

ON THE WATER

The Professional Fish Harvesters Certification Board Newsletter

Summer 2005

FR. DES MCGRATH HONOURED BY THE CANADIAN RED CROSS

On behalf of all fish harvesters, past and present, the Professional Fish Harvesters Certification Board would like to congratulate Fr. Des McGrath on being named the 2005 Canadian Red Cross Humanitarian of the Year. The award is a distinguished honour, presented annually to an individual who has provided humanitarian leadership in Newfoundland and Labrador.

Throughout his career, Fr. McGrath has exemplified the values and principles of humanitarianism. His determination to improve the lives of fish harvesters and plant workers in Newfoundland and Labrador is a genuine example of the spirit of humanity. As a young parish priest on the Northern Peninsula, Fr. McGrath recognized an injustice in how fishery workers were being treated. At that time, fish companies paid 2½ cents per pound for cod, and plant workers earned less than minimum wage.

He helped shape the social, economic, and political landscape of our province through the founding of

the Fish Food and Allied Workers Union (FFAW) in 1970. For many years he worked as the FFAW education officer, during which time he set up 16 adult learning centers throughout the province, and became an advocate for adult education and learning.

His vision was that fish harvesters have access to training, especially health and safety training, be recognized for their hard work, and be treated as professionals.

Known by many as the “father of professionalization”, Fr. McGrath played an instrumental role in the establishment of the Canadian Council of Professional Fish Harvesters, and the formation of certification boards for professional fish harvesters in Atlantic Canada, Quebec, and British Columbia.

Fr. McGrath has been the recipient of numerous honors, including the designation as Officer of the Order of Canada in 2003. He is a true humanitarian



Father Des McGrath, winner of the 2005 Canadian Red Cross Humanitarian of the Year Award for Newfoundland and Labrador.

leader, and a most deserving recipient of this award. We congratulate him, and thank him for his years of devotion and dedicated service to the fish harvesters of our province.

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PFHCB WEBPAGE HAS A NEW LOOK

In recent years a growing number of fish harvesters have access to computers and the internet, and the Board's webpage has in turn experienced a considerable increase in user activity. To meet the growing demand for quick and easy access to “on-line information”, we have updated our webpage and given it a new fresh look!

The primary goal of the site is to provide detailed information about the Board and all topics related to professional certification.

We also hope that it will heighten the overall awareness and understanding of fish harvester professionalization amongst harvesters, industry personnel, and the general public.

No matter whether you're searching for specific information on certification, need contact information for the Board, or just want to browse the photo gallery,

you're always welcome onboard at WWW.PFHCB.COM.



PFHCB EXECUTIVE DIRECTOR, BRENDAN CONDON, SET TO RETIRE

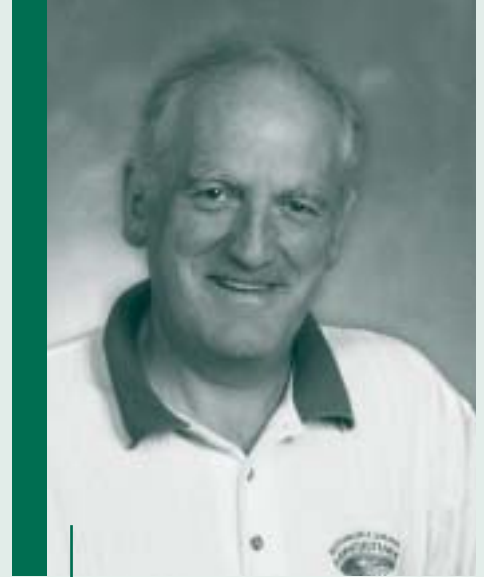
Following a successful 34 year career serving the Province of Newfoundland and Labrador, which included five years as Executive Director of the PFHCB, Brendan Condon has announced his intentions to retire this year. In his typical, dedicated manner, Brendan has agreed to stay on as Director "as long as it takes" to ensure a smooth transition.

A native of Calvert on the Southern Shore, Brendan began his career in the public service in 1971 as a Fisheries Observer with the Provincial Department of Fisheries and Aquaculture. With strong fishing roots and technical training from the former Fisheries College (now Marine Institute) supplemented by courses at Memorial University, Brendan quickly moved through the DFA ranks. In 1977 he earned the position of Fisheries Project Coordinator, and eventually held positions as

Director of Fisheries Field Services (1989-1994) and Director of Fisheries Adjustment (1995-1999).

