# fish SAFE

ANNUAL REPORT 2010/2011 April 1, 2010—March 31, 2011

# **Herring Drills Day**

On March 3, 2011 the BC herring fishery participated in the first ever fleet wide safety drill. This event was coordinated by Fish SAFE in collaboration with and the full support of the Department of Fisheries and Oceans, Pacific Region, fishing companies and fishermen. With fishing vessels spread from Comox to French Creek, and the herring fishery seemingly imminent, the logistics to pull off such and event required a bit of creativity. Fisheries and Oceans was contacted to provide the announcement to the fleet and to show their support of the activity. Fishing company managers on the grounds as well as some fishermen were also asked to spread the word and garner support for the fleet wide drill. Brenda Spence and the crew of the Atlin Post took on an important role in advising the fleet by way of the official Department of Fisheries and Oceans ("DFO") announcements the day before and on the day of the event. After doing the preliminary ground work Fish SAFE Program Manager, Gina McKay, and Program Coordinator, John Krgovich, headed to Deep Bay to coordinate the logistics of the fleet wide drill. Canadian Fish's Senior Director of Fishing Operations, Chris Cue's, support was integral to the success of the event. Chris provided the Western Rainbow as the platform for Fish SAFE to conduct the drill event and also transport on Waldo to the event winners.

"Over a week later we continue to get calls from the guys on the grounds as they reflect on what they learned from their drill activity"



## The Event:

The herring vessels that participated in this 1<sup>st</sup> ever Herring Drills event are to be commended for taking the lead and making safety part of their operation. The uptake of twenty vessels and 103 fishermen participating in a drill event is proof of a fishing industry taking ownership of safety. Fishermen were very appreciative for the opportunity to practice their skills. Some were just happy to still fit into their suits while others took the opportunity to do a full check of all their safety equipment with their crew. Others jumped overboard and Bobby on the Pacific Quest felt he should have won as he put his suit on while drinking a cup of coffee. It was a great day and we look forward to more opportunities to coordinate on grounds drills to set the tone for safe fishing.

Questions around the age of immersion suits and their fit are at the fore. Fish SAFE will be calling suppliers to get updates on availability of suits and sizing and the question of custom fitting as well. Thanks to Chris Cue, Brenda Spence, fishing company managers and fishermen for taking the lead and recognizing the importance of safety in the herring fishery.

Participating Vessels: Atlin Post, Belina, Canadian No. I, Chaser II, Franciscan, Island Spirit II, Northern Cloud, Ocean Cloud, Ocean Destiny, Ocean Marauder, Pachena I, Pacific Aggressor, Pacific Quest, Pender Isle, Prosperity, Silver Dawn, Snow Drift, Snow Queen, Vampy I, Western Ranger

#### Winners:

Fastest Drill: Al Marsden and Crew of the Snow Drift (vessel with more than 3 crew members)

Fastest Drill: Neil and Chris Remmen of the Chaser (vessel with under 3 crew members)



PROGRAM
MANAGER'S
COMMENTS
GINA MCKAY

Yep, that's me getting married and changing my name to McKay. This year was a busy one (again) for Fish SAFE and me personally. Got swept off my feet by a crazy, wonderful, non-fisherman, Shawn McKay. My second granddaughter, Mya Mei Brillon arrived on January 21, a sister to Jaida Justine and so life is a bit of a whirlwind with lots of changes and adapting to new circumstances. So I believe CHANGE IS GOOD, it keeps us on our toes.

