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Waterfront Whiffs

Full Moon Gets Automatic Pilot
—'Operation Skeena' Is Getting Results

Hail, the automatic pilot. The automatic pilot is not a jaded sea captain with conditioned reflexes. It is an electronic device, designed, its makers say, to contribute to the safety of lives at sea by keeping navigators relaxed and fresh through the long watches of the 24-hour clock.

No doubt, since the automatic pilot is a development that was only comparatively recently placed at the disposal of the small boat owner, it is easier to say who have had them installed, rather than who have not. Among the former is that well-known Prince Rupert yachtsman, Dr. W. S. Kergin. Therefore, we will discuss the automatic pilot which is being installed aboard the Full Moon.

The Full Moon is in process of installation of a Kirsten automatic pilot which will allow control of the vessel without continual need for a hand at the wheel. It has advantages, but it also has limitations.

Controlling factor of the automatic pilot is a photo-electric cell attached to a magnetic compass. This device controls a motor which, in turn, is attached to the steering mechanism of the vessel. When, by direction from the compass, a course is set, the vessel will maintain that course until it is altered or the boat is returned to manual steering.

Dr. Kergin, who makes solitary trips in the Full Moon, is looking forward to the automatic pilot to relieve him at the wheel some meal time but he is cautious about attributing to it of the responsibilities with which marine navigation can burden a man—other than holding a straight course for a definite period of time.

This common-sense approach to the use of a mechanical aid is shared by Al Colclough of Wilford Electric, who is installing the automatic pilot on the Full Moon and who hopes that the device will become part of the stock equipment on many more boats. No mechanical aid, whether it be radar, radio direction finder or depth sounder, is infallible enough to eliminate the need for human guidance on a boat.

In commercial application, the automatic pilot will have definite usefulness, he feels. On a trolling boat, the fisherman, who often fishes alone, may want to pull in one of his several lines. When a line on either side is pulled in, the boat tends to veer in that direction, requiring the fisherman to divide his attention between steering and hauling in his fish.

An automatic pilot, which has been set on a given course would keep the boat on that course, would allow the fisherman to concentrate wholly on his fishing operations without the distraction of navigation.

But, while these aids have definite advantages, anyone who believes that he has paid out money for a device that will relieve him of the need to dominate his business with his own intelligence is making a mistake, Mr. Colclough says with conviction.

"Operation Skeena" is to have a new head man. Dr. J. P. Tully, oceanographer in charge of the survey which is being conducted this summer to determine the saline content of the waters off the mouth of the Naas and Skeena Rivers, has been transferred and has been replaced by Dr. W. M. Cameron of Nanaimo, a graduate in oceanography of the University of California. Dr. Cameron arrived in the city this week.

Dr. Tully is destined for three weeks at the head office at Nanaimo after which he will do similar work off Victoria. Dr. Cameron will be in charge until the end of the project about September 15.

Commenting on the progress of the work, Dr. Tully said that this season has been ideal from the scientific standpoint since they were able to record the penetration of fresh water into Chatham Sound and Hecate Strait from an extreme high level of the Skeena to its low

level in late summer. The flooding river, which wreaked hardship on residents of the upper Skeena, provided information for the scientists which may not be available again for many years.

Radiophone was used Friday to combat fog and to further the progress of commerce. When the halibut vessels Zopora and Bergan brought in their final halibut catches of the season they found themselves fog-bound off Prince Rupert harbor. Knowing that they could not arrive before the normal closing of the exchange, they radioed in the size of their catches and sold their fish before delivery. They both arrived about noon and made delivery to the companies that had made the purchases.

The Zopora, Capt. Lars Soleway, is among the halibut vessels which will be going black coddling now that the Area Three season is over. Another is Capt. Harold Helland's Parma, which has concluded a fairly successful season. The Parma, which was rebuilt a year and a half ago, is one of the trimmest vessels out of this port. On her rebuilding, she was designed by Larry Halcrow, at the Prince Rupert drydock.

HALIBUT FISHING ENDS

Capt. Ben Peterson's Lois N. probably will win the reverse sweepstakes and be the last of the Area Three halibut boats into port. Lois N. cleared for westward on June 2 and sold her catch in Sitka. She left for another trip and presumably will bring it to Prince Rupert.

The Clipper II, Capt. Emil Peterson, which also has concluded her Area Three fishing, is gearing up to go tuna fishing in the south. She has had her hull painted at the drydock.

The Randy A., converted former U.S. Navy sub-chaser, docked here Thursday night with 15,000 pounds of fresh salmon for Canadian Fish and Cold Storage Co. from Ketchikan. The trip was a charter voyage. The Randy A., a 13-knot vessel, was under command of Capt. L. J. Beaver.

At 14c prices, cod-fishing is proving profitable these days for several vessels of the regular halibut fishing fleet. In fact with halibut fishing having become so intensive now due to the greatly increased number of boats and the complete aban-



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donment of any curtailment measures, this fishery is being almost reduced to the status of an incidental for the smaller Canadian vessels at least. Capt. Merrill Sollows, pioneer Prince Rupert halibut skipper, who moved some years ago to Vancouver, spent the most of the week in Prince Rupert with his well known boat Relief and deplored the effect that the trend of recent years in the halibut fishery had had on this port. However, the active cod market was now making up to some extent for the fleet. Capt. Sollows, who was able to get in four halibut trips this season, landed 10,000 pounds of cod on Monday. The fish was caught on the west coast of the Queen Charlottes whence the Relief left yesterday afternoon for another trip after which it is Capt. Sollows' intention to proceed to Vancouver to have the Relief docked for painting and hull repairs.