Brendan has been a champion of fish harvester professionalization since the early 1990's, when the idea was first conceptualized. As a provincial government representative, he was directly involved in the development of the initial framework for professionalization, and the eventual establishment of the Professional Fish Harvesters Certification Board. He was appointed as the first Department of Fisheries and Aquaculture representative on the PFHCB Board of Directors in 1996, and accepted the position of Executive Director of the Board in January of 2000.

His wealth of knowledge and genuine understanding of the commercial fishery will surely be missed, as will his strength of character



Brendan Condon, Executive Director of the PFHCB since January of 2000, will be retiring this year.

and easygoing personality. On behalf of the Board of Directors and the PFHCB staff, we would like to thank Brendan for his unwavering commitment to the Board, and wish him a long and healthy retirement.

PRIOR LEARNING ASSESSMENT & RECOGNITION (PLAR) PROGRAM CONTINUES



Gilbert Penney, a PLAR assessor and fish harvester from Hickman's Hr., does his final calculations following a PLAR navigation assessment. Navigation is one of ten subjects available for assessment under the PLAR program.

PLAR, initiated by the Board 5 years ago as a pilot project, is back by popular demand for the second consecutive year. Since it was reintroduced in March of 2004, the Board has received dozens of inquiries from Apprentices and Level I's throughout the province about if, and when, the

Prior Learning Assessment & Recognition (PLAR) program would be delivered again. So, in response to this demand, and in recognition of the unique opportunity it provides harvesters who want to upgrade their certification level, the Board offered PLAR again during the winter of 2005.

PLAR provides experienced Apprentices and Level I fish harvesters an opportunity to receive education credits toward certification upgrading, by demonstrating the knowledge and skills they have acquired through "on the job" or "hands on" learning. There are 10 different subject areas in which participants can choose to be assessed (Including: Net Mending & Repair, Small Engine Maintenance, Pot Fishing Techniques, Navigation, etc.), and a total of 75 education credits are available. Each individual assessment is carried out "one-on-one" by a trained Level II PLAR assessor, lasts between ½ hour and 1½ hours, and is worth either 5 or 10 credits depending on the subject.

Application forms were mailed to all eligible Apprentices and Level I harvesters in February, and during the last week of March and first week of April 76 applicants took advantage of the 2005 PLAR program. In total, 303 assessments were conducted in 14 different locations throughout the province. 2,315 education credits were awarded and more than 40 participants were upgraded to Level I and Level II.

PLAR is not meant to replace formal fisheries training such as Marine Emergency Duties (MED) or Fishing Masters training, however, the Board does recognize that working fish harvesters can acquire a great deal of knowledge and skill from their work experience. PLAR simply provides a unique, inexpensive, opportunity for fish harvesters to get recognition and credit for their years of informal learning.

If you would like more information or have questions about the PLAR program contact the Board office at 709-722-8170.

SAFETY TRAINING (MED A3) FOR APPRENTICES CONTINUES

As a condition of registration/certification, the Professional Fish Harvesters Certification Board requires all Apprentice Fish Harvesters to complete a marine safety training course (MED A1, A3 or equivalent). New Entrants are required to fulfill their Basic Safety Training requirement prior to the start of their second fishing season.

In 2002 the Board developed a 5-day Basic Safety Training course for Apprentices and began delivering the course in fishing communities throughout the province. To date, nearly 5,000 fish harvesters in more than 130 communities have completed the training, and the feedback from participants has been overwhelmingly positive. The 5-day course, which is being taught by trained Level II harvesters, has been approved by Transport Canada as meeting the federal MED requirement for fishing vessels fishing inside 25 miles.

The 5-day course includes four components: Marine Emergency Duties (MED A3), Marine Advance First Aid, Safe Fishing Vessel Operations, and General Seamanship and Stability. Apprentice fish harvesters currently holding a Marine Emergency Duties certificate (MED A1, A3 or equivalent) are not required to complete this training.

Training sessions will begin again in October/November 2005 for those New Entrants and Apprentices who have not yet completed a MED course. Application forms will be mailed to all 2005 New Entrants in September. The application fee is \$100 and the total cost of the course is \$280 - funding may be available from HRSDC. For more information contact the Board office at 722-8170.



