



## Fish Safe Advisory Committee Meeting Summary

**Meeting:** Fish Safe Advisory Committee  
**Date:** September 27, 2018 (9:30am - 2:00pm)  
**Location:** Chinese Bunkhouse at Britannia Shipyards

### In Attendance (43):

Aloak Tewari – Transport Canada	John Krgovich – Fish Safe
Amanda Crosbie – Nesika Insurance Services	John Roach – Fisherman
Andria Cherette – DFO	Kelly Anderson - Fisherman
Andy Allan – Transport Canada	Ken Miller – Pacific Seafood
Andy Olson – Tseshaht First Nation	Khushru Irani – Transport Canada
Bernard LeClerc – Transport Canada Ottawa	Len Carr – Mutual Marine
Bob Clarke – Fisherman	Mario Lavoie – Transport Canada Ottawa
Bob Hall – Canadian Fishing Company	Mas Shima – Canadian Fishing Company
Bob McIlwaine – Canadian Lifeboat Institution	Paul Bevandick – Fisherman & Fish Safe Advisor
Brian Cook – Canadian Lifeboat Institution	Randy Bell – Namgis First Nation
Brian Mose – Deep Sea Trawler’s Association	Renee Mann – Mariner Seafoods
Bruce Hale - FAS Seafoods	Rhoda Huey – Fish Safe
Bruce Logan - WorkSafeBC	Ron Doumont – Fisherman
Cindy Mackay – Select Seafood	Ron Howard – Quicknav
Clinton Rebeiro – Transportation Safety Board	Ronald Ross – Response Productions
Cody King - WorkSafeBC	Ryan Ford – Fish Safe
Glenn Budden – Transportation Safety Board	Sanjay Gupta – Transport Canada
Gordon Cranton – BC Tuna Fishermen’s Association	Sarah Buston – Select Seafood
Harold Wulff – Fisherman & Fish Safe Advisor	Scott Castle – Cowichan Tribes
Jason Krott – Port of Vancouver	Shawn Peterson – Gwabal Fisheries Society
Joe Cook – Sechelt Fishing LP	Stephanie Nguyen – Fish Safe
John Horton – Canadian Lifeboat Institution	

### Introductions

**Chair:** Ryan Ford, Program Manager at Fish Safe. (Co-chair Conrad Lewis, UFAWU/UNIFOR sent his regrets).

The agenda was reviewed and accepted.



## **Fish Safe Activity Update – Ryan Ford, Program Manager and John Krgovich, Program Coordinator**

Ryan Ford, Program Manager, provided an update about Fish Safe.

- The 2017/2018 Annual Report has been released and copies have been circulated among the room. It is also available to view on the website under the “About” tab.
- Herring Season 2018
  - Fish Safe spent 10 days from Comox to French Creek conducting drills and doing outreach.
  - The newly completed Best Practices document for the Seine Roe Herring fishery was distributed.
  - Special thanks to John Horton from Canadian Lifeboat Institution who provided Fish Safe a platform to be right out on the water.
- What is Fish Safe focusing on?
  - Transport Canada Small Vessel Compliance Program-Fishing (SVCP-F)
    - Fish Safe has just started the process of familiarizing itself with the Transport Canada Small Vessel Compliance Program-Fishing (SVCP-F) for small fishing vessels less than 15gt. This includes a series of checklists for drills, safety equipment, and safety procedures.
    - The compliance program has many similar elements as the Safest Catch program and Fish Safe will make this a priority to help bridge the gap so that fishermen can obtain the Transport Canada orange decal.
  - Communication and feedback to help Fish Safe engage with the industry
    - Fish Safe will be asking many questions and asking for feedback from the industry with regards to what more they can be doing to assist with safety concerns. This will assist to further their mandate of fishermen taking ownership of their own safety.
    - What opportunities is Fish Safe missing and what more can be done?

John Krgovich, Program Coordinator, provided an update on Fish Safe activity over the last couple of months.

- Changes have been made with our MED-A3 and SVOP courses
- The Safest Catch program has seen some updates as well to keep it relevant
- Fish Safe has heard through word of mouth that Transport Canada and WorkSafeBC inspections are occurring more frequently on the water. As a result Fish Safe has received many phone calls from fisherman who they normally might not otherwise hear from
- Fish Safe has made an effort to be more present online by updating the website and increasing its social media activity on Facebook and Instagram
- Funding for the Safest Catch from Transport Canada ended on March 31, 2018
  - Fish Safe piloted the Safest Catch in Nova Scotia, New Brunswick, and PEI and expanded delivery of the program in BC.
  - Many “ah ha” moments from the east coast group came from conducting drills during Safest Catch vessel visits.
  - The Stability Education course was well received and many of the participants enjoyed all the hands on activities and models.