In the world of fishing safety - change has also been good. In the last 5 years we've seen ownership of safety on board increase by leaps and bounds. I believe fishermen are masters of change and taking ownership of safety is definitely in the process of going from a culture of reluctant noncompliance to a culture of safety. What would help move things along you ask? More collaborative effort between regulatory agencies and the fishing industry. Twice this year we have run into seemingly nonsensical roadblocks on the road to ownership. The first was the use of hardhats on vessels. Fishermen agreed that this was a good idea but the traditional construction hard hats were not designed for a moving platform or wind and waves. Fishermen looked for alternatives in the high risk climbing and extreme sports industry for something that would stay on, was light enough and could withstand side and top impacts. A few options were found within a reasonable price range and the industry began to take on the responsibility of wearing head gear. Of course all regulations are based on some sort of standard and testing and some of the head gear did not meet the existing WorkSafeBC standards. So sparked the debate over 'standards vs performance vs was the standard designed for fishing vs isn't a helmet of some kind that a fishermen will wear better than the ballcap that he was wearing previously? This same debate has now reared its ugly head when it comes to wearing PFDs. Fish SAFE has gathered many PFD options from around the world designed by fishermen for the realities of fishing that are wearable are measured by a standard and have been tested in real life situations vs a static buoyancy measurement that would preclude several of these new PFD products from being acceptable to WorkSafeBC. Most PFDs that do meet the standard have not been designed for fishing and that is not expected to change due to the small market.

This brings us back to the point: CHANGE IS GOOD – regulatory agencies must find a way to incorporate new technology and design in safety equipment or at the very least allow fishermen to take ownership of their own safety. If fishermen have done the research, have safety procedures in place, are wearing PFDs and hard harts and the only concern from the regulatory agency is 'their' liability then allow fishermen to sign a waiver or better yet, let's create a process or criteria for real life performance instead of defaulting to antiquated standards.

I say, bring on some change! Fishermen have come to learn that the "we've always done it this way" approach can be deadly and have embraced change. It's time for regulatory agencies to do the same.

#### FISH SAFE FINANCIAL SUMMARY April 1, 2010 — March 31, 2011

#### **Source of Funding**

Previous Year Carry forward	57,869
WCB Fishing Assessments	250,000
Search and Rescue New Int. Fund	219,208
PICFI Mentors Program	13,228
Course and Material Revenue	4,628
Total	544,933

#### Use of Funds

Stability Education / Safety Promotion	138,597
Safest Catch Program	233,308
Meetings / Events / Workshops	39,298
PICFI Workshop	13,228
Claims / Assessments	10,672
Administration*	69,830
Total	504,933
Carry Over	40,000

\*Rent, Equipment, benefits, accounting and admin salary costs. Some salary costs are allocated to programs for outside funding. Any excess funds are carried forward to next year's budget.

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#### **CLAIMS REPORT / STATS**

#### A Look at the Numbers

This table is based on the number of accepted claims for injuries and fatalities. There may have been other injuries that were either not reported or did not meet WCB's policies for acceptance.

With increased activity due to the amazing sockeye return, an increase was also noted in the number of seine fishing claims. Otherwise the numbers remain relatively stable.

The one fatality was a man overboard on a small crab vessel near Port Hardy. Man over-board fatalities mean that more effort needs to be spent to find ways to motivate fishermen to use PFD's especially when operating alone.

#### **ASSESSMENT RATE**

These are the rates that fish buyers pay for insurance coverage for fishermen. If you deliver to a BC fish buyer this assessment is paid for you. If you sell your own fish or sell to a foreign buyer then you must register and pay your own assessments. A portion of fishing assessments is used to fund the Fish SAFE Program.

CLAIMS STATISTICS (Claims associated with wage loss)					
	2010	2009	2008	2007	2006
Dive	6	7	3	3	2
Trap & Longline	31	33	28	19	44
Trawl	24	22	28	19	34
Gillnet/Troll	11	9	10	12	26
Seine	23	14	16	8	9
Packing (mainly Farm Fish)	4	4	3	3	14
Totals	99	89	91	122	129
Fatals	1	0	2	3	2

Year	2010	2009	2008	2007	2006
Assessment Rate	6.32	5.37	4.53	4.67	5.89



Victor after completing the Stability Course with Fish SAFE facilitators Paul Bevandick, Glenn Budden, Barb Howe, Gina McKay and WorkSafeBC's Ellen Hanson

#### THANKS VICTOR!

Transport Canada, Director, Design, Equipment and Boating Safety Victor Santos-Pedro retired this year after many years working on Marine Safety with TC. We mention this because Victor was instrumental in recognizing the value of our fishermen designed facilitated Fish SAFE Stability Course. He stepped outside the normal bureaucracy to find funding for the development of the course and for implementation. His vision was that this course would be delivered on a national level. Although that vision is still a work in progress we all applaud his support and foresight as the program has indeed improved fishing safety in BC and is now recognized internationally and by insurance underwriters as reducing risk.