REMINDER TO ALL 2005 NEW ENTRANTS/APPRENTICES

As a condition of registration, all New Entrants must complete a Marine Emergency Duties (MED A1, A3 or equivalent) prior to the beginning of their second fishing season.

TRANSPORT CANADA MARINE EMERGENCY DUTIES (MED) DEADLINE DRAWING NEAR

Over the past several years, the Federal Department of Transport (Transport Canada) has been attempting to spread the word about its requirement that all commercial fish harvesters complete a Marine Emergency Duties (MED) course. Thousands of harvesters have completed their required MED training and hundreds are registered and waiting for a course to be offered in their area. However, with the MED deadline less than 24 months away, several thousand Newfoundland and Labrador fish harvesters have not yet completed, or registered for, the required MED training.

What is the MED requirement?

The MED requirement itself is simple. Under Section 21 of the Crewing Regulations of the Canada Shipping Act, all commercial fish harvesters must complete a Marine Emergency Duties (MED) course by April 1, 2007. Additionally, Transport Canada requires all harvesters who have not already completed the training, to be registered for the required MED training and to hold a "Proof of Registration" document.

What MED course do I need?

The MED course that you require is based on your voyage distance, as follows:

- MED A1** - All fish harvesters traveling more than 25 miles from shore must complete MED A1.
- MED A3** - Fish harvesters fishing less than 25 miles from shore can complete either MED A1 or MED A3.

How can I get more information on MED training?

Information about the Transport Canada MED requirement or MED A1 or A3 training is available from:

Marine Institute of Memorial University	1-800-563-5799 (ext. 488)
Professional Fish Harvesters Certification Board	709-722-8170
Transport Canada Marine Safety	
Corner Brook	709-637-4390
Lewistown	709-535-2503
Marystown	709-279-2201
St. John's	709-772-5166

Being trained in Marine Emergency Duties (MED) could be the difference between life and death. Survivors of fishing vessel tragedies have repeatedly attributed their survival to the knowledge and skills acquired through MED training. Speak to anyone who has completed a Marine Emergency Duties course. The response is nearly always the same - "Everyone should have it".



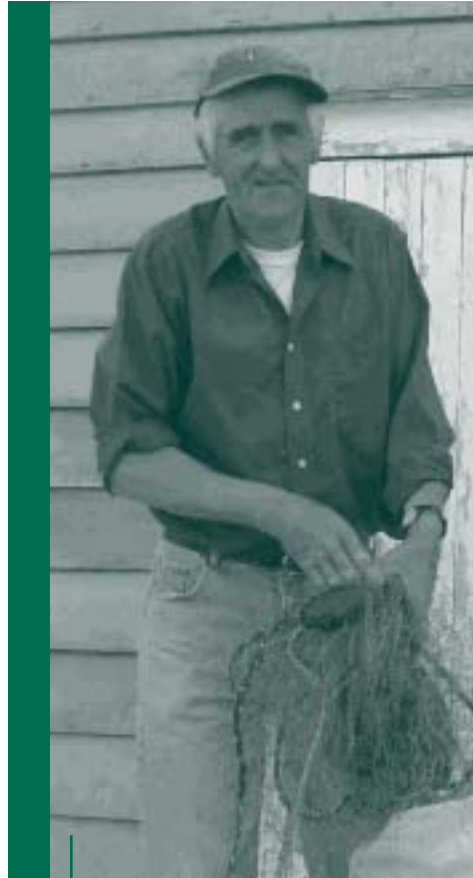
FISH FACTS

- Fish older than 15 years are few, although there is a record of a 27-year-old cod taken from Labrador during the 1960s. The age of one specimen of Rougheye Rockfish, from the Pacific Coast of Canada, was estimated at over 147 years.
- On the Grand Banks of Newfoundland there is an average of 120 days a year when the visibility is less than 1 kilometre due to fog.
- In 1851, Captain John Ross Ward, British arctic explorer, developed the first life jacket, made out of cork, for the National Lifeboat Institution.
- The largest shellfish is the giant spider crab (takashigani) found in deep waters off southern Japan. One of these crabs weighed 41 pounds and had a span of 12 feet between the outstretched claws.
- Herring shed a flurry of scales when attacked, which helps confuse predators.
- An octopus has three hearts. They can also be quick learners! When offered a closed glass jar containing a live lobster, it took one octopus only three tries to learn how to remove the stopper.
- The first recorded use of a nautical chart was in the year 1270, during a storm while French King Louis XI was crossing the Mediterranean on his last crusade.
- On Nov. 2, 1878 the largest reported specimen of giant squid ran aground in Thimble Tickle Bay, Newfoundland. It weighed 4,800 pounds, its body was over 19 feet long, and one of its tentacles was 34 feet long.

