



Fish Safe Advisory Committee Meeting Summary

Meeting: Fish Safe Advisory Committee
Date: February 20, 2019 (9 am to 1 pm)
Location: Fish Safe Office

In Attendance (25):

Alex Stuart – Cloud Hawk Security Corp.	Omur Terzioglu – Transport Canada
Amanda Crosby – Nesika Insurance	Paul Bevandick – Fisherman & Fish Safe Advisor
Barbara Mueller – DFO	Ralph Roberts – Fisherman & Fish Safe Advisor
Bob Hall – Canadian Fishing Company	Renee Mann – Mariner Seafoods
Brian Cook – Canadian Lifeboat Institution	Rhoda Huey – Fish Safe
Bruce Logan – WorkSafeBC	Robert Edwards - DFO
Cheryl Lawson – Fisherman & Fish Safe Advisor	Ron Doumont - Fisherman
Dennis Woloshuk – Fisherman	Ryan Ford – Fish Safe
George Roddan – Transport Canada	Sarah Buston – Select Seafoods
Glenn Budden – Transportation Safety Board	Tim Pryde – WorkSafeBC
Jessie Kunce - WorkSafeBC	Tom Amirault – Nesika Insurance
John Horton – Canadian Lifeboat Institution	
Ken Miller – Pacific Seafood	
Khushru Irani – Transport Canada	

Introductions

Chair: Ryan Ford, Program Manager, Fish Safe. Co-chair, Tom Amirault – Nesika Insurance.

The agenda was reviewed and accepted.

Ryan Ford, Program Manager: Fish Safe Updates:

PowerPoint presentation link: <https://fishsafebc.box.com/s/jj5yuk834esyo43u1lzod5v49qcyysgu>

Administrative update:

- Fish Safe has been at the current Horseshoe Way address for 6 years. The lease has been renewed for 5 years. The location continues to serve fishermen men well given its location and classroom & meeting versatility.

Industry update – National and BC picture

- 17 fatalities experienced across Canada in 2018. Many on the east coast involved incidents close to shore, in close proximity to fellow fishermen and man overboard situations where PFDs were not worn.



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- 5 lives were lost in BC. One on a packer near Prince Rupert involving a heart attack while abandoning ship and one involving a young diver in the sea urchin fishery. Three lives were lost near Tofino and involved unlicensed fishing.
- In late Nov. 2018 the Senate’s Standing Committee on Fisheries and Oceans released a report about the state of search and rescue. Report link is here: <https://sencanada.ca/en/info-page/parl-42-1/pofo-sar-maritime/>
 - They want to see EPIRBs on all fishing vessels within 2 years.
 - They recommend DFO ensure that its regulations and practices give priority to fish harvester safety.
 - They recommend TC develop and disseminate user-friendly information regarding vessel stability to reduce unsafe practices.
 - They recommend that via CMAC TC, DFO and CCG work with fishery safety organizations and fish harvesters to develop a national action plan on safety in the commercial fishing industry. They want this done within 3 years.
- The TSB via Glenn Budden commended Fish Safe, as represented by John Krgovich, Fish Safe Program Coordinator, for the fine testimony he provided the Senate earlier in 2018.

Fish Safe Program Initiatives:

- Beginning in 2019 Fish Safe will help fishermen to obtain Transport Canada’s ‘orange decal’ (e.g. Small Vessel Compliance Program – Fishing (SVCP-F))
- There is some complexity to working through the program and Fish Safe, via the Safest Catch program, will provide free assistance to BC fishermen
 - Fishermen can register here: <http://www.fishsafebc.com/orange-decal-program>
- Transport Canada has created a comprehensive guideline booklet to aid fishermen trying to work their way through the SVCP-F. TC came to the meeting with several copies of the guidelines and has provided Fish Safe with copies to be used as they assist fishermen in the orange decal program.

Seattle Pacific Marine Expo 2018:

- Fish Safe attends each year but decided to also exhibit in 2018.
- Attendees were asked to “Have your say” by completing a short survey about commercial fishing safety as well as safety education available in different location in BC and in the US west coast states

George Roddan, Senior Marine Inspector, Transport Canada: Transport Canada Stability Notice Templates

PowerPoint presentation link: <https://fishsafebc.box.com/s/7zjnhjxnqe55rurgrd7ju4sdakb5q5ey>



New TC regulations (e.g. Fishing Vessel Safety Regulations (FVSR)) for fishing vessels under 150 GT and under 24.4 M came into force in July 2017.

