

SWINGING OUT THE OTTER DOOR

WORKS LIKE DIP-NET

Setting And Hauling Stern Trawl Net Becomes Simple Operation

By A.C. HOLMAN
Friday I described a recent voyage I made on the motor trawler Gulf Gull, one of the four stern trawlers used by Gulf Garden Foods of Georgetown. Today I will attempt to tell how the actual fishing operation works.

The trawl net used on these boats works on the same principle as the dip-net used by children to catch minnows. The net on the deep sea trawlers differs in that where a small, hand, dip-net has a ring to hold the mouth of the net open, the trawl net is too large to have a rigid frame to hold the mouth open.

The frame is replaced by floats, bobbins and other doors. The floats are fastened to the top of the leading edge, the headline, of the net and they pull the top of the net towards the surface when the net is in the water.

The bobbins are fastened to the bottom of the leading edge, the foot rope, and they serve two purposes. Their weight holds the footrope down and the bobbins are shaped like wheels and roll along the bottom helping to keep the net from fouling on the rocks and ridges on the floor of the ocean.

There are two other doors, one on each side of the net. They are hung vertically and when the net is being towed the water action forces them apart.

HOLD NET OPEN
The mouth of the net is kept open by the floats pulling on the headline, the bobbins forcing the footrope to stay on the ocean bottom and the other doors keeping the side open.

The trawl itself is a huge funnel-shaped net made of polyethylene twine, the base or narrow part, called the cod end, is tied closed by a slip knot that can easily be released to allow the fish to be emptied out of it.

The net would be approximately 150 feet long and about 70 feet wide at the mouth. Along the bottom of the cod end are fastened cowhides to protect the net when it is dragging on the bottom from the weight of the fish caught in it.

On either side of the centre of the footrope, a rope is fastened which goes around the outside of the net and is looped through the headline near its centre. These two ropes are called quarter ropes and they are used to close the mouth of the net when it is being drawn in.

The net is towed by two steel cables which pass through pulleys, called galleys, of the stern. The cables pass through the galleys to two winches in the forward part of the ship.

The net is made ready for fishing as the boat sails to the fishing grounds, once there the setting of the net begins.

SETTING THE NET
Two doors in the stern are opened to allow the net to pass into the water. The cod end is thrown over the stern first and as the boat moves slowly through the water it drags the rest of the net in after it. The last part of the net to go in, is the mouth with the bobbins and floats. The other doors are not in fact attached to the net itself, but rather to the cable about 12 feet from the mouth.

The other doors are not in the water yet, when the captain sees that the floats and bobbins are out of the boat, he increases the speed and then sounds the ship's horn as a signal to let the other doors go. They had been hanging outside the ship, and when the signal is given the men spinning the winches let them go simultaneously and they

sink to the bottom being forced apart by the water.

Enough cable is put out to equal three times the depth of the water being fished. When we were fishing west of the Magdalen Islands, the water was about 40 fathoms deep, so we set 120 fathoms of cable. Off of Cape Breton where we later fished the water was slightly over 100 fathoms deep, there we put out 300 fathoms (1,800 feet) of cable.

CREW RELAX
Once set there is going to do as the trawl is left out for about two and a half hours, so the crew get something to eat, play some cards or have a little nap waiting for the time when the trawl is ready to be hauled.

The captain sounds the ship's horn again, and the two winchmen rush to their stations, there is one winch for each cable, they start drawing in the net. The other doors come up first, they're fastened to the boat and the net is drawn up against the stern.

The footline is taken aboard and fastened, a line from the overhead gantry crane, operated by the captain from the bridge, is hooked on to the two quarter ropes and the net is drawn aboard.

When the gantry has drawn the quarter ropes in as far as it can, the line from the gantry is unhooked from the quarter ropes and hooked into a line, called the hauling leg, which is fastened to the cod end. The gantry then pulls the cod end up to the stern.

A short rope is wrapped around the net and the gantry line is hooked onto this and the cod end with the fish is drawn aboard and hoisted over the fish box. The slip knot holding the cod end closed is jerked open and the fish pour from the net into the fish box.

STORE CATCH
The cod end is tied closed again and the trawl is set again. Putting the trawl in the water is called "shooting the trawl". When the trawl has been set and is back on the bottom, catching more fish the crew gets to work storing the fish which has just been caught in the hold.

If the weather and fishing are good this process is repeated every two and a half hours, day and night, 24 hours a day. In a good catch there will be about three or four thousand pounds of fish on each haul of the net.

In each catch there usually are cod, hake and flounder. The flounder are merely forked onto a conveyor which carries them to the hold where two of the crew members place them in boxes and ice them down. The cod and hake are gutted and cleaned before they are boxed and iced in the hold and this is what the rest of the crew is doing while the two in the hold are icing and boxing the results, everyone, except the captain and the cook, takes part in the fishing operation.