HARVESTER PROFILE

- BILL JARVIS OF RED HARBOUR, PLACENTIA BAY

50 years ago this year, in 1955, Bill Jarvis began fishing full-time with his father, Ralph. At that time, the Jarvis family was still living on Flat Island (the resettled community of Port Elizabeth), Placentia Bay, where the Jarvis' had fished for at least four



Bill Jarvis, working in front of his stage in Red Harbour. The old two-story stage was towed from Flat Island during resettlement in 1969.

generations. In 1969, with his home and fishing stage in tow, Bill "steamed cross the bay" to his new home - Red Harbour.

Bill recalls his childhood on Flat Island, with flakes of dry cod as far as the eye could see. Testament to his early start in the fishery is a miniature handbarrow which he proudly stores overhead in his stage; constructed for him by his father nearly 60 years ago, so he could cart fish like the adults!

The earlier years fishing with his father were modest ones. They rowed to and from their 50 lobster pots, and fished their two cotton codtraps and fifteen cotton trawl lines with the help of an old make & break engine. In 1966, the year he was married, Bill remembers making \$765 for the season, and receiving less than \$20/week of unemployment insurance. However, he stuck with the fishery in good times and bad, missing only one year in the last fifty - the year he attended summer school at Prince of Wales Collegiate in St. John's.

He has witnessed a lot of change throughout his career. The old punts and trap skiffs have long been replaced with speed boats and longliners. His newest longliner, Last Endeavor, is likely a suggestion that Bill is into the final stretch of his career. At his side most mornings now, where his late father once stood, is his son David. Much like his father, David is an only son determined to continue the Jarvis family fishing tradition - and Bill couldn't be prouder! Safe seas to them both.

FISHING FOR PHOTOS



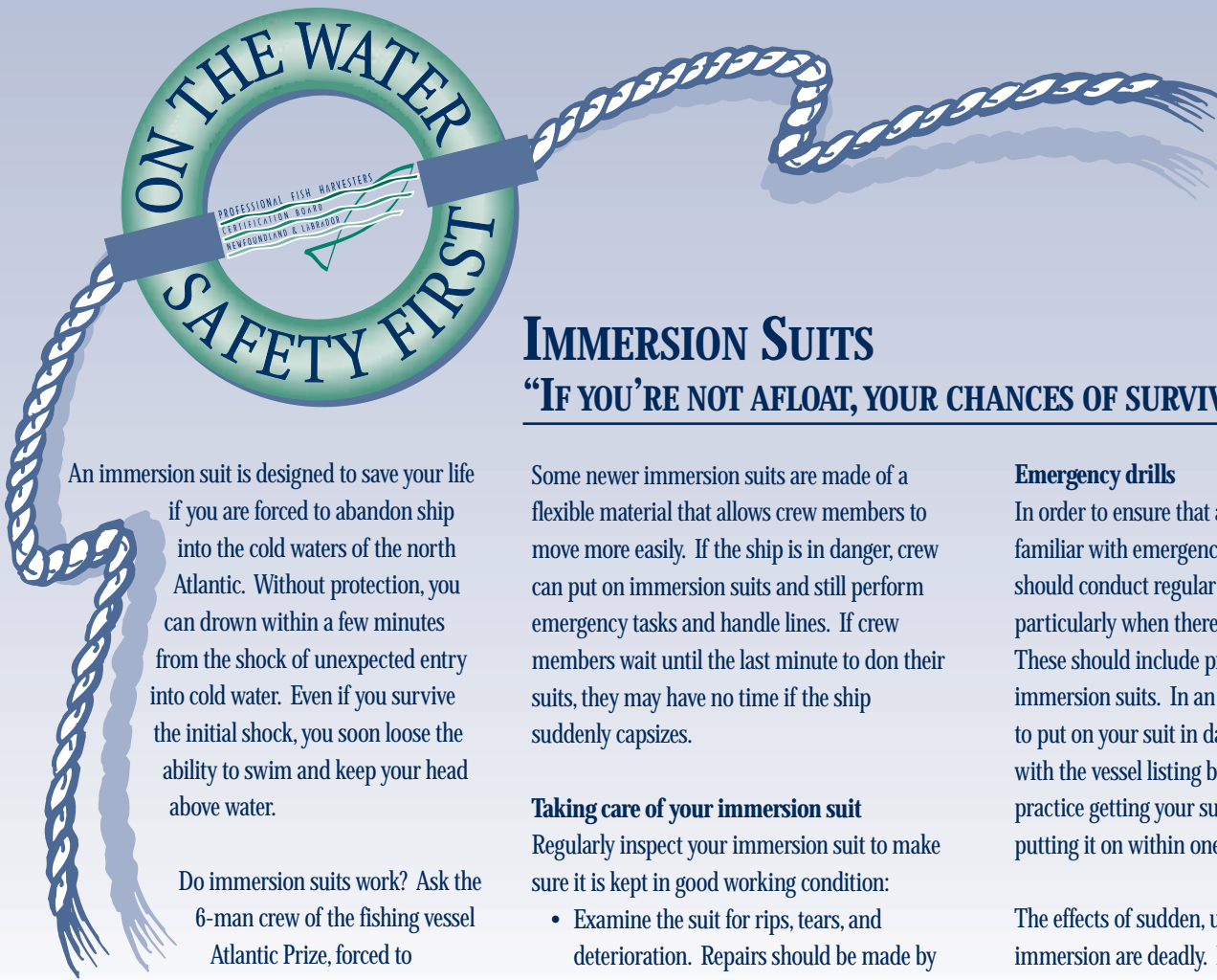
Vince Petten of Paradise takes a moment to pose with a prize Halibut.