The need for stability notices is defined in the FVSR for some vessels under certain circumstances.

Stability is a major safety issue – it's during loading conditions that vessels are at times most at risk. The stability notice is designed to be a tool to help.

How do you determine who a 'competent person' is?

- The regulation defines what the requirement is to be a competent person. The FVSR is clear on what the criteria is and must be referenced.

What is the main difference between a Simplified Stability and Full Stability assessment?

- Full Stability: Utilizes TP7301 guidance document that sets the specific criteria for the stability characteristics of the vessel.
- Simplified Stability: ISO document defines a much more simple way that one can do on a spreadsheet which is defined in the ISO document.

Not all vessels need a stability assessment – but all vessels must have 'adequate stability':

- Herring and modified vessels where there is a change in operation need a stability assessment.
- The FVSR is designed to give some flexibility for smaller vessels to have a simplified assessment.
- The SVCP-F ('orange decal' program) is designed to help fishermen determine if they have 'adequate stability'.

A representative from DFO asked: If DFO is trying to certify a registered vessel but holes have been made in the vessel to decrease length/buoyancy should DFO accept it?

- George: Best to contact him case-by-case and TC can arrange a visit and look at the vessel
- George Roddan's contact info: Email: george.rodan@tc.gc.ca Phone: (604) 666-4283

An individual said that TC inspectors have recently insisted that stability notices be created and posted on board a number of boats he works with, yet the regulations do not seem to require a stability notice under the circumstances – why?

George: It's all about language and communication. Great idea to have it on board for crew so they are more familiar with what the load conditions are. It's best done by a competent person, but anyone can do it. Again, if a Full Stability assessment were necessary, the stability notice would have to be prepared by a competent person.

An individual asked if TC has put in place a call center to answer questions:

- The primary email to send concerns to is as follows: marinesafety-securitemaritime@tc.gc.ca
- There is also another email address for feedback: TC.AMSIAClientFeedback-CommentairesdesclientsAMSIA.TC@tc.gc.ca

A TSB representative noted that existing vessels will try to get a 'competent person' to do a stability notice and they will see the boat has been modified and will say the stability booklet is obsolete – now



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the vessel owner is forced to do a full stability assessment – this is the dilemma facing many. Fishermen also struggle to know what a ‘modification’ is and so when an inspector asks if there are any modifications they often just say ‘no’.

A fisherman noted that between an authorized rep., master/owner and competent person there should be no problem creating a notice. Seaworthiness is a basic standard for all vessels.

George completed his presentation by demonstrating an Excel based stability notice template. It is currently not downloadable from TC’s website. It may be in the future, but for now has to be requested. TC can help a competent person free of charge and give advice.

The template can be requested of George or via TC’s online page here:

https://www.tc.gc.ca/eng/marinesafety/how-obtain-stability-notice-templates-instructions.html#_When_a_stability

(At this point Omur Terzioglu, Senior Marine Inspector, Transport Canada provided a reminder on behalf of Michael Barker, Manager, Vancouver Island (Victoria & Nanaimo), Transport Canada that TC would be present before and during the upcoming roe herring opening. An area of inspection emphasis would be upon holding tanks and ensuring vessels were meeting regulations re. sewage discharge.)

Glenn Budden, Regional Senior Investigator, Transportation Safety Board of Canada: TSB Update and Investigation of 2018 FV Western Commander Incident.

PowerPoint presentation link: <https://fishsafebc.box.com/s/fqi0adgmawu0hbri4gntpq95tmqc9ib9>

To begin Glenn showed the group new coloring books that the TSB had created for kids about fishing vessel safety. Trying to sow seeds of safety within family ties is its goal and part of a safety culture.

The 2018 national safety performance in commercial fishing was reviewed. Seventeen fatalities were recorded by the TSB last year. Commercial fishing remains a high priority, Watchlist item for the TSB.

The Western Commander report is a Class 4 report that reflects a shorter investigation. The class 4 report is allowing for info to get out to stakeholders faster. A link to the full report is here:

<http://www.tsb.gc.ca/eng/rapports-reports/marine/2018/m18p0073/m18p0073.asp>

An individual noted that the vessel was very old, 75 years old. From insurance stats they can prove that older boats sink more often. Vessels are owned by others and masters are ever changing and may not be familiar with the boat.

In Canada, and in general, it’s tough to prove the progress in fishing safety by stats alone, but one can see progress on the boats. But it’s frustrating, in 2017 there were three fatalities across Canada in fishing and then seventeen in 2018.