# Transportation Safety Board (TSB)

Although not a regulatory agency, the TSB definitely influences the production of regulations. This was previously thought by some to be the most effective 'change agent.' Over the last two years the TSB has conducted a National Fishing Safety Issues Investigation (SII).

Our understanding of this exercise was not to just re-visit what we all know to be the common safety concerns in the fishing industry, but to also look at what is working to improve safety and how this could be best accomplished. Preliminary reports also refer to the importance of recognizing the complex and interdependencies between issues and to not address them on an issue by issue basis. We are looking forward to having a useful document that will help all identified as the fishing community (those that can affect fishing safety from the fisherman's family to the TC regulator) to find ways to work collaboratively to inspire and improve fishing safety. A final report is expected in the fall of 2011.

The fishing industry has also recognized the value of the outreach that TSB is having locally by reporting on current safety issues immediately and working with the Fish Safe Advisory Committee on resolutions.. Information provided by TSB is also being distributed during Safest Catch Vessel Visits.

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# Safe on the Wheel

Safety on wheel watches was brought to the attention of the fishing industry via a new Marine Personnel Regulation Section 214 which states that "no person shall act, and no master shall permit a person to act as a member of the deckwatch of a vessel unless the person holds a certificate appropriate to the class of vessel, the area in which the vessel operates and the duties to be performed by the person" requiring an Officer of the Watch on a fishing vessel to be certified.

Over the last 4 years the fishing industry mainly represented through the Fish SAFE Advisory Committee at Regional and National CMAC have tried unsuccessfully to explain that this requirement, which may make sense on other marine vessels, does not easily transfer onto the workings of a fishing vessel. It was explained repeatedly, and to no avail, to Transport Canada Personnel Managers that there is not a designated officer of the watch on a fishing vessel, but that all crew are expected to take wheel turns. Everyone did agree that crew on the wheel should have some practical relevant training.



We recommended that for those without experience the Transport Canada Small Vessel Operators Proficiency curriculum would provide the necessary basics with some additional fishing content. This was dismissed by Transport Canada and they went ahead and produced an 8 week curriculum requirement for crew taking wheel turns. This curriculum is not much different than the FMIV curriculum.

Although 8 weeks training may be of interest to someone who has access to funding over the winter, that is not the case on this coast. Fishermen need a course that <u>all</u> crew could access and that would take the place of traditional mentoring that is not available in some fisheries due to shortened seasons. Based on the direction and need expressed by fishermen the Safe on the Wheel -5 day course was developed using the tried and tested methods from the Fish SAFE Stability Education Program.



Register for **Safe on the Wheel** and make sure your crew have the training they need to safely take a wheel turn.



The Fish SAFE Advisory Committee and BC Fishing companies have recommended that the Safe on the Wheel course satisfy the requirements for Transport Canada's Officer of the Watch regulation. It remains to be seen whether that will happen or not but in the meantime, fishermen recognize that relevant training that will help them come home safely is much more beneficial than taking obligatory training to satisfy an ill thought out regulatory requirement. Since the pilot course delivered February 7—II, 2011 in Richmond 51 fishermen have voluntarily participated in this interactive course. Both experienced crew and non-experienced crew have appreciated the hands on approach, learning the basics in an actual fishing wheelhouse and the discussions around human factors and management of fatigue. Safe on the Wheel courses are planned monthly.



# REGULATORY UPDATE

## Transport Canada (TC)

Members of the Fish SAFE Advisory Committee formed both a Transport Canada Inspections Working Group and a Marine Personnel Working Group this year to deal with on going issues with inspections and certification.