Thanks to Vince Petten of Paradise, and all others who have sent us photos in response to our "Fishing for Photos" requests. We're always excited to receive new pictures from around the province, and we try to fit as many as possible into our newsletter, webpage photo gallery, and other Board materials.

In fact, the photo which appeared in this section of our last newsletter has been submitted to the

Canadian Council of Professional Fish Harvesters for possible publication in a national brochure. So, next time you untie from the wharf, be sure to have your camera aboard. Send along your favorite fishing photos, and we'll send you a PFHCB keychain and poster. As always, if we use your photo in a Board publication, you'll receive an embroidered shirt.

Keep the photos coming!



IMMERSION SUITS

“IF YOU’RE NOT AFLOAT, YOUR CHANCES OF SURVIVAL ARE REMOTE”.

An immersion suit is designed to save your life if you are forced to abandon ship into the cold waters of the north Atlantic. Without protection, you can drown within a few minutes from the shock of unexpected entry into cold water. Even if you survive the initial shock, you soon lose the ability to swim and keep your head above water.

Do immersion suits work? Ask the 6-man crew of the fishing vessel Atlantic Prize, forced to abandon ship on a freezing

November night in 1998. While they had only about 4 minutes to don their immersion suits and abandon ship, they spent several harrowing hours in 6 degree water awaiting rescue. Those six men owe their lives to their immersion suits. Training and composure played a major role in their ability to survive, but without the immersion suits they surely would have perished.

Advantages of an immersion suit

An approved immersion suit keeps you afloat, keeps your body heat inside the suit, and keeps water out. It covers all your body except the face. The hood forms a seal around your face to keep water out - a flap may cover your mouth and nose. The zipper and seams do not allow water to seep in. It is very important to keep out cold water that could cool your body, because you could be in the water for hours before being rescued.

While floating you face-up, an immersion suit acts like your own personal life raft. Its bright color provides a target for rescuers to see.

Some newer immersion suits are made of a flexible material that allows crew members to move more easily. If the ship is in danger, crew can put on immersion suits and still perform emergency tasks and handle lines. If crew members wait until the last minute to don their suits, they may have no time if the ship suddenly capsizes.