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- A comment was made by Ruth Inniss from the Maritime Fisherman's Union – “if you don't fund it, you would have slowed the momentum”
- West Coast funding
  - 50 EPIRBs were awarded to vessels that qualified (those that were new to the program and fished in exposed water)
  - Fish Safe was in Prince Rupert in March 2018 and worked very closely with the Vietnamese community doing Safest Catch vessel visits, conducting drills and assisting with safety procedure manuals.
  - This summer, Fish Safe was proactive and circulated the Working Safely on the Fraser River Best Practices brochure to the gillnet fleet. They conducted dock walks and talked with fishermen on the wharves.
- PICFI funding
  - Fish Safe provided training throughout the province to fisherman who we normally might find difficult to get in touch with and allowed opportunities to create some training within the various fisheries.
- Fish Safe was asked to speak in front of the Senate in May
  - The Senate was very complimentary of Fish Safe for all the work that we do, but in reality it is thanks to the fisherman and industry that helped to accomplish this.

**Proposed Amendments to Transport Canada Marine Personnel Regulations - Mario Lavoie, Manager, Marine Personnel Standards and Pilotage and Bernard LeClerc, Acting Manager, Engineering Section**

- Elisabeth Bertrand, A/Exec. Director, Marine Personnel Standards and Medicine in Ottawa, had intended to attend this meeting but had to change her plans at the last minute and sent her regrets.
- Transport Canada's *Marine Personnel Regulations* (MPR) are being overhauled with a goal of moving the new legislation to gazette by the end of the year. The new MPR would be enacted sometime in 2019 if things go as planned.
- There will be a national CMAC in Ottawa in November – following this there will be public consultations from mid-November to mid-December 2018
  - (Fish Safe will be attending this CMAC – all fishermen and Advisory Committee members are encouraged to communicate any issues or concerns they may have to Fish Safe via Ryan Ford to ensure these items are brought to CMAC.)
- What proceeded were presentations by Mario and Bernard that were quite technical in nature:
  - The presentation highlights PowerPoint deck and placemats involving Small Vessel Operator Proficiency vs. SVO Certificate of Competency, Master and Deck Department (Domestic and Fishing) and Engineering Department can be accessed here:  
<https://fishsafefbc.box.com/s/0aayqk9o0kdoau94p3bjdl7tf6ybv41u>

- Mario Lavoie presentation re. changes to the SVOP and transition to SVO CoC:
  - Mario told the group he is very ‘customer service’ oriented and encouraged fishermen to contact him directly to ask questions or express concerns – although you may get his voicemail, he will return calls.
  - The new SVO CoC is being introduced to ensure both the training and the manning regulations are met.
  - Valid for vessels less than 12 m
  - The SVO CoC will be for new entrants to the industry – those with SVOP certification will retain their certification
- The comparison between the existing SVOP and the proposed SVO CoC is available here: <https://fishsafebc.box.com/s/rdsrbfjrbztkhbaev2kkykxdim44mopc>
- A manager for a PICFI community did not have a question about the SVOP changes but did express concerns about the current exam content for the FM4 exam:
  - He indicated that many in his community with good education and training failed the FM4 final exam.
  - Exams at TC in Victoria seem to be more a test of ‘literacy’ – you have to be a very technical person – students tend to struggle with the navigation test questions
  - FM4 exam is not reflective of fishing in BC waters – this will make it more difficult to bring new fishers into this industry

### **Transportation Safety Board’s Investigation of FV Miss Cory - Clinton Rebeiro, Senior Marine Investigator and Glenn Budden, Regional Senior Investigator**

Clinton Rebeiro, Senior Marine Investigator presented the investigation of the FV Miss Cory. In March 2017, the first day the herring fishery opened, the Miss Cory capsized and resulted in one fatality. His PowerPoint deck is found here: <https://fishsafebc.box.com/s/snfwg0vb349v3oc2mlk67il5wvs20shb>

- It was a beautiful calm day, 3 miles off Cape Lazo
- Delay in the availability of a packing vessel and the size of the set meant that some of the fish in the Miss Cory had died and settled to the bottom, increasing the load on the boom and the side of the vessel. This caused the vessel to list, submerging the rubbing strakes
- The vessel had gone through CSI (Transport Canada inspection) less than a year ago
- Water entered the aft hold
- Based on eyewitnesses – water likely leaked into the rubbing strakes and the inspection plate was not secured
- Human factors – the crew was so focussed on the task at hand, pumping the water out of the tank, it was only when one of the crew members noticed that water was entering their boots did they realise the severity of the situation and switched their focus to abandoning ship. The engineer was in the engine room when the vessel capsized.



