number of factors (temperature, food, weather, ice, tides, sea conditions) which affect the behaviour of cod in inshore bays, and conditions change year to year and throughout the fishing season.

In 1985, a major study was mounted in Conception Bay to provide background information on the effects of weather and other factors on cod distribution and availability inshore. The study is being undertaken by NORDCO and is jointly funded by the federal departments of Fisheries and Oceans and Supply and Services. The study started in June of this year. Current meters and other equipment are being used to monitor temperature and current patterns throughout Conception Bay.

Throughout the summer and fall, scientists will attempt to relate oceanographic changes to shifts in the distribution of cod. Do cod move deeper with onshore winds? Why are cod abundant on one side of the bay and scarce on the other? Is water temperature the most important factor in determining cod availability to traps? What can fishermen do to improve catches?

The project has been enthusiastically received by Conception Bay fishermen. Port de Grave, Foxtrap and Portugal Cove have been identified as centres for monitoring. Four field workers have worked very closely with about 20 trap crews and are collecting additional information from about as many again. There has been a keen interest in the project, most particularly because of the patchy and generally poor cod fishing season in the bay.

Preliminary findings show that the Portugal Cove area was the most productive and that this may have been due to the de-

velopment of a warm surface layer in late June and July. The season has been dominated by westerly and southwesterly winds which seem to have kept the waters cooler on the west side of the bay.

The project has mainly monitored cod trap catches, and efforts to monitor gillnet fishing have had limited success. If there are fishermen who have fished for cod with gillnets in the Bell Island to Holyrood area and have landing slips that NORDCO could have access to, they should contact Dr. Chris Campbell at 364-1200.

Biologists working on capelin, salmon and other commercial species will be cooperating with NORDCO to ensure the best possible information is brought together. Biologists, oceanographers, meteorologists and fishermen will pool their talents in developing answers to the age-old problem of predicting inshore cod catches. The results of these studies will be featured in a forthcoming edition of **FO'C'SLE**.

Fish forecasting group established

Recently, a working group within DFO's Research Branch was formed to analyze possible causes of annual fluctuations in the inshore cod fishery, with special attention being paid to the trap fishery over the past 10 years. Some of the factors being considered by the working group are water surface temperature, temperatures in the cold core of the Labrador Current, the sizes of stocks of mature and immature capelin, the presence of varying amounts Arctic ice in coastal waters, and the proportions of the stocks being harvested inshore by various types of gears. The working group will continue to monitor these factors in an attempt to better understand the complex interrelationships between fish and the environment. The group's aim is to develop a basis for reliable long range forecasts of fish abundance in the inshore fishery.

Commercial Salmon '85

Commercial salmon fishermen in the Newfoundland Region saw their landings decrease somewhat this season, but the total value of the catch was slightly greater than that of 1984.

Salmon fishermen landed 704,391 kilograms of salmon (round weight) during the commercial fishery in the Newfoundland Region, a decrease of 8,685 kilos from the 1984 level. The landed value of the catch, however, rose to \$2,950,212, an increase of \$374,899 from the 1984 landed value of \$2,575,313.

Of the 11 statistical areas within the Newfoundland Region, six saw their landings increase: the other five experienced decreases. Areas A and B, from Cape Bauld to Cape Freels on the Northeast Coast, saw their catches drop by 91,407 kilos from the 1984 level to 261,714 kilos.

The rest of the Northeast Coast, Areas C, D, and E, from Cape Freels to Cape St. Francis, all experienced better catches, up 33,804 kilos from the previous year's total of 115,724 kilos.

Fishermen in areas F and G, in the Cape St. Francis to Cape St. Mary's region, saw their landings drop by 3,177 kilos, a marginal decrease from 1984 figures. Areas H, I, and J, stretching from Cape St. Mary's to Cape Ray, recorded a large increase in landings, taking 88,097 kilos more than the 1984 total of 62,235 kilos.

The final area reporting through the Newfoundland Region is Area O, covering the area between Cape Norman and Cape Chidley. Fishermen there landed 192,714 kilos, down 36,002 kilos from the 1984 levels.

Reports for landings in the Gulf Region of the province, covering areas K, L, M, and N, have not been tabulated for the 1985 season. When the catches from Cape Ray to Cape Norman are available, they should add significantly to the province-wide totals.

Salmon Buyback '85

More than half a million dollars has been paid out to part-time Newfoundland and Labrador fishermen in 1985 under the Department of Fisheries and Oceans buyback program for part-time fishermen's salmon licences.

In 1985, the first year of the mandatory buyback program, 456 applicants sold their licences back to DFO for the minimum payment of \$750. All part-time fishermen licensed to fish salmon, regardless of landings or earnings from salmon, are entitled to this amount. The total cost of this came to \$342,000.