Taking care of your immersion suit

Regularly inspect your immersion suit to make sure it is kept in good working condition:

- Examine the suit for rips, tears, and deterioration. Repairs should be made by the manufacturer or an authorized retailer competent in immersion suit repairs.
- Make sure the zipper works smoothly. Check that the teeth are aligned. Wax the front and back of the zipper with beeswax or paraffin wax.
- If the suit has a back pillow, at least once a year manually blow up the pillow to make sure it inflates fully and remains inflated for 24 hours.
- Check that the reflective tape is in place.
- Check that the whistle is attached in its proper place and in good working order.
- Check that the light is attached in its proper place and that the battery is not past the manufacturer's expiry. (The light is activated by salt water.)
- If the suit has been immersed in salt water, thoroughly rinse and dry it before storing it.
- Fold it according to the manufacturer's instructions, and store it in a dry place where it is out of direct sunlight and easy to get if you must abandon ship.

Emergency drills

In order to ensure that all crew members are familiar with emergency procedures, the master should conduct regular emergency drills, particularly when there has been a crew change. These should include procedures for putting on immersion suits. In an emergency, you may need to put on your suit in darkness and rough sea, and with the vessel listing badly. So, it is important to practice getting your suit from storage and then putting it on within one minute.

The effects of sudden, unexpected cold water immersion are deadly. Be prepared!



TRANSPORT CANADA PROPOSED CHANGES WILL AFFECT ALL FISHING ENTERPRISES

Under the Canada Shipping Act (CSA 2001) Regulatory Reform Project, Transport Canada is introducing new Fishing Vessel Safety Regulations. These new regulations will include additions and amendments to the current regulations governing fishing vessels (up to 24 meters in length). The proposed reform is broad in scope, and includes changes/additions to most all the current regulations.

Draft regulations and discussion papers outlining the proposed changes to the respective regulations are available from Transport Canada. A series of sixteen public consultation sessions were conducted throughout the country between February 14th and April 29th, and notification packages were mailed by TC to licence holders and industry representatives in all regions. At these sessions, Transport Canada officials outlined the regulatory changes being proposed, and gave those in attendance an opportunity to voice their comments and concerns. The Newfoundland sessions were held in Gander on April 19th and in St. John's on April 22nd, with a total of about 40 fish harvesters having attended.

Some of the more noteworthy of the proposed changes are (but certainly not limited to) the following:

Personnel Regulations (Certification Requirements)

- Currently there are no mandatory "master certification" requirements for fishing vessels under 60GT. (FMIV for vessels 60-100GT and FMIII for vessels >100GT)
- Proposed changes will include a lowering of the current 60GT cut-off for mandatory master certification. All vessels will be required to have a certified master, depending on the vessel length, as follows:
- Fishing Master IV certification will be mandatory on vessels greater than 12 meters and 15GT.
- Operator Proficiency (SVOP - 5 days) will be mandatory on all vessels not requiring a Fishing Masters.
- The proposed phase-in period will extend to the year 2016, with deadlines based on vessel length.

Carriage Requirements (Livesaving Equipment)

- Currently the required (type and amount of) lifesaving equipment is determined primarily by vessel size.
- Under the proposed changes, carriage requirements will now be based primarily on voyage classification (with vessel length being used within specific voyage classes).
- All vessels on a Group 2/Near coastal Class 1 voyage (beyond 25 miles - within 200 miles) will be required to carry a SOLAS liferaft with capacity sufficient to accommodate 100% of the crew, and one immersion suit for each crewmember.

Stability Regulations

- Currently, stability testing (a stability booklet) is only required on vessels over 15GT of closed construction that fit certain TC criteria (ie. fitted with Anti Roll Tanks, using Refrigerated Sea Water (RSW) systems, etc.)
- The new proposed stability regulations will require ALL fishing vessels under 24 meters to undergo either a full stability test (inclining test) or a simplified stability test, as follows:
- Vessels that meet any one of the stated "risk criteria" will be required to undergo a full stability test (inclining test). Vessels that do not meet any of the "risk criteria" will be required to undergo a simplified stability test.
- Transport Canada representatives have clearly stated that any cost associated with stability testing (inclining test or simplified stability test) will be the responsibility of the vessel owner.
- A stability "re-test" (lightweight survey) will be required at 5 year intervals or following alterations to the vessel.

Load Line Regulations

- The Transport Canada information paper on Load Line Regulations (Spring 2005) clearly states that the Load Line Regulations do not apply to fishing vessels.

- However, the new proposed Stability Regulations clearly state that all vessels (0-24 meters) will have to be marked with minimum freeboard markings (maximum allowable displacement), which are not to be submerged.

