

Fish SAFE Annual Report

April 1, 2009 — March 31, 2010

STRATEGIC PLANNING: LET'S MUSTER FOR FISHING SAFETY

What do fishermen, Transport Canada, Work-SafeBC, the Transportation Safety Board, fishing companies, insurance companies, fishing associations, Fisheries and Oceans, the UFAWU/CAW and Native Brotherhood of BC all have in common? **A vision - A fishing sector with a world leading safety culture where everyone takes ownership of safety.** The short version of that is **"All Fishermen Come Home Safely."** For that purpose the members of these groups came together for a one day workshop on June 22, 2010 to review the previous three year strategic plan and create a new action plan for the next three years.



The theme of the workshop was "Let's Muster for Fishing Safety" and this theme provided the anchor for the development of our BC's Fishing Safety Muster List. This list, as a result, contains not only the five goals and top three actions for each goal over the next three years but also assigns duties to complete this plan. The one day workshop ended in a mock drill activity to drive home the fact that everyone needs to do their part in an emergency. The reality of not effectively doing your assigned duty during a drill is that you put others at risk. And there could be a similar effect on the entire industry if we all don't do our part to implement this strategic muster plan. If we are not all working towards the same goal then it will be much more difficult to achieve. We will need to keep meeting at the Fish SAFE Advisory Committee and keep practicing our drills. Please join us to have input and help make a difference.

The Top Five Goals and Actions are:

Education and Mentoring

1. Develop understandable interpretations of regulations (model: Gearing up for Safety).
2. Continue with more direct hands on education during season openings; Fish Safe approach.
3. Develop best practices for fishing safety.
4. Data analysis on course participation and fleet needs to target groups.

Regulatory and Policy Reform

1. Policy development must be based on solid statistical data and modeling with a National Database.
2. Have input into the development of regulations and policies to ensure they are practical, reasonable and improve safety.
3. Incentives for fishermen who participate in safety programs.
4. Work on TC process for equivalencies for safety equipment.

Coordination between Regulatory Agencies and with Industry

1. Ensure that regulatory agencies must consider whether or not the regulatory policy improves ownership of safety for fishermen?
2. Further develop the regional CMAC process to make it more effective for the fishing industry.
3. Ensure that the identified hazards are thoroughly reviewed and discussed at Fish SAFE Advisory Committee meetings.

Funding

1. Pursue funding options to continue the Safest Catch Program.
2. Pursue the Provincial Labour Market Funding Agreement.
3. Pursue funding for the National Fishing Safety Foundation.
4. Research the East Coast funding system and strive to obtain some equality.

Communications

1. Collaborate with Transport Canada to establish ways to better communicate with industry.
2. Encourage more onboard communications amount the crew by sourcing and developing more effective tools.
3. Implement a discussion forum on the Fish SAFE website under an umbrella such as "Ask an Expert".



Gina Johansen
Program Manager

PROGRAM MANAGER’S COMMENTS

I had a nice phone conversation with a long time fisherman the other day. He was concerned about the search pattern being used for a lost sports fishing vessel. He has over 40 years of local knowledge of the area and wanted to provide that information to the Coast Guard. I gave him some contact numbers. He then thanked me again for the great Fish SAFE hat that he wears proudly and is coveted by his fishing buddies. He told me that when they ask him where he got such a great hat he tells them “from the Workers Compensation Board!” I explained to him that Fish SAFE is not the WCB. Fish SAFE is a fisherman driven safety program administered by the BC Seafood Alliance.

It seems that with all the bureaucracy and associations currently in existence it is not easy to keep everyone and everything straight. I decided that this blur of who is who should be looked at very positively. The fact is, that one of the main goals of Fish SAFE is to bring all agencies who work on fishing safety together (WorkSafeBC, Transportation Safety Board and Transport Canada) to collaboratively work on strategies to reduce injuries and fatalities. If we are indistinguishable maybe that is because we are successfully achieving that goal. Essentially if the work is getting done, does it really matter if we have our who is who correct? I believe it is a good misperception to have.

I think you will find this year’s Annual Report to be jam packed. Every year we see progress in fishermen taking ownership of safety on board. This past year Fish SAFE was able to provide many new tools to assist fishermen with the addition of the Safest Catch Program and the Search and Rescue New Initiatives Fund provided three years of funding enabling us to bring in John Krgovich as our full time Project Coordinator. (see feature insert).