Forty two applicants recovered more than the minimum, but less than the maximum allowed under the buyback program. They shared a total payout of \$103,671.

In addition to this, 131 fishermen who had returned their licences under the 1984 voluntary buyback program received an additional \$250 each, bringing each individual payment to the \$750 minimum permitted under the 1985 mandatory program; \$32,750 was paid out to this group in 1985.

Eleven fishermen qualified for the maximum payment, and shared a total of \$16,068. Two others received an amount between the minimum and the maximum, for a total payout of \$1,591.

In the areas of Newfoundland and Labrador administered by the Gulf Region of DFO, 71 fishermen were eligible under the 1985 program. Forty eight of the claims submitted have been settled, with a total of \$48,488.75 being paid out. One claim is outstanding.

Another 22 eligible Gulf Region salmon fishermen did not want to participate in the buyback program; they opted instead to fish through the 1985 season, hoping to earn more by fishing than they would have through the compensation program. These fishermen will forfeit their licences at the end of this season.

CAPE ROGER Gets Second AMVER Award

The Department of Fisheries and Oceans offshore patrol vessel *CAPE ROGER* has been honored by the Ameri-

can Coast Guard for the second consecutive year.

The *CAPE ROGER* has again received

the AMVER award, presented to vessels participating in the American Coast Guard's AUTOMATED MUTUAL ASSISTANCE VESSEL RESCUE system. Ships are requested to report their position at sea daily to the American Coast Guard, whose computerized plotting system keeps daily track of the positions of all reporting vessels. In the event of a marine emergency, the American system can then quickly pinpoint the closest ships, and request their assistance in search and rescue efforts.

To qualify for an AMVER award, a vessel must report her position for at least 128 days of the year. The *CAPE ROGER* reports her position daily to the Newfoundland Region of DFO, who in turn inform the Canadian Coast Guard of her location; they in turn pass the information to their American counterparts.

The new DFO patrol ship *LEONARD J. COWLEY* has also become a participant in the AMVER program.



U.S. Coast Guard Captain Noel Crowley (left) presents AMVER award pennant to *CAPE ROGER* Captain Neville Savoury and DFO Vessel Management Division A/Chief, Captain Robert Crouse.

TERRA NOVA Honourably Discharged From Charter Service



Captain Frank Puddester (left) of Puddester Trading Ltd., receives plaque of appreciation from Gerry Traverse and Ernie Collins of DFO's Fisheries Operations Branch. Below, Spanish trawler enters St. John's port after being escorted from St. Pierre by the *TERRA NOVA* and Halifax-based DFO patrol vessel *CYGNUS*.

A Newfoundland shipping company has been honored by the Newfoundland Region of DFO for five years of service in offshore patrol work.

Puddester Trading Company Ltd. was presented with a plaque recognizing the 117 patrols conducted under charter from DFO by the *TERRA NOVA*, one of the seven chartered vessels operated by the St. John's based Newfoundland shipping company. The 253 foot vessel, built in the early 1960's at the Port Weller Drydock, was chartered by DFO to assist the *CAPE ROGER* in patrolling the vastly increased fishing zone created by the 1977 extension to the 200 mile limit.

In presenting Captain Frank Puddester, the owner of Puddester Trading Ltd., with the plaque, Gerry Traverse and Ernie Collins of DFO's Fisheries Operations Branch acknowledged the valuable service the *TERRA NOVA* provided.

"While we were waiting for the *LEONARD J. COWLEY* to be completed, we needed a reliable vessel to augment our offshore patrol capability" Traverse said. "The Terra Nova was able to fill that gap, and we're grateful to Puddester Trading Ltd. for the quality of service they gave us. The ship did 117 patrols for us over the years, which adds up to a lot of time spent patrolling the 200 mile limit."

The *TERRA NOVA* went off charter to DFO when the Department's new offshore patrol vessel, the *LEONARD J. COWLEY*, was commissioned earlier this fall.

The *COWLEY* left St. John's in mid-September for her first patrol of the offshore.





New Marine Institute Open

The institution commonly known as the Fisheries College has a new name, and a new campus. Located on Ridge Road in the southeast corner of Pippy Park, behind Confederation Building, the Institute of Fisheries and Marine Technology occupies a 42-acre site with a commanding view of St. John's.

The Institute opened its new \$42.3 million campus this month, offering students greatly improved facilities. The building has some 220,000 square feet of floor space, and houses everything from computer training rooms to a small but fully equipped modern fish processing plant.

To serve the equivalent of 1000 full-time students, the Institute has a faculty of 124 and support staff numbering 75. Diploma programs are offered in six areas of study: Fishing Technology, Food Technology, Electrical and Electronic Technology, Marine and Power Engineering Technology, Nautical Science Technology, Naval Architecture and Shipbuilding and Marine Systems Design Technology. The Marine Institute also offers a wide range of certificate, vocational and Ministry of Transport programs, in addition to Extension Services and short courses available as the demand for them arises.



