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WATERFRONT WHIFFS

When Will Halibut Fishing Start?—Livingstone II Gets New Engine—News Summary For 1930 Season

No one seems to know, or at least, no one wants to say, when halibut fishing operations of the 1931 season out of Prince Rupert are going to commence. In Prince Rupert, as far as can be learned from either quarter, there is no quarrel between the boat owners and the fishermen such as there is in Seattle. There has been no strike talk here, indeed, there has been little talk of any differences whatever between the two factions. It would be regrettable if either party would allow trouble in Seattle to influence the local situation which, it seems, would, on local merits, be harmonious enough. Prince Rupert and Seattle have little in common in the matter and it is the view of at least some that, if Prince Rupert attended to its own affairs without worrying so much about what Seattle is doing, the whole thing might be cleared up just that much quicker. As far as can be learned, Vancouver and Juneau are not being influenced by whatever differences may have arisen in Seattle, Ketchikan and Prince Rupert.

Installs New Engine

The Imperial Machine Works has about completed installation of a 75 h.p. full diesel Fairbanks-Morse engine in Capt. Toiy Martinus's well known Prince Rupert halibut boat Livingstone II. The new motor replaces a 30-40 h.p. Frisco-Standard gas engine, therefore, doubling the former power of the Livingstone which is one of the larger vessels of the Prince Rupert fleet.

Feeling and looking a thousand per cent better following a rest during the past few weeks, Shef Thomson, for years the popular caretaker of the Prince Rupert Rowing & Yacht Club's floats, will return to his duties there tomorrow night. He will be given a hearty welcome back by members of the Yacht Club unanimously as well as by his many friends along the waterfront. The Yacht Club is hardly the same with Shef away and certainly the members have come to depend greatly upon his fine efforts on their behalf. It is indeed glad they all are that he is to be back on the job again.

The fact that there were considerably more cold storage holdings of halibut on this continent on January 15 this year than at the same date in 1930 does not make the outlook any more reassuring for good prices at the opening of the 1931 fishing season. A document which has just been issued by the United States Bureau of Fisheries states that there were 7,212,466 pounds of halibut in cold storage on January 15 of this year as compared with 6,870,237 pounds at the same time last year. In Canada there were 3,693,668 pounds of halibut in cold storage, leaving practically ten million pounds on the continent to be disposed of.

Attractive indeed are two special numbers of fishery magazines—the Pacific Fisherman of Seattle twenty-ninth annual statistical number and the West Coast Fisheries of San Pedro, Cal., de luxe reference number—both of which came to hand during the past week. The former has 256 pages crammed full with fine illustrations and all manner of information of interest to all having anything to do with the fisheries. The latter publication has 228 pages and covers a good deal of the same ground. Both magazines are printed on the best of stock and are very attractively compiled so will be received with welcome in any library. Prince Rupert, the most important fishery port on the British Columbia coast, gets due mention in both books. The West Coast Fisheries acknowledges assistance that was given the publication by the Prince Rupert Chamber of Commerce. There are views including some interesting whaling pictures

on the Queen Charlotte Islands and salmon fishing and canning views on the Skeena River. The editorial director of the West Coast Fisheries is George Roger Chute who a few years ago was in charge of halibut tagging operations in the Gulf of Alaska for the International Fisheries, being quite well known in Prince Rupert.

The latest wrinkle among miniature projects is a miniature trout fishing course to be opened in Hollywood, Cal. by Ruth Roland, popular former heroine of movie serial fame. Miss Roland hopes to give "wee golf" a run for its money.

In the special statistical number of the Pacific Fisherman appears a picture of the Prince Rupert halibut schooner Margaret I, owned by Capt. George Fritz, which is equipped with a 105 h.p. Superior diesel engine.

The special number of West Coast Fisheries contains a lengthy article by H. F. Pullen on the halibut fisheries of Prince Rupert. There are a number of appropriate photographs.