An inspections survey was done to document specific areas of concern to provide some evidence and direction to TC. As a result of several meetings with TC directors in the region and the survey there were some positive changes made to address the issues.

On the Marine Personnel front, the inability to move forward on the Officer of the Watch certification requirement prompted letters to Minister Strahl which was followed up by a visit from the Director General, Donald Roussel, in March. At this meeting the industry was directed to collect information on the ability of fishermen to comply with existing regulations and formulate a west coast compliance plan to mitigate risk. This was completed and forwarded to the Director General. The Director General replied by directing his staff to coordinate outreach sessions with fishermen to "demonstrate that there is ability for the fishing industry to comply with the regulations and it will prove that many fishermen do possess the necessary training and experience to obtain a certificate".

We will support TC in their outreach efforts as we hope it will assist fishermen in getting consistent information on regulatory and training requirements. DG Roussel did also indicate that following the outcome of the outreach sessions they would review the need to amend the regulations.

#### WorkSafeBC

WorkSafeBC continues to regularly inspect all BC fishing vessels focusing on the prevention of fatalities. This year safety inspections on fishing vessels continued and was expanded to on grounds inspections. We understand the prime focus of these inspections is to ensure that the master and crew have procedures in place to prevent capsizing, falls overboard, work safely and implement emergency procedures when things go wrong. This is ultimately what the fishing industry is working towards with the Safest Catch program and other initiatives such as the Fish SAFE Stability Program. This does not happen overnight. Unfortunately, even though we have seen significant progress in the wearing of PFDs on-board, we have suffered fatalities. As with most falls overboard the outcome could have been much more positive with the use of a PFD especially when working alone.

The Industry Services group, with Ellen Hanson taking the lead, collected Fishermen's Tips to include in the reworking of the Gearing Up for Safety Manual which is expected to be going to print this fall. This manual covers regulatory requirements and recommended practices for staying safe on-board.





## "WEAR FLUORESCENT GREEN TO BE SEEN"

As an educational partner with Mustang Survival, Fish SAFE was invited to support and participate in a Hi Visibility in Water Study. "The purpose of the study was to distinguish and scientifically validate the most conspicuous colour for use on Personal Floatation Devices and Immersion Suits when viewed on the water. The most recent Canadian Standards are prescribing Pantone colours (orange, red and yellow) for immersion suits." High visibility ANSI approved colours mandated for construction sites



are not included in the Canadian Standard. It is hoped that the results of this study can guide the creation of future standards and regulations, aids in locating a floating victim and also be applied to other marine safety equipment. Research findings indicate fluorescent green followed by fluorescent orange were the most conspicuous colours for a floating target when compared to non-fluorescent yellow an non-fluorescent red. This result was found with simulated laboratory viewings and actual on-water experiments which both used human subjects. Lead Researcher for Mustang Survival, Wendell Uglene, also commented that he "would like to see the report go one step further, to look at the visibility of these colours from the air, so we could determine which ones were most effective in helicopter rescue missions". Mustang accessed research funding through WorkSafeBC's New Innovations funding program. If you would like a full copy of the report you can find it on www.fishsafebc.com



# SAFEST CATCH

A review of this years activities and the Advisors logs from vessel visits leave a very positive impression of how the fishing industry is recognizing the value of this vessel specific safety program. The first year was spent mainly in development and training, the second year in outreach to as many vessels as possible. This year we are seeing the feedback and requests for follow visits up from industry. Most impressive are two first hand accounts from fishermen that attribute their participation in the program to saving their lives.



The program continues to mature as we are seeing numerous changes throughout the fleet dealing with on-board safety. Perhaps the most exciting event this reporting season came from a return visit to Prince Rupert where we are really seeing the fruits of our labour. Here for the first time, the Safest Catch program has been credited with saving lives!



The broad smiles from the faces of the crew spoke to their appreciation of the Advisor and the Safest Catch program. The industry and individual fishermen feedback speaks volumes about the value of this program to the fishing fleet. All of us that are involved appreciate the opportunity that this funding has afforded the fishing industry and although it is difficult to document, there is no doubt from those that are out on vessels that it has saved lives. As we go into the last year of this funded program we will be looking at enhancements to bring the program in line with ISO safety management system guidelines so as to streamline and make the work already accomplished on board more effective.