Computer equipment - modern education requires modern means.....



...but a well stocked library is still indispensable.



Main entrance foyer.



The 430-seat cafeteria is also a food technology training facility.



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The "Fo'c'sle" is a quarterly publication of the Department of Fisheries and Oceans, Newfoundland Region. It is designed to inform fishermen and others of the Department's policies and programs, and to improve communications generally between Government and the industry. Readers are invited to respond to any of the articles contained herein, and to submit suggestions for future articles. The "Fo'c'sle" is distributed to fulltime fishermen, other industry representatives and Department of Fisheries and Oceans personnel throughout Newfoundland and Labrador. Please address all correspondence to:

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LES TEXTES SONT DISPONIBLES EN
FRANCAIS SUR DEMANDE.

Greenpeace Reverses Seal Ban Position

Newfoundland's hard-pressed sealing industry got a boost some weeks ago, when Greenpeace Britain announced that they are dropping their opposition to the trapping of fur bearing animals.

The decision took most observers of the growing animal "rights" controversy by surprise, as the British arm of the Greenpeace organization had prepared a major public advertising campaign aimed at the same European nations that recently extended the ban on the importation of seal fur products. The change in attitude, according to Greenpeace, came as the result of representations made to them by native leaders from Canada's Northern regions, where trapping and sealing are often the only source of income for large numbers of Canada's native people.

The Greenpeace announcement came at a welcome time for the Canadian Sealers' Association (CSA). Formed to represent the interests of sealers in the fight over the hunting of whitecoat and adult seals, the CSA was unable to significantly influence the outcome of that particular battle. However, CSA President Mark Small feels that the Association's actions over the last three or four years were instrumental in reversing Greenpeace Britain's anti-fur stand.

"The CSA has opened people's eyes to the danger posed by Greenpeace and the other anti-fur groups" Small says. "The Inuit, the Trappers Association and the Canadian fur industry have learned a great deal from our experience, and we can take credit for alerting them to the tactics these groups use. We didn't win our battle with the protesters yet, but we have been able to convince the others of the importance of taking early action to counter the protesters actions."

Kirk Smith, now with the Fur Institute of Canada, spent several years with the Canadian Sealers' Association as Executive Director. He concurs that Newfoundland's example was instrumental in getting other elements of the Canadian fur industry to counter-attack quickly.

"We saw the impact that the anti-hunt activity had on Newfoundland's landmen" the Public Information Committee Chairman with Canada's national fur lobby group points out, "and we realized that the seal hunt was not an isolated instance, but rather the start of movement against the fur industry in general. The fate of the Newfoundland hunt showed that the unthinkable can happen, and would happen, if we didn't fight back early in the game."

Sealers' Association Continues Market Search

The Canadian Sealers' Association is getting back into full swing after a summer lull.

"Things have been a little slow for the CSA this summer" Board President Mark Small said in a recent telephone interview. "Our funding had expired, and that forced us to lay Executive Director Kirk Smith off. That hurt, because the Board of Directors are volunteers, and couldn't devote enough time to carry out Kirk's responsibilities during the fishing season. Now we've gotten word that the Federal government's funding will be forthcoming; it's been approved by Treasury Board, and we're just awaiting the signing of a Memorandum of Agreement before receiving the money. The Board will be getting together shortly to look at filling the Executive Director's position."

Despite Smith's leaving, the CSA hasn't been inactive in recent months. There's a full Board of Directors in place, and the office has been operated by the secretary and the bookkeeper while the group awaited word on funding. The major efforts continue to focus on the crucial question of finding markets for the sealers products.

"We're trying to challenge the EEC ban through the Department of External Affairs" the White Bay fisherman said. "We feel that there is potential market in Europe for sealskin products. We understand there's now a shortage of fur in Germany, for example. The word we've had from Germany is that if the Canadian government banned the whitecoat hunt, the EEC ban on other seal products could lapse when it comes up for renewal in two or three years."

Other market development initiatives are continuing as well. The CSA has shipped an order of 500 pelts to Hong Kong, and is awaiting reaction from the Far Eastern buyers. 50 pelts have gone to Taiwan for tanning, and the CSA hopes this pilot shipment may develop another sizeable market. A major Canadian tannery has expressed interest in the possible production of a large amount of sealskin leathers, and a Canadian meat processor has shown interest in processing seal meat for shipment to the Far East market.

"This year, we'll be continuing to concentrate on laying down firm markets" Small predicts. "With those in hand, we'll then be turning our attention to the idea of a sealers' co-op to process the seals. Right now, the BAE Group is completing a study of the feasibility of a processing facility to be located at Fleur De Lys."