A good sized shipment of frozen salmon and halibut from Ketchikan and Juneau which recently passed through Prince Rupert en route to Seattle was transferred at the latter port to the British Motorship Lochgoil for delivery to Europe.

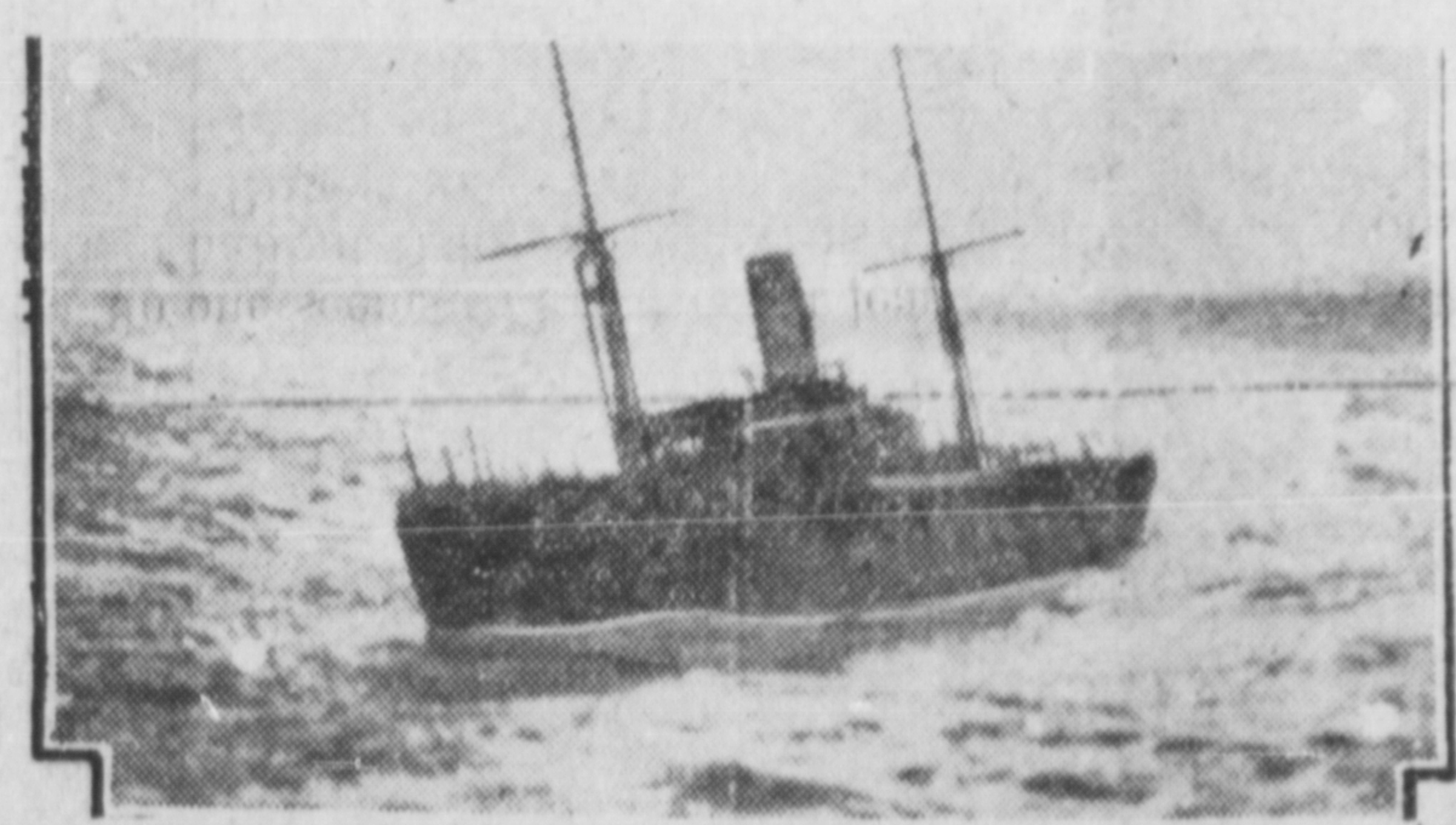
1930 Halibut Facts

Following is a review of some interesting facts in connection with 1930 activities of the halibut fishing fleet:

The largest fare recorded for the entire season was 63,000 pounds, landed at Prince Rupert in October by Capt. John Smeland's "Clipper." Best fares of the several months of the season were: March, 54,000 pounds, landed at Seattle by Capt. B. Hansen's "McKinley"; April, 60,000 pounds, landed at Seattle by Capt. John Ramm's "Resolute"; May, 52,000 pounds, landed at Seattle by Capt. George Ehler's "Chelsea"; June, 52,000 pounds, each, landed at Seattle by Capt. G. Eliassen's "Western" and Capt. John Selford's "Trinity." In July and again in August the "Chelsea" again had the best fares. She put in 58,000 pounds at Seattle in July, while her fare of 55,000 pounds at Prince Rupert was also the best trip of the month at that port. In August she sold 60,000 pounds at Seattle. In September Capt. O. B. Hanney's "Doric" was high with 61,000 pounds at Seattle. Capt. John Smeland's "Slipper" topped all October trips with 63,000 pounds at Prince Rupert. On her final trip of the season Capt. Ole Larsen's "Pacific" put 52,000 pounds on the Prince Rupert market to top all fares for the month.

Losses and Disasters

The loss of the halibut schooner "Orient," Capt. S. H. Rudd, early in September proved the worst disaster of the year and one of the most terrible tragedies in the history of Pacific halibut fishing. She was run down and sunk in the Strait of Georgia by the steamer "Admiral Nulton," Capt. Rudd and nine of his men losing their lives. Harold Hansen, Alfred Ellingsen and Ed. Landtres were rescued. Beside Capt. Rudd, who was one of the



A photo of the Swedish ship, Ovidia, when she was abandoned in mid-Atlantic. Her crew were rescued.

best known captains in the fleet, the lost were: Ben Huseby, Peder Paulsen, Murray Smith, Carl Thorsen, Martin Burns, Robert Courage, Christ Petersen, Anton Anderson and Andrew Lokke.

The "North," Capt. Louis C. Sunde, was lost near Neah Bay in January when she was blown ashore while fishing for cod during the halibut closed season. Capt. Sunde built the "Bernice" and fished her for halibut during the 1930 season.

The schooner "Panama," Capt. Henry Austrem, was driven ashore on Marmot Island, near Kodiak Island, early in the season, becoming a total loss, although all her men got off safely. Captain Austrem later built the 78-foot seine-type combination boat "Martindale," powered with an Enterprise diesel engine, and took her to California for sardine fishing late in the summer, expecting to resume halibut fishing in 1931.

Mention has been made before of the loss of Capt. Sam Moen's "Gretchen," which went ashore and became a total loss at Neah Bay on her final trip of the season in November.

Capt. C. Olsen's "Omaney" was wrecked on Sitkalidak Island, the crew reaching shore safely. The vessel later was floated and was towed to Kodiak by the coast guard cutter "Haida."

The "Liberty," Capt. Ben Corneliusen, struck a reef off the Trinity Islands in March, but was gotten afloat and towed to Kodiak by the "Resolute," Capt. John Ramm.

In addition to the men lost on the "Orient," Olaf Semsen of the "Alten's" crew was killed on the Portlock Bank April 10 when an air bottle in the engine room exploded.

Andrew Hansen was lost overboard in Puget Sound in May from the boat "Texas." Remie Bergh was drowned when he was lost overboard from the "Grayling" during the season.

Two boats of the Canadian fleet were sunk during the year, these being the "Bingo," Capt. A. Anderson, and the "Inez H." Capt. E. Skogmo.