We heard last fall of a crab vessel that had capsized off the BC coast. When the vessel name was released we were very concerned, not only because it was a fellow fisherman, but also a participant in the initial stages of the Safest Catch program. When the Advisor who was working with the vessel called the skipper, who had managed to get himself and his crew of three off the vessel safely, the skipper asked if we could send the Advisor to Prince Rupert to work with him on his new vessel. On arrival in Prince Rupert this Spring the Advisor met the skipper and crew who told of a chain of events which lead to the compromised stability of the vessel that caused it to eventually capsize. The good news came when the skipper and crew told the Advisor how glad they were that the Advisor had made them aware of the life raft and showed them how to do an abandon ship drill which included how to launch the raft. They said, "It all happened so fast....about 90 seconds and it capsized. We were so glad that you made us do that drill. I told my crew to get the life raft and they knew exactly how to get it into the water and we were able to step off the overturning boat and right into the raft."



Decal issued to fishermen wearing PFDs!

Vessel Visit Summary and Highlights Vessel Visit Requests - 216 Vessel Visits - 138 Fishermen - 737 Safety Orientation Completed - 123 Safety Drills Program - 101
Safe at Sea Procedures - 60
Safest Catch Decals Received - 63

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### FISH SAFE ADVISORY COMMITTEE

The Fish SAFE Advisory Committee met as a large forum 3 times during this year. Average attendance at these meetings was 40 participants. There were several sub-committees formed to deal with on-going issues such as TC Vessel Inspections, TC Marine Personnel Regulations and WorkSafeBC Head Gear Standards. These sub-committees meet more often to move these particular agendas along. Safety topics discussed this year included fatigue, fire suppression systems, heat sensors and recognition for safety programs through insurance discounts. Reports on the progress of all existing safety programs is included. The committee also provided direction and tips to WorkSafeBC on the revisions to the Gearing Up for Safety Manual. Safety suppliers were invited to provide product information and all who sit around the table brought forward progress and challenge reports from their representative group. This forum provides access for regulatory agencies to the fishing industry and vice versa. If there is a regulatory or safety issue or new development in safety it is brought to this forum. If you have an idea on how to promote safety in fishing or a see a need, let us know.

#### FISH SAFE ADVISORY COMMITTEE MEMBERS

Industry Member	Representing		
Bill Duncan	Native Brotherhood of British Columbia		
Bob Hall	Canadian Fishing Company		
Brian Mose	Deep Sea Trawlers Association		
Bryan Safarik	Ocean Fisheries Ltd.		
Chris Ashton	Area B Harvest Committee / Area B Seine		
Chris Cue	Canadian Fishing Company		
Dan Edwards	Area A Crab Association		
Gord Cranton	BC Tuna Fisherman's Association		
Gordon Wasden	Aboriginal Fishing Vessel Owners Assoc.		
Jim Nightengale	Pacific Halibut Management Association		
Joe Bauer	Scotch Pond Heritage Co-op.		
Darrell Enger	United Fishermen and Allied Workers' Union		
John Lenic	Fisherman		
John Secord	Pacific Coast Fishermen's Mutual Marine Insurance Co.		
Michelle James	BC Seafood Alliance		
Mike Buston	Leader Fishing		
Mike Featherstone	Pacific Urchin Harvesters Association (Green & Red)		
Paul Bevandick	Pacific Prawn Harvesters Association		
Paul Edgett	Canadian Fishing Company		
Ralph Roberts	(Co-Chair), Fisherman and Safest Catch Advisor		
Ross Holkestad	Fishing Vessel Owners Assoc. & Harbours Assoc.		
Tim Joys	Pacific Underwater Harvesters Association		
Ex-officio Members			
David Heap	Canadian Coast Guard / Department of Fisheries		
Dennis Chalmers	Province of British Columbia Oceans & Marine Fisheries Division		
Ellen Hanson	WorkSafeBC		
Feliksas Markevicius	Department of Fisheries & Oceans (Pacific Region)		
Glenn Budden	Transportation Safety Board		
Inspection, Enforce- ment Managers	Transport Canada		
Shane Neifer	WorkSafeBC		
Expert / Resource M	Expert / Resource Members		
Alex Brydon	Merlion Marine Services Inc.		
Barb Howe	Quinte Marine Services		
Peter Ryan	Ryan & Associates		