Canned salmon pack for the British Columbia coast totalled 77,174 cases up to the week ending July 10, according to the latest bulletin issued by the Chief Supervisor of Fisheries, Vancouver. The Naas and Skeena river areas accounted for 28,687 cases.

The 1948 pack for the coast

Steamship Movements

Daylight Saving Time
For Vancouver
Monday—ss. Princess Adelaide, 11 p.m.
Tuesday—ss. Camosun, 1:30 p.m.
Thursday—ss. Prince Rupert, 12:15 midnight.
Friday—ss. Catala, 5 p.m.
July 14—ss. Princess Norah, a.m.
July 19—ss. Princess Norah, a.m.
From Alice Arm, Stewart, Port Simpson
Sunday—ss. Camosun, midnight.
From Alice Arm, Stewart, Port Simpson
Tuesday—ss. Camosun, a.m.
From Ocean Falls
Monday—ss. Princess Adelaide, p.m.
Wednesday—ss. Prince Rupert, 1 a.m.
Friday—ss. Catala, 5 p.m.
July 23—ss. Princess George, 10 a.m.
July 19—ss. Princess Norah, a.m.
For Alice Arm, Stewart, Port Simpson
Sunday—ss. Camosun, midnight.
From Ocean Falls
Monday—ss. Princess Adelaide, p.m.
Wednesday—ss. Prince Rupert, 10 a.m.

is the highest of any corresponding period for the last six years and is composed of almost 50 percent sockeye. Total sockeye pack for all areas was 37,570 cases.

THIS AND THAT



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FOR THE SAKE OF THE FUTURE BE KIND TO LITTLE TREES



Friday—ss. Catala, a.m.
July 19—ss. Prince George, 11 a.m.
For Ocean Falls
Monday—ss. Princess Adelaide, 11 p.m.
Thursday—ss. Prince Rupert, 12:15 p.m.
July 17—ss. Prince George, 12 p.m.

TODAY 6:50-9:00 p.m.
June Haver — Mark Stevens
"I WONDER WHO'S KISSING HER"

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SATURDAY—P.M.
4:30—Here's to Romance
5:00—Tea Dance
5:30—Sports This Week
5:45—Sports College
6:00—CBC News
6:10—The Marsons
6:30—Good Music by Goodman
6:45—Perry Como
7:00—Radio City Playhouse
7:30—Serenata
8:00—This Week
8:15—John Emmerson at Home
8:30—Dance Time in London
9:00—Pacific Pianoforte
9:30—Chamber Music
10:00—CBC News
10:10—B.C. News
10:15—The Sea and Our Home
10:30—Dance Orch.
11:00—Fish Arrivals
11:05—Weather Forecast and Sign Off
SUNDAY—A.M.
8:30—Sunday Recital
9:00—BBC News and

Commentary
9:15—Songs and Singers
9:30—Harmony Harbour
9:59—Time Signal
10:00—B.C. Gardener
10:15—David and the Man in the Nook
10:30—Music and Worship
11:00—CBC News
11:03—Capitol Reports—Ott.
11:30—Religious Period, Tor.
12:00—CBS Symphony Orch.
1:30—Church of the Air
2:00—By the Sea
2:30—CBC News
2:33—John Fisher Reports
2:45—Week-end Review
3:00—Alan and Me
3:30—Weather Forecast
3:35—Musical Program, Tor.
4:00—Songs From the Movies
4:15—Movie Critic
4:30—Concert Recordings
5:00—Record Album
5:30—Ici L'on Chante, Oue
6:00—CBC News
6:10—The Old Songs
6:30—Familiar Music
7:00—Behold This Land
7:30—Little Symphonies, Tor.
8:00—British Authors
8:15—World's Greatest Ballads
8:30—Music by Eric Wilde
9:00—Summertime
9:30—Vesper Hour
10:00—CBC News
10:15—Canadian Short Stories
11:00—Prelude to Midnight
11:00—Weather and Sign Off

MONDAY—A.M.
7:30—Musical Crock
8:00—CBC News
8:15—Morning Song
8:30—Music for Moderns
8:45—Little Concert
9:00—BBC News
9:15—Morning Devotions
9:30—Transcribed Melodies
9:45—Modern Musicians
9:59—Time Signal
10:00—Morning Visit
10:15—Morning Melodies
10:30—Roundup Time
10:45—Scandinavian Melodies
11:00—Bernice Braden Tells a Story.
11:15—Song Hits of Yesterday
11:30—Weather Forecast
11:31—Message Period
11:33—Recorded Interlude
11:45—Famous Voices
— P.M. —
12:00—Mid-day Melodies
12:15—CBC News
12:25—Program Resume
12:30—B.C. Farm Broadcast
12:55—Recorded Interlude
1:00—Symphony Hour
2:00—Feature Concert

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