The trend in stability related incidents has gone down while man overboard incidents have trended up.

Three fatalities occurred in Tofino in 2018. There was no DFO license but they intended on selling their catch. The fishermen went out for a ride with two passengers late at night after fishing. Drinking was involved.



An individual questioned, were they not poaching? Isn't that criminal activity? Why would they be counted as fatalities in a commercial sense?

Robert (Bob) Edwards, Fisheries and Oceans Canada: Herring Licensing

Bob Edwards was on hand to make contact with fishermen in advance of the herring opening.

Fishermen are encouraged to contact him at any time with their licensing queries:

Robert.Edwards@dfo-mpo.gc.ca

Bruce Logan, Prevention Officer, WorkSafeBC: WorkSafeBC Update

Effective June 3rd 2019 new Board-approved changes to PFD regulations come into force. Essentially once on deck of a fishing vessel a PFD must be worn whether underway or at the wharf. The previous determination as to a 'risk of drowning' is being eliminated with the new regulation.

Details about the change as well as the rationale behind the regulatory change are provided via this link: <https://www.worksafebc.com/en/resources/law-policy/discussion-papers/bod-approved-2018-proposed-amendments-to-the-ohsr/part-8-24?lang=en>

PFD standards are being simplified as well and going forward WorkSafeBC will accept PFDs per the standards Transport Canada accepts.

Under the new regulations manually inflated PFDs will now be accepted as there are risks to wearing auto-inflate PFDs when fishermen are in confined spaces such as an engine room.

A fisherman noted that it is important for fishermen to know that not all 'approved' PFDs might be right for a given individual. Body weight and foreseeable sea conditions are just some of the considerations when choosing an adequate PFD.

Bruce reminded the group that if NOT working alone a PFD must have a minimum buoyancy of 69 N. Fishermen working alone must wear a PFD with a min. buoyancy of 93 N and it must be self-righting.

A question was asked about bullying and harassment policies and the need for fishermen to know what the process is for addressing concerns.

Bruce said that all vessels have to have a policy that speaks to the intolerance of bullying and harassment. Masters of fishing vessels need to be trained and need to provide information so that crew know the process for reporting incidents.

An example of a policy statement is found here: <https://www.worksafebc.com/en/resources/health-safety/books-guides/developing-a-policy-statement-template?lang=en&origin=s&returnurl=https%3A%2F%2Fwww.worksafebc.com%2Fen%2Fsearch%23q%3Dbullying%2520template%26sort%3Drelevancy%26f%3Alanguage-facet%3D%5BEnglish%5D>



(At this point John Horton from the Canadian Lifeboat Institution reminded the group that they would be active and on the water during the roe herring fishery. He brought a man overboard dummy and welcomed any vessels who might want to do a man overboard exercise or pumping out drills.)

Alex Stuart, Cloud Hawk Security Corp.: Vessel Fire Prevention - Guardian Fire Shield

Standard practice in a fire incident is to be alerted and then get out. The Guardian Fire Shield device is about limiting the damage from fighting a fire. Cost of water damage is considerable.

Alex met Fish Safe's John Krgovich at an event in 2018 and John indicated the device might have some benefit on fishing vessels. Alex is in the process of learning more about the fishing industry and welcomes the opportunity to learn more about the fishing vessel fleet.

Alex has installed the system on a yacht and in many condos that have sprinkler systems as well.

It's an ABC dry chemical (non-corrosive) unit only currently. It will work on electrical fires but CO2 is better for an electrical panel fire. By the end of the year CO2 will be available.

The device is \$260/unit and \$35 to refill. They make it easy to refill as they come to the customer to do the work.

The device comes with a one year warranty and \$5 million certificate of liability.

A TC representative noted that a CO2 device would not be allowed in accommodation areas of a vessel. Vessel owners and authorized representatives would want to be sure they understand the regulations for firefighting devices before installing systems on their vessels.

Alex welcomes any questions and can be contacted at: alex@cloudhawksecurity.com and (250) 245-2611.

Alex provided a door-prize and John Horton was the winner of a Guardian Fire Shield unit.

Other Business and Next Fish Safe Advisory Committee Meeting Date

Ryan Ford reminded the group that national CMAC is April 16 and 17 and Fish Safe will be attending. Fishermen who have concerns should speak to Ryan in advance to ensure representation at CMAC can be made.

Ryan will coordinate the next Advisory Committee Meeting, date TBD.