# FISH SAFE'S ROLE IN BC FISHING SAFETY

Fish SAFE is a fishing industry program administered by the BC Seafood Alliance. All programs are developed and driven by fishermen for fishermen for the purpose of reducing injuries and fatalities. The Fish SAFE Advisory Committee provides direction to Fish SAFE by discussing current safety issues and recommending solutions based on the 5 points of the Fishing Safety Strategic Plan: education and mentoring, regulatory reform, communication, funding, and coordination between regulatory agencies and the industry.

On behalf of the fishing industry Fish SAFE coordinates and develops safety tools, safety awareness and safety advocacy by:

- serving as an advocate for health and safety within the fishing industry;
- coordinating industry advice to regulatory agencies on health and safety issues and regulations;
- developing training tools for fishermen;
- monitoring and communicating accident patterns;
- improving safety awareness and procedures on board vessels, and;
- coordinating industry meetings and seminars on safety.

Fish SAFE also works with WorkSafeBC to bring clarity to the process of claims and reduce overall costs to the industry. This is accomplished through:

- providing fishing industry orientations for WCB staff;
- reviewing all relevant WCB reports on claims in the fishing classification units and
- following up on claims where advisable;
- acting as liaison between the injured workers, individual vessel owners, fish buyers, and
- WorkSafeBC case managers dedicated to the fishing CUs, and;
- encouraging vessel owners to actively manage claims.

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# BC COMMERCIAL FISHING LABOUR MARKET INITIATIVE

Over two years of enquiries into the availability of funding for fishermen training landed at the BC Ministry of Jobs, Tourism and Innovation. It was discovered that this Ministry has a Labour Market Program initiative that assists sectors including fishing to determine the human resource issues at hand and also develop a strategy for dealing with them. This would be the first step in accessing the actual training funding needs. The BC Seafood Alliance drafted a terms of reference for the project working with an industry committee. The four phases of the project include:



1. Labour Market Information Research / Communications Strategy

- 2. Training, Recruitment and Retention Strategy
- 3. Marketing Strategy / Materials / Website / Database Development
- 4. Sustainability Plan

We are underway with Phase I, documenting the demographics of the fishing industry and training needs. We have also linked this component of the BC Commercial Fishing Labour Initiative (so titled) with Transport Canada's need to certify all fishermen. It is expected that the information gathered will assist in making the case for the training funding needs and provide the evidence needed by Transport Canada to work with us on a more informed compliance plan. This will be an invaluable document for future planning whether you are investing in or leaving the fishing industry.

## REMEMBERING ON THE WEBSITE

A special feature was added to the Fish SAFE website to remember the importance of safety on board. If you would like to submit a dedication to someone lost at sea, please give us a call at 604.261.9700, make a submission on line at fishsafebc.com or complete this form and fax it in to Fish SAFE at 604.275.7140

Name of Person(s) and Vessel for Dedication:	
Personal Comments:	
Combres May 10 10 10 10 10 10 10 10 10 10 10 10 10	
Date or Year of Incident:	our Name:
Your Phone Number: Y	our Email:



2 - 11771 Horseshoe Way Richmond, BC V7A 4V4

T 604-261-9700 | Email:admin@fishsafebc.com 604-275-7140 www.fishsafebc.com

SAFEST CATCH ADVISORS Paul Bevandick, Ralph Roberts, Cheri Hansen **Bob Strom** 

Gina Johansen | John Krgovich | Dionne Riley
PROGRAM MANAGER | PROGRAM COORDINATOR | PROGRAM ASSISTANT