The success of Fish SAFE and the Stability Education Program has gained us both national and international attention. People from around the world invite us to their forums or drop in to check out how our programs work. We give them a simple but powerful answer: our programs work because our fishermen own them. They are your programs. You identified the education and tools you needed and worked to develop and implement those tools. You should all be proud of setting the standard for fishing safety.

FISH SAFE FINANCIAL SUMMARY
April 1, 2009—March 31, 2010

Source of Funding

Previous Year Carry forward	24,070
WCB Fishing Assessments	240,000
Transport Canada	55,000
Search and Rescue New Int. Fund	268,263
PICFI Mentors Program	50,130
Course and Material Revenue	8,040
Total	645,503

Use of Funds

Stability Education/Safety Promotion	134,743
Safest Catch Program	291,526
Meetings/Events/Workshops	35,687
PICFI Workshop	40,130
Claims/Assessments	10,686
Administration*	52,791
Total	565,563
Carry Over	79,940

Any excess funds are carried forward to next year’s budget
*Rent, Equipment and Admin Salary. Other Salary costs are allocated to programs

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.

This year had the lowest number of claims but we still ended up in a similar claims cost and a high duration (length of claim). There are many factors that drive the overall cost of claims including the one basic fact that older guys just don’t recover as fast along with the fact that most claims filed are usually pretty serious. The assessment rate paid by fish buyers for fishermen’s insurance is based on the overall claims cost divided by the assessable payroll. Our assessable payroll is down and this will mean an increase in the assessment rate. We are researching opportunities for rebates for vessels that have a safety program on board.

	2009	2008	2007	2006	2005
Dive	7	3	3	2	9
Trap & Longline	33	28	19	44	34
Trawl	22	28	19	34	27
Gillnet/Troll	9	10	12	26	19
Seine	14	16	8	9	29
Packing	4	3	3	14	7
Totals	89	91	122	129	125
Fatals	0	2	3	2	4

ASSESSMENT RATES

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.

Year	2009	2008	2007	2006	2005
Assessment Rate	5.37	4.53	4.67	5.89	5.81

SAFEST CATCH HOPES TO CHANGE CULTURE THAT SAYS 'IF IT HAPPENS, IT HAPPENS'

Fisherman helping fisherman: It is one of the things that remain constant in the ever changing world of the fishing industry. The Safest Catch Program has taken that principle and introduced it to the world of fishing vessel safety up and down the B.C. coast.

Fishermen trained as Safety Advisors are now assisting other fisherman in developing their on-board safety programs. Advisors help in organizing all their safety procedures, and making a plan in the event that these safety procedures have failed or have not been followed and they are now faced with an emergency situation.

We are trying to get away from the old fatalist idea that says "if it happens, it happens" and move towards ownership of safety. It's based on having measures in place to prevent something from happening. And even if it does, then we have other steps in place that we can take. That idea is catching on as we now have 125 vessels engaged in the Safest Catch program and have reached many areas along the coast.

There is something for every fisherman and vessel, from the advanced programs to the developing programs and especially for those who are just investigating what the value would be to start a safety program on their vessel.



This was evident on a recent trip to Prince Rupert where Advisors saw the value at a number of levels, of how fishermen have benefited from having a Safest Catch Advisor work with them. Many in the trawl fleet have very good safety programs in place but were pleased to use the Advisors to validate what they have done and also to help augment sections that they identified as needing help. One such example was the crew of the *Savage Eagle*, who had an excellent safety program already in place but were having difficulty finding a personal flotation device (PFD) suitable for one of their long time crew members. He has fished for 40 years, the consummate professional fisherman, skilled, knowledgeable and hard working — but he still would not wear a PFD. When an Advisor came aboard they discussed the issue and it seemed it was more of a wearability issue than an example of the old attitude. The Advisor had an array of PFD options to show the fisherman and in the end, they found a wearable PFD. He is now wearing it while fishing and is providing a shining example of the value of the Safest Catch program. Not only is one more fisherman wearing a PFD but he's a veteran, a well respected fisherman, who now stands as an example for all fisherman, inexperienced and experienced alike.

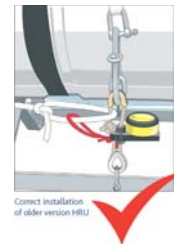
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ADVISOR RALPH ROBERTS EXPLAINS THE NEW RESCUE STICK FOR MAN OVERBOARD RETRIEVAL

The other example was the crab vessel, tied up at the Fairview floats, that had no formal safety program in place, and was at the initial stage of accumulating safety equipment. An Advisor was able to come down to his vessel, armed with experience and safety knowledge. He brought with him some tools created to organize his safety program, including the Damage Control Kit, which is fully stocked with important tools that would be useful in a flooding emergency, and made it available — all at no charge to the fisherman.