Construction Standards

- Changes to the construction standards deal primarily with the construction of new vessels.
- In the case of major repairs or modifications to existing fishing vessels, Transport Canada will require the owner to submit a plan for approval. All modifications must be completed according to the approved plan and meet the requirements of the construction regulations.
- It appears that the proposed regulations may restrict owners from carrying out their own vessel repairs, such as fiberglass work, welding, etc. For example, the regulation states, "The moulding of a hull, deck or any other structural member shall be carried out only by workers trained for the specific application and under the supervision of experienced personnel."
- There will be criteria that determine whether alterations/modifications to an existing vessel will have to comply with the new construction standard.

The Canadian Council of Professional Fish Harvesters has prepared a document that outlines these proposed Transport Canada regulation changes in more detail. The document also includes details on how concerns and/or recommendations can be submitted directly to Transport Canada. Copies of this document can be obtained from the Board office, or from the Board's webpage at www.pfchb.com.

It appears that the opportunity for any additional public input will conclude at the November Canadian Marine Advisory Council meetings in Ottawa. The new draft regulations will then be prepared for Gazette A and B early in 2006, with a proposed implementation date of November 2006.



FREQUENTLY ASKED QUESTIONS

In recent years more and more fish harvesters have been enrolling in Fishing Master courses at the Marine Institute. As a result, the Board has received many inquiries about the Fishing Master IV certificate, what it is, and why it is valuable to have.

What is a Fishing Master IV certificate?

A Fishing Master IV (FM IV) certificate is a Transport Canada designation aimed at producing capable and competent fishing vessel operators.

Entry requirements for the FM IV program include a marine medical and 12 months sea-service on a fishing vessel not less than 5 gross tons. The FM IV curriculum provides fish harvesters with basic knowledge and skills in the safe and competent operation, loading and navigation of a fishing vessel. It includes training in Chartwork & Pilotage, Navigation Instruments, Navigation Safety, General Seamanship, Marine Radio Operation, Marine Emergency Duties (MED A1), and First Aid.

Candidates who complete the training, and who pass the required Transport Canada written and oral examinations receive the designation as Fishing Master IV. It is the first in a series of four Fishing Master certificates; IV, III, II and I.

Why is a Fishing Master IV certificate valuable to have?

A Fishing Masters IV certificate is an internationally recognized designation issued by Transport Canada. It enables the certificate holder to operate (as Master or First Mate) any Canadian fishing vessel up to 100 gross tons, fishing in Canadian waters (inside 200 miles/continental shelf), or as Second Mate on international voyages.

It is currently a Transport Canada requirement that all fishing vessels greater than 60 gross tons (proposed to be lowered to 15 gross tons) have a certified master with a minimum of FM IV. As a result, the certificate creates career opportunities for fish harvesters in both the inshore and offshore fisheries.

Additionally, the PFHCB awards 60 education credits for a FM IV, enabling certificate holders to upgrade their PFH certification level from Apprentice to Level I, or from Level I to Level II.

Where and when are Fishing Master IV courses offered?

In Newfoundland and Labrador, the Marine Institute (MI) is the only training institute offering the Fishing Masters IV program. MI offers the FM IV at their main campus in St. John's, as well as in fishing communities throughout the province.

There are usually courses beginning in the Fall and again in the Winter at main campus. For those interested in community-based offerings, MI will deliver the FM IV in any community with a minimum of 12 confirmed participants. Start dates for community-based offerings are generally more flexible. From start to finish, course duration is normally 12 weeks at main campus, and 9 weeks for community-based.

Any individual or group interesting in receiving more information on the FM IV program, or any other fishing/marine related training, can contact the PFHCB at 722-8170 or Mr. Ron Hyde at the Marine Institute (toll free) 1-800-563-5799.

SMALL BOAT OPERATORS TO GET ACCESS TO FISHING MASTERS IV

There may be some good news on the horizon for many small boat fish harvesters who, because their vessels are not large enough, cannot get qualifying sea-time for a Fishing Master IV certificate.

Currently, in order to qualify for a Fishing Masters IV certificate from Transport Canada, fish harvesters must have sea-time on a vessel of at least 5 gross tons. As a result many small boat harvesters (on vessels less than 5 GT) have been denied access to the Fishing Masters program, and the benefits that come with it.

