Waterfront Whiffs

Halibut Deliveries In Full Swing Although Not Excessive So Far—Trollers and Netters Also in Game

Halibut deliveries have now got into full swing. Landings from the regular fleet began on Tuesday with the arrival of three vessels bearing 60,000 pounds and became heavier each day until Friday when they pyramided into a single day's delivery of 409,500 pounds. Landings up to Friday, excluding camp-bought fish, totalled 777,500 pounds.

First delivery was a 2,500-pound cargo from Capt. John Morrison's Alice May which was bought by Bacon Fisheries on Monday. Bacon also bought the first cargo sold over the exchange on Thursday when 15,000 pounds from the Yankee Boy were purchased at 18.3 and 16 cents.

Up to Friday, only six boats had sold their catches to the exchange. Thirty-one others had delivered to the Co-op.

Of the 777,500 pounds landed up to Friday, 687,000 pounds were from Canadian vessels, which numbered 35, while 90,500 pounds were landed by American boats. The first week has been slower than the early part of the 1946 season when boats returning from their first trips deluged the local fish houses with between 500,000 and 1,000,000 pounds a day for several days straight.

However, one thing that can be said about conditions this year is that, if the fish continues to come in slowly, it will lengthen the season, thus giving more equal distribution to all boats. It will create a natural, involuntary curtailment system.

While Canadian and Alaskan fishermen are on the grounds, the Seattle fleet is still tied up over a dispute between the vessel owners and fishermen over the division of shares. They face heavy early-season losses while they haggle.

The Deep Sea Fishermen's Union is almost unanimous in its insistence that the past agreemen of 10 percent share for the fishermen be continued while the owners seek an increase in their share and also want the fishermen to share the cost of fathometers, radio repairs and accident insurance.

The owners say that their demands are based on increased operating costs since the original agreement was entered in 1916. The union claims that costs have risen proportionately for the fishermen and the owner's demands would amount to a cut of from 20 to 25 per cent.

Although the Seattle fleet stands to lose a good share, if not all, of the Area Two catch, they still stand a chance of getting in on Area Three if the dispute is settled in the near future. About 200 Seattle vessels are involved.

NEW VESSEL ON KETCHIKAN RUN

As a companion vessel to the well known Ketchikan fish packer Sydney, Captains Joe Burdette and Osmund Hendrickson have put into service a new 85-foot shovel-nosed power barge, the Dagney, which made its first trip to Prince Rupert Friday carrying five carloads of fish for shipment over C.N.R. lines to the United States.

The new vessel has a capacity about the same as the Sydney, which arrived here shortly before the Dagney, carrying four carloads. The Sydney is under command of Capt. Hendrickson and the Dagney under Capt. Burdette.

The Dagney is a conventional power barge, with her twin 115 h.p. Caterpillar diesel engines and her living quarters aft. The big, insulated cargo box in which her perishable cargoes are carried occupies virtually all the deck space forward of the pilot house.

All of the cargo is carried above the main deck. The hull is heavily bulkheaded and carries the oil and water tanks aft. The vessel has full pilot house control, and carries a crew of four men.

For handling cargo, the Dagney has two heavy cargo booms and hydraulic winches.

Veteran halibut and salmon trolling operator of this area, Tom Dybhavn was in port the middle of this week outfitting his troller Sala and picking up his son, Tom Dybhavn jr., who, having completed his second year in engineering at the University of British Columbia, is joining his father in the fishing for the summer. Since last year, Tom Dybhavn has sold his half interest in the Margaret I to Al Woie, also well known here, with whom he had been in partnership. Dybhavn then purchased the Lancing I which he has renamed Sala. It is a 40-foot vessel with 35 h.p. Caterpillar diesel engine. Tom, who has resided in Vancouver for 13 years now, came north from there via the west coast of Vancouver Island, fishing for a time around Kyuquot Sound, where some heavily profitable fishing was done this season, then operating around Seven Mile on the north coast of Graham Island before coming in here. He headed from Prince Rupert for the Hecate Straits flats.

In order to save time running into port with catches, increasing numbers of gillnetters, converted to halibut fishing and at present operating on the Hecate Straits flats, are availing themselves of the use of trolling camps for the landing of fish which is brought into Prince Rupert by packers. John Clausen & Son, for instance, have handled some 80,000 pounds of halibut, most of it through the Squadaree camp, since the present season opened. This technique by the smaller boats—gillnetters and some trollers—commenced to considerable extent last year and has become even more general this year. The camps here have halibut bait and all the necessary outfitting equipment. Gillnet drums are used for the hauling of the halibut gear. With the opening of the sockeye season about July 1, the gillnetters will revert to their regular operations.

THIS AND THAT

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6.—Pets, Girls'. 1st, 2nd and 3rd Prizes.
7.—Best Dressed Boy. 1st, 2nd and 3rd Prizes.
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