The example of the value of this visit was seen when the Advisor looked at the vessel's new life raft just shipped up from the supplier. Since it was his first new raft, the fisherman had secured it to the roof of his vessel the way he felt it should be installed. What the Advisor found was that the raft had been secured in its shipping cradle and strapped in with its manual release secure. It had then been placed inside another cradle which was also strapped in with its own manual release secure. The Hydrostatic Release Unit, which is the automatic release mechanism needed when a raft cannot be launched manually, was tagged on the raft's burst band. It would have been useless there.



The Advisor said: "If the vessel happened to suddenly capsize, which is sometimes the case, the roof would come off before that life raft would." The Advisor showed the fisherman how to connect the Hydrostatic Release Unit, showed him how it worked, and then secured the raft in a single cradle the way it was meant to be installed.

These are just three of the many examples that Advisors and fishermen are dealing with as they try to ensure that all fisherman come home safely.

To set up your visit with a Safest Catch Safety Advisor please contact John Krgovich at Fish SAFE 604 261-9700 or e-mail fishsafecoordinator@telus.net.

SAFEST catch



Advisor Paul Bevandick and fisherman Ivan Askgaard display Safest Catch Decal on board the Raven Bay



Carl Stace-Smith follows his crew into the Ovatek Liferaft during an abandon ship drill on board the Freeport



Advisor Cheri Hanson and Cam Wilson on board the Morning Tide II in Powell River



Craig Harper on the Miss Norma displays the Safest Catch decal.



Roger Atchison gives his crew an EPIRB Orientation.



John Roach and crew on board the Frosti during a safety orientation.



Safest Catch Coordinator John Kgrovich shares some tips.

MAKE IT YOUR BUSINESS— TRAIN FOR AN EMERGENCY

Crew on board the Nan Russ in Prince Rupert go from the Deadliest to the Safest Catch.



Tim Joys on board the Sena II takes the crew through an abandon ship drill



The crew of the Ocean King taking ownership of their immersion suits.



Roger Atchison and crew on the Savage Eagle proudly display their Safest Catch decal.



Engineer Mark Stephen works on the Knight Dragon's muster list.

REGULATORY UPDATE

The new **TRANSPORT CANADA Marine Personnel Regulations** came into effect in July 2007. Since then we have worked on amendments to try and bring a regulation written to cover all marine activities to a place where it makes practical sense for the fishing industry. There have been some substantial changes and some still on the table. In the Pacific Region the staff led by John Yeung and Zenon Szlachetka are working closely with the Fish SAFE Advisory Committee to document and represent west coast concerns. Items still on the table include: amendments to the OOW certification requirements and deadline based on lack of training infrastructure; funding and sea time; simplification of Safe Manning document application forms and inspection requirements; and an increase in the tonnage associated with the FMIV certification.

The other hot topic at the Fish SAFE Advisory Committee and on the docks was the approach taken recently by the regional office in regard to **annual and quadrennial inspection regime**. New inspectors were tasked with inspecting fishing vessels without the benefit of some transition mentoring from those more experienced with fishing vessels. This coupled with a lack of communication on revised expectations created some challenges between inspectors and fishermen and the region was perceived as taking a hard line and not respecting the expertise of fishermen.

The Fish SAFE Advisory Committee struck a working group to determine a process to improve the situation. Step one was to survey fishermen to document what is working and what is not during the inspection process. This survey is being distributed to all inspected vessels to have input. TC has agreed to review the results for the purpose of making improvements.

If you want to have a say in the new Small Fishing Vessel Regulations which are in their final draft—make sure you attend the Regional CMAC meeting in Vancouver, September 22, 2010 or National CMAC in Ottawa, Nov. 1-4, 2010.

WORKSAFEBC continues to regularly inspect all BC fishing vessels focusing on the prevention of fatalities. The inspectors primary focus on ensuring that the vessel owner and crew have procedures in place to prevent capsizing, falls overboard, work safely and implement emergency procedures when things go wrong.

Prevention officers are working collaboratively with fishermen on practical safety equipment. Hard hats can prevent a lot of damage to the old noggin, but standard hard hats were not so practical on board. Trawlers in particular started testing other hard hats used in rock climbing, snow boarding and other extreme sports. These proved to be easy to wear and stayed on. WorkSafeBC has now approved other standards for hard-hats on vessels. Stop by the Fish SAFE office and check out the new look in hard hats or check out these guys on the Ocean Marauder.