It now appears that that's about to change. As part of the ongoing Regulatory Reform Project,

Transport Canada is proposing that the 5GT requirement for FMIV sea-time be changed to 6 meters. If this proposed change is adopted, any harvester with sea-time on a vessel 20 feet or greater can qualify for a Fishing Master IV certificate. This proposed change could happen as early as next year.

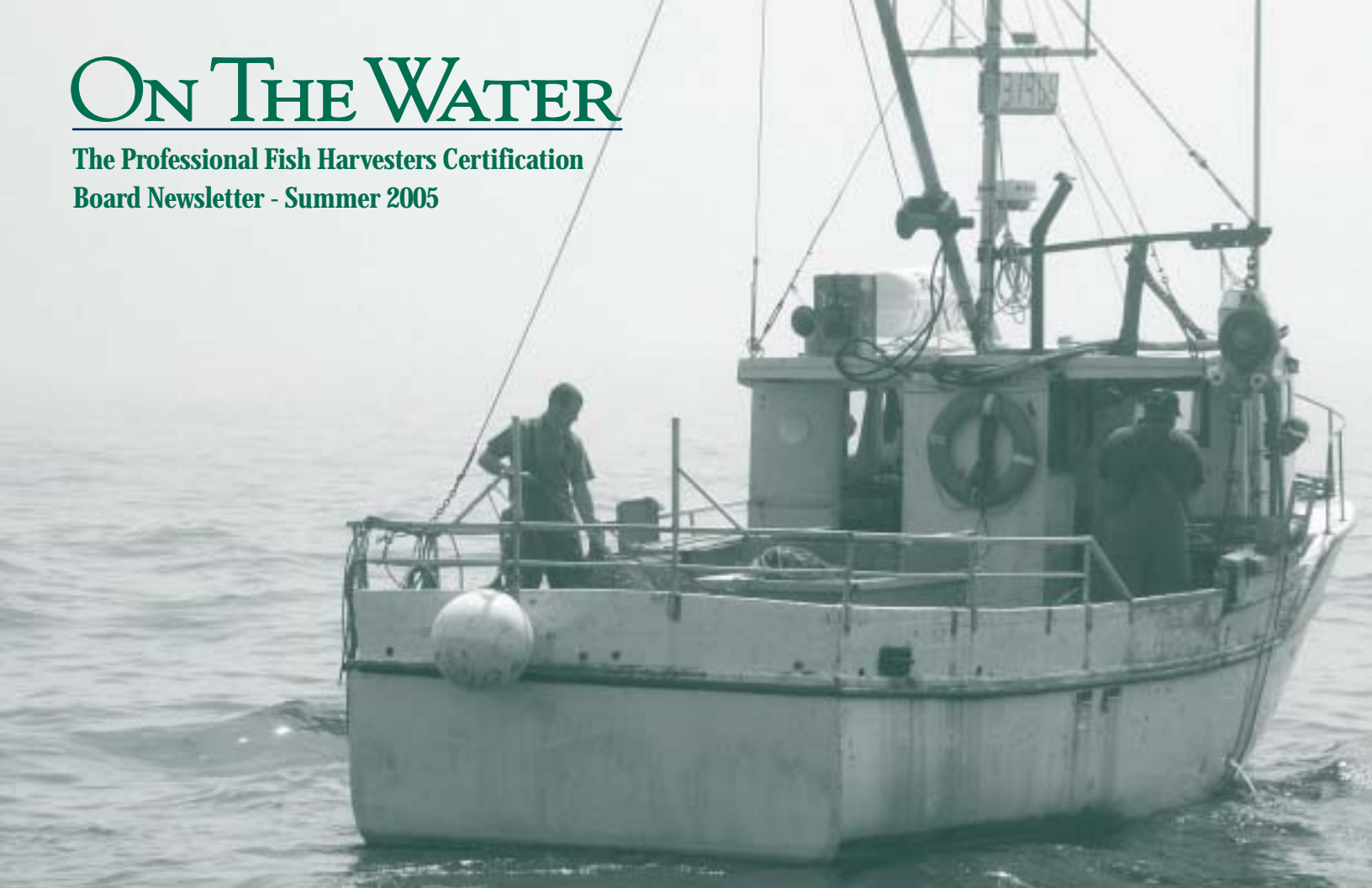
More information on Fishing Master IV certification and the Transport Canada Regulatory Reform Project can

be found on the previous page and in the FAQ section above.



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