After the end of the fishing season, the "Royal," Capt. O. Christensen, was destroyed at her moorings in Lake Union, Seattle, when an engineroom explosion wrecked and then set fire to the boat. Capt. Christensen was blown out of the vessel and onto another halibut boat nearby, but was not seriously injured. The fire spread from the "Royal" to Capt. C. M. Rolie's "Daily," Capt. Fred Ostrem's "Wizard" and Capt. L. C. Campbell's "Kodiak." The two former boats being badly damaged.

Five halibut boats rendered valuable aid to the steamer "Northwestern," disabled at sea of Capt. Spencer early in November by the loss of her rudder. She was taken in tow by the halibut schooners "Excel," "Tordenskjold," "Seattle," "Emma" and "Attu," which succeeded in working her into the shelter of Cross Sound and an anchorage at Dundas Bay only at considerable danger to themselves.

New Boat of 1930

As has been mentioned, a brand-new boat was the high boat of the fleet in 1930, this being the 58-foot "Ethel S," built by Capt. R. Selset and powered with a 75 h.p. Atlas-Imperial diesel engine. The "Delight" was a new member of the halibut fleet in 1930, although she was built the previous year and used as a tender by Capt. Martin Nelson.

The "Sea Bird," wrecked by the fatal storm which closed the 1929 season, was towed to Seattle in January, reconstructed and put back at halibut fishing.

Capt. D. Prince of Prince Rupert held the "Scrub" to Capt. William Miller and built the 64-foot "Violet P," which he employed in pilchard packing during 1930, later basing her in Victoria.

Capt. Martin Johnson of Prince Rupert early in the year sold the "Edward Lipsett" to Capt. Ole Skog. At Petersburg Capt. Peter Sather built the "Zarembo" and Capt. H. Petersen bought the "Arcade" from Capt. James Ehler.

Capt. P. H. Toft sold his interest in the "Rosario" to his partner, Capt. Ira Knutsen, and built the 55-foot seine-type boat "Jane."

Capt. Fred Ostrem, owner of the "Wizard," became skipper of the tuna clipper "Northwestern," Capt. Ole Jorgensen taking command of the "Wizard," which Capt. Ostrem retained.

Capt. George Burk built a 52-foot seine-type halibut boat at Seattle and Capt. Ole Westby of Juneau built the 48-foot "Oceanic" at Tacoma.

Capt. George Cook of Prince Rupert had the 54-foot "White Hope" built for him. Returning from her October trip, the vessel struck a rock in Metlakatla Passage, but worked afloat and made Prince Rupert. Drydocking showed little damage



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and the vessel was able to make still another trip to the banks before the season closed.

Capt. Harold Lee of Petersburg purchased the 54-foot "Vesta" from Capt. W. Morrison. The "Pierce," Capt. N. M. Nielsen, was withdrawn from halibut fishing during the year and put in the Juneau-Skagway mail run. Capt. William Selset diverted the "Spray" from halibut fishing in August and engaged her in the Kodiak herring business.

Capt. Rasmus Kvinge, formerly a member of the crew of the "Faith," during the fall built the "Lane," a 46-foot halibut boat which saw her first active service in January of this year, when she went cod fishing preparatory to the halibut season.

In California for his health, Capt. Henrik Henriksen himself designed and built the "Saga," powering her with a 50 h.p. Fabco-Tuxham engine. She will fish halibut in 1931.

Oscar Sirstad purchased the 40-foot "Mayflower" at a marshal's sale in Seattle and will put her to halibut fishing.

Capt. Louis Pfundt built a 40-foot halibut boat at Shelton, Wash., in the fall of 1930 and will fish halibut with her this year. She carries a 40 h.p. Frisco-Standard gas engine.

As has been mentioned, Capt. Henry Austrem built the 74-foot "Martindale" after the loss of his schooner "Panama," while Capt. Louis Sunde built the "Bernice" after the destruction of the "North."

The 30-ton boat "Irene" was built in 1930 for Capt. Conrad Petersen.

Capt. Nels Stangvik had the five-man boat "Tongass" built in the spring of 1930, fishing with her through much of that season.

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