They tell me these hard hats work great and they think they look pretty cool too.

WorkSafeBC Safety Officers

Bruce Logan:	604-314-8336
Mark Lunny:	250-703-6434
Pat Olsen:	250-218-4866
Shane Neifer:	250-635-0213



FISH SAFE ADVISORY COMMITTEE

Are you in the loop?

The Fish SAFE Advisory Committee is the forum for fishing vessel safety. The recent strategic planning session placed as its top priority the use of this committee for reviewing issues around safety and providing direction for recommendations and tools.

The Advisory Committee meets a minimum of four times per year. The committee is open to fishermen and members are appointed to the committee by their sector or association. Committee members are responsible to report on safety issues to the committee and to relate this information back to industry.

Meetings are always well attended and supported by technical experts and former officials from TSB, TC, DFO, CCG and Work-SafeBC.

Upcoming Fish SAFE Advisory Committee meetings:

October 7, 2010 January 20, 2011 April 21, 2011

FISH SAFE ADVISORY COMMITTEE

Industry Member	Representing
Bill Duncan	Native Brotherhood of British Columbia
Bob Hall	Canadian Fishing Company
Brent Melan	Fisherman
Brian Mose	Deep Sea Trawlers Association
Chris Cue	Canadian Fishing Company
Dave Dawson	Ocean Fisheries Ltd.
Gordon Wasden	Aboriginal Fishing Vessel Owners Assoc.
Jim Nightengale	Gulf Trollers Association
Joe Bauer	Scotch Pond Heritage Co-op.
Darrell Enger	United Fishermen and Allied Workers' Union
John Lenic	Fisherman
John Secord	Pacific Halibut Management Association
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)	Native Brotherhood of British Columbia
Ross Holkestad	Fishing Vessel Owners Association / Harbours Assoc.
Tim Joys	Underwater Harvesters Association
Tony Mijacika	Pacific Coast Fishermen's Mutual Marine Insurance Co.
Ex-officio Members	
Abby Ghuman	Department of Fisheries & Oceans (Pacific Region)
Dennis Chalmers	Province of BC, Oceans & Marine Fisheries Division
Ellen Hanson	WorkSafeBC
Glenn Budden	Transportation Safety Board
John Palliser	Canadian Coast Guard / Department of Fisheries
Inspection, Enforcement Managers	Transport Canada
Shane Neifer	WorkSafeBC
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 Work-SafeBC 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.

STABILITY WORKSHOP

This workshop was developed in response to feedback received from fishermen through the Fish SAFE Stability Education Evaluation Survey and focus groups. Fishermen requested a one day refresher course to keep stability top of mind. We decided to provide more than a refresher by adding in a focus on human factors. Since 80% of fishing vessel incidents are attributed to human error it seemed appropriate to take this on.

This workshop examines how risk perception and decision making are factors in the stability equation. All fishermen are encouraged to participate if they want to keep the threats to stability top of mind and acquire some new tools to assist them in their decision making process.

One of the highlights of the workshop day is the Risky Card game where participants are dealt a hand of cards which essentially represent their vessel, crew and captain. As new variable cards are turned over they must decide on whether or not to go fishing. This popular, end of day activity, tests their new found risk assessment techniques.

If you are Stability Education Graduate please give us a call and sign up for one of the scheduled refresher courses or schedule a course of your own by organizing a group of eight people.

There is no charge for the refresher course. Workshops will be held once a month.



CHECK OUT THE WEBSITE

A new design with easier access to information is in the works for the fall.

Watch for the **NEW "Ask an Expert"** Section. An inter-active forum for obtaining information on fishing safety from those who know it best. Experts will include naval architects, marine educators, regulators and fishermen.

WWW.FISHSAFEBC.COM

Remembering....

As a reminder that safety is all about people and families we are setting aside a dedication section on each page called Remembering.

If you would like to have a website page with your dedication for someone that was lost at sea.

Send us an email or give us the call with the following information:

- Name of Vessel
- Name of Person or Persons in dedication
- Date of loss
- One line personal statement (optional)



2 - 11771 Horseshoe Way
Richmond, BC V7A 4V4

T 604-261-9700 | Email: fishsafe@telus.net
F 604-275-7140 | www.fishsafebc.com

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

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

