



PACKING LOBSTER INTO CANS FOR FREEZING

Continued expansion forecast for fisheries

The following message to our readers is issued by the Hon. H. J. Robichaud, federal minister of fisheries.

This special Fisheries Edition of The Guardian-The Patriot does a valuable service in drawing attention to a basic and important industry for many residents of Prince Edward Island.

It is gratifying to note that, in the over-all, the fisheries of Prince Edward Island are forging ahead, as indicated in last year's outcome. This growth is steady, if not as spectacular as we should like it to be. However, the important thing is that it is constant, and with the groundwork that is now being laid for further developments, I feel sure that we can look forward to continued expansion.

A number of projects have been initiated which will contribute to this expansion. Just a few months ago the federal Department of Fisheries opened its



HON. H. J. ROBICHAUD

new experimental Irish Moss plant to be built at Miminagash which should provide the guidelines for development of another marine resource that we think is capable of greater potential than hitherto realized. Both the lobster and the roundfish resources continue to be

engaged all winter in finishing two steel druggers, that had their hulls constructed at the former yards of the Company when it was located in Bathurst, N.B.

It was recently announced by the Minister of Industry and Natural Resources that he has deposited with the Minister of Public Works at Ottawa, and in the office of the Registrar of Deeds for Kings County at Charlottetown, a description of the site and the plans for a marine railway proposed to be built in the harbour at Georgetown. It is understood that this marine railway will have a capacity of 600 tons.

The building of such a marine railway is necessary so that the steel druggers to be fishing out of this port may be hauled out for repairs from time to time. This new Marine Railway will replace the original 100 ton slip, which was constructed at Georgetown and officially opened on August 14, 1956 and which since that time has been patronized by all of the wooden druggers fishing out of Prince Edward Island ports.

Georgetown is the logical port for the construction of this new and larger Marine Railway as it is to be the home port of the large dragger fleet and it is here that repairs can be more easily and economically made when the ships come to port with their catches from the fishing banks.

Georgetown will thus regain its former status as a great ship building and ship repair center, which it held in the eighteen hundreds but this time it will not be with wooden ships and sail, but with steel ships

Low-cost insurance increased

As an added incentive to fishermen to invest in more efficient fishing vessels, Fisheries Minister H.J. Robichaud has raised the upper limit on vessels which may be insured under the low-cost Fishermen's Indemnity Plan to \$15,000. Previously the limit covered only boats costing up to \$12,500. There is no change in the lower limit of \$250.

The Fishermen's Indemnity Plan, which came into operation in 1953, offers fishermen owning and operating fishing vessels the opportunity to secure insurance against total or partial loss for a premium of one per cent per annum of the appraised value of the vessel. Because of the wide dispersion of small fishing vessels in many hundred of fishing settlements, commercial marine insurance companies have found it impracticable to offer insurance to fishermen at rates within fishermen's capacity to pay.

Under the plan, insured fishermen, in the event of total loss, are paid an indemnity of 80 per cent of the value in the Atlantic provinces, and 70 per cent in British Columbia. In the event of partial loss, indemnity against the cost of repairing the vessel in excess of 30 per cent of the appraised value is paid in Newfoundland, Nova Scotia and Quebec; 20 per cent in New Brunswick and P.E.I. and in excess of 15 per cent of the appraised value on the Pacific Coast.

Dr. Dickie heads oceanographic investigations

The appointment of Dr. Lloyd M. Dickie, 38, as Director of the Atlantic Oceanographic Group Investigations of the Fisheries Research Board of Canada has been announced by Fisheries Minister H.J. Robichaud. He

Georgetown to become dragger fleets centre

By J.W. LAVERS

The town of Georgetown is on the eve of becoming the Island's largest fishing and fish processing center and will rank as one of the Maritimes leading fishing centers.

With the building of the Gulf Garden Food Plant, which will process enormous quantities of fish, as well as other products and the construction of Bathurst Marine Ltd., which is engaged

in the building of steel fishing druggers this port will become the home base of between 15 to 20 druggers.

Gulf Garden Foods which will commence operations later this year will be the largest food processing plant in the Province and will employ at peak production by the summer of 1966, a work force of 350 people.

The Findus Company of Switzerland will distribute the plant's products and will install fully automatic filleting machines. Norwegian partners, through Norinvest, an investigating firm made up of 14 banks, will install a complete canning line.

The firm of Gulf Garden Foods recently started an advertising campaign to secure the personnel it will require when the plant goes into operation. Company president, Jens

Moe, has given assurance that, wherever possible, Island people will be employed.

Mr. Moe wishes that Island people would visit Georgetown, see the work that is going on and take an interest in the progress being made. Some technical people, will of necessity have to be imported, but the majority of jobs will be available to Island people.

Another important aspect of this whole project is that Findus of Switzerland is supervising the construction to the extent that the plant will be built according to Findus specifications. This means that the plant is being built by the most knowledgeable people in the food industry in the world.

The Gulf Gardens Foods Limited will operate under a federal charter and, "besides loans, has \$350,000 in paid up capital.

At Bathurst Marine Limited construction is being pushed on the first steel dragger to be wholly constructed in this Province. This newest ship is 128 feet in length and should be launched on July 1.

The company has a present work force, including office staff of well over 100 and this will be increased to approximately 170. Workmen have been

engaged all winter in finishing two steel druggers, that had their hulls constructed at the former yards of the Company when it was located in Bathurst, N.B.

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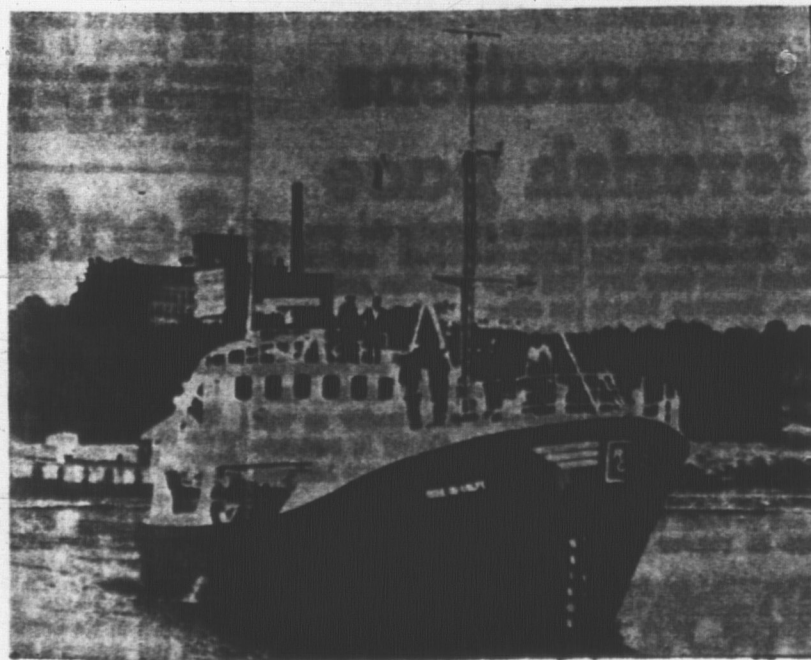
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