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- The use of the boom was noted. There was no stability assessment related to using the boom and Transport Canada had previously noted that if the boom was to be used additional stability calculations would be needed.
- WorkSafeBC informed the group that the master of the Miss Cory is being penalized.
- A fisherman asked why Transport Canada is inspecting and certifying vessels without the required stability information for using booms. He commented that risks are being taken and that the penalties are too small to motivate necessary changes.
- Another fisherman asked how long the vessel had been in operation.
- The TSB indicated the vessel had been built over 60 years ago. It was noted that aging vessels in need of ongoing maintenance are a reality on the Pacific coast.

The full TSB investigative report can be accessed online here: <http://www.tsb.gc.ca/eng/rappports-reports/marine/2017/m17p0052/m17p0052.asp>

### **Fishing on the Fraser River – John Horton, Canadian Lifeboat Institution**

John Horton with the Canadian Lifeboat Institution discussed his observations involving fishing and other vessel traffic on the Fraser River during the last gillnet opening.

- The Canadian Lifeboat Institution has been running patrols on the river to ensure that the Fraser River is safe for all marine traffic
- 90% of the gillnet fleet are good but the other 10% are fishing on the ranges and causing problems.
- John showed 2 short videos of vessel traffic during this summer's Fraser River gillnet openings. Close quarters situations between fishing vessels and oncoming tugs and barges were captured in the videos.
- Have been receiving assistance from the Port of Vancouver to help patrol the river and it was announced that they will continue to do so during future openings.
- Questions and comments that came up during the conversation:
  - Who has the authority to police this vessel activity? Where is the enforcement?
  - There is a need to educate the fishermen to clear the transits and to stay on the ranges as well as use their navigational lights
  - Port of Vancouver has invited Fish Safe to collaborate with safety initiatives

### **Transport Canada Concentrated Inspection Campaign (CIC) - Sanjay Gupta, Senior Marine Inspector, and Aloak Tewari, Manager Inspection Services**

Sanjay Gupta, Senior Marine Inspector, announced that Transport Canada has adopted the international CIC process to be used for Canadian domestic vessels. His PowerPoint deck can be found here:

<https://fishsafebc.box.com/s/ongr6v7ulovgrhbsnusoagd1d97jayx>

- The CIC is carried out to increase inspection efforts in areas where, based on previous inspection results, are safety concerns and to gain further insight into the level of compliance



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- It encourages safety by promoting compliance with vessel owners (not only to fishing vessels, but all marine vessels).
- CIC is not a periodic inspection and to date have only conducted 3 CICs.
- Vessels are selected by random sampling and then contacted by phone or email.
- General findings and a summary of results will be made available when CIC 2018/2019 is completed, roughly November 2018.
- A question was asked by a fisherman, “what is the purpose of CIC as it’s very disruptive to operations?”
  - The reason for CIC is because many things can change over the course of 3 years and processes and safety start to deteriorate over time. CIC is not a complete vessel inspection. It only focusses on planned maintenance and safety procedures.
- A fisherman asked what the purpose would be of a CIC if his vessel had just completed CSI.
  - Transport Canada said that a CIC allows them to see a vessel when it is operational and to identify issues that might not be observed during the annual CSI process.
- Another fisherman asked why Transport Canada would focus CIC efforts on delegated vessels. He understood that the original reason for the CIC was to focus on the more at risk, uninspected vessels.
  - Transport Canada said the system for selecting vessels for CIC is conducted in Ottawa and is a random selection process but there may be room for improving the system. The Transport Canada representative said he would follow up on this issue.

### **WorkSafeBC Marine Initiative / PFD Campaign Update and New PFD Video – Bruce Logan, Prevention Officer**

Bruce Logan displayed new marketing material that WorkSafeBC has started circulating which includes new stickers, door mats, and post cards with reminders to wear your PFD. If you are interested in any items, contact Bruce and he will deliver it, free of charge!

WorkSafeBC has also released their new video titled *Turing the Tide: PFDs in the Fishing Industry* which was shown to the group. The link to view the video can be found here:

<https://www.youtube.com/watch?v=9mlz-x1Mk6Q>

### **Next Fish Safe Advisory Committee Meeting Date**

Ryan Ford will coordinate the next Advisory Committee Meeting likely for some time in February 2019.