



craft and the exploration of potential fishing grounds with a view to increasing catching efficiency and landings. Subsidies are also paid to fishermen on certain types of inshore fishing gear.

Loans are made to processors for the establishment and expansion of fish processing plants and for deep sea draggers. Aid to fishermen for the construction of modern vessels capable of a greater variety of fishing operations and larger production is provided by loans from the Newfoundland Fisheries Loan Board. The Fishing and Coasting Vessels Rebuilding and Repairs (Bounties) Act, 1958 authorizes financial assistance in maintaining and prolonging the life of the existing fleet. The Coasting Vessels (Bounties) Act, 1959 authorizes the granting, for locally built ships, of a maximum bounty of \$150 a gross registered ton for vessels between 100 and 400 gross registered tons (283 m³ and 1 133 m³). The Fishing Ships (Bounties) Act, 1970 authorizes the payment of a bounty of \$200 per registered gross tonnage on boats 10 registered tons (28 m³) under deck up to 150 registered tons (425 m³) which are built under permit. A small Boat Bounty Program provides a bounty of 35% on the approved cost of fishing boats measuring in length from 20 to 35 ft (6 to 11 m) or over, providing that they do not exceed 10 tons gross (28 m³). Loans are made available to fishermen to build new boats, purchase used boats, acquire new engines, buy certain approved types of mechanical and electronic fishing equipment and convert boats from one type of fishing operation to another.

In terms of direct employment generated, fisheries continue to outrank all other resource sectors. In 1975 approximately 15,000 fishermen and 7,000 plant workers were engaged in the industry. Total landings of all fish species amounted to 570 million lb. (259 million kg), with a landed value of \$44 million and a market value of approximately \$130 million.