NEW TYPE BOXES
The boxes used by the Gulf Garden ships are new innovation in this country, traditionally the fish are placed in the hold in bulk and iced down. The boxes are four feet long, two feet wide and a foot deep. They hold slightly over 100 pounds of fish and each boat goes to sea with some 1,000 of them. The boxes have a lip on the top to which the bottom of another box fits, making them self stacking.

The boxes are used to insure the fish will reach the processing plant in better shape than fish loaded bulk in the hold. With the boxes supporting the weight rather than the fish in

the bottom of the hold each catch is of uniform quality throughout.

The fish are placed into the hold after they are caught by a conveyor, they are placed in the boxes and iced. When the ship reaches port the boxes are placed on pallets hoisted out of the hold by a crane and taken by fork-lift truck to the plant.

In the former method, the fish were forked into the hold in bulk, once in the hold they would be positioned by forking them around. In port they would be forked out of the hold to the pier.

FISH GRADED
The use of the boxes eliminates much of the forking, as well as the crushing and another feature is when fish is placed in a box a coloured slip of paper is put in the top of each box. The colour of the paper indicates the day the fish was caught on.

By using boxes the fish can be graded as to species as it is packed on the boat, eliminating the need for such grading on the pier.

With all these advantages the boxes also have a number of disadvantages. Though made of aluminum and relatively light, they are nonetheless awkward to store on the ship. They are bulky and space consuming.

If the boxes were not used the 96 foot stern trawlers used by Gulf Garden could carry in excess of 200,000 pounds of fish. The use of the boxes reduces this by almost half, to something slightly over 100,000 pounds per trip.

If the fish are available in greater numbers the captain makes a hurried trip to port and hopes by the time he can get back to sea the fish are still running.

Contempt Charge Brings \$50 Fine
SUMMERSIDE — George Leonard MacDonald, East Street, Summerside, was fined \$50 plus costs or 60 days in jail for contempt of court Saturday in Town Police Court before Magistrate R.S. Hinton, QC. He was further fined \$30 plus costs or 60 days for a charge of drunkenness, the two sentences to be served concurrently.

The contempt charge arose from an outburst in court Friday when accused pleaded not guilty to the original charge of drunkenness.

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Car Is Damaged In Hit And Run
SUMMERSIDE — In a hit-and-run accident here Friday night, a 1961 model automobile owned by William Companion, 59 Summerside, was struck while parked on Notre Dame Street and sustained approximately \$100 damage.

The accident was discovered at 9 o'clock Saturday morning, police are investigating.

MORE VISIT AFRICA
Foreign tourism in South Africa increased 21 per cent between 1963 and early 1965.



FULL TRAWL NET COMES ABOARD

Blood Clinics Start Tuesday

Ralph Crossman, chairman of the Red Cross blood donor committee for Summerside for the local Junior Chamber of Commerce which is the major sponsoring body for this project reports that telephone committees are on the job these days reminding the residents in Summerside of "Blood Donor Days" at the Summerside Legion Home on Tuesday and Wednesday.

At least 540 donors are being sought in these two days from Summerside and the surrounding area.

Members of the Summerside high school Red Cross council are playing their part in the preparations for these clinics and have already distributed posters to the business firms in the town.

They will also undertake specific duties at the clinics which will run from 2-4 and 7-9 on both Tuesday and Wednesday.

Five Fined \$20 In Liquor Cases

Two city residents, a man from Lake Verde, and another from Cavendish, charged with illegal possession of liquor, were fined \$20 and costs or 30 days when they appeared in City Police Court Saturday. Magistrate A.J. Haslam, QC, presided.

A Montague man was fined \$20 and costs or 30 days for being drunk and incapable. John Taylor Cameron, Bracket Point Road, and Robert Barry MacLeod, Brookfield, each received fines of \$15 and costs or five days for speeding.

Jackie Francis Kelly, Kelly's Cross, charged with speeding, was fined \$20 and costs or 30 days.

Gordon E. Leard, Peakes Station, pleaded not guilty for failing to yield the right of way. His case was adjourned to Dec. 7.

Car Is Damaged In Hit And Run

SUMMERSIDE — In a hit-and-run accident here Friday night, a 1961 model automobile owned by William Companion, 59 Summerside, was struck while parked on Notre Dame Street and sustained approximately \$100 damage.

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Island News Page

2 The Guardian, Charlottetown, Mon. Dec. 6, 1965.

Agencies Getting Reduced Amount

Alan Holman, President of the P.E.I. United Fund, announced Saturday that the fund Board of Directors had agreed to begin payments on the 1966 agency allocations on the basis of 90 per cent of the amounts recommended by the Budget Committee and accepted by the agencies earlier this year.

He stressed that this was an interim arrangement that could be adjusted when the final results of the campaign become known. A number of areas have not yet completed their canvass and the returns from these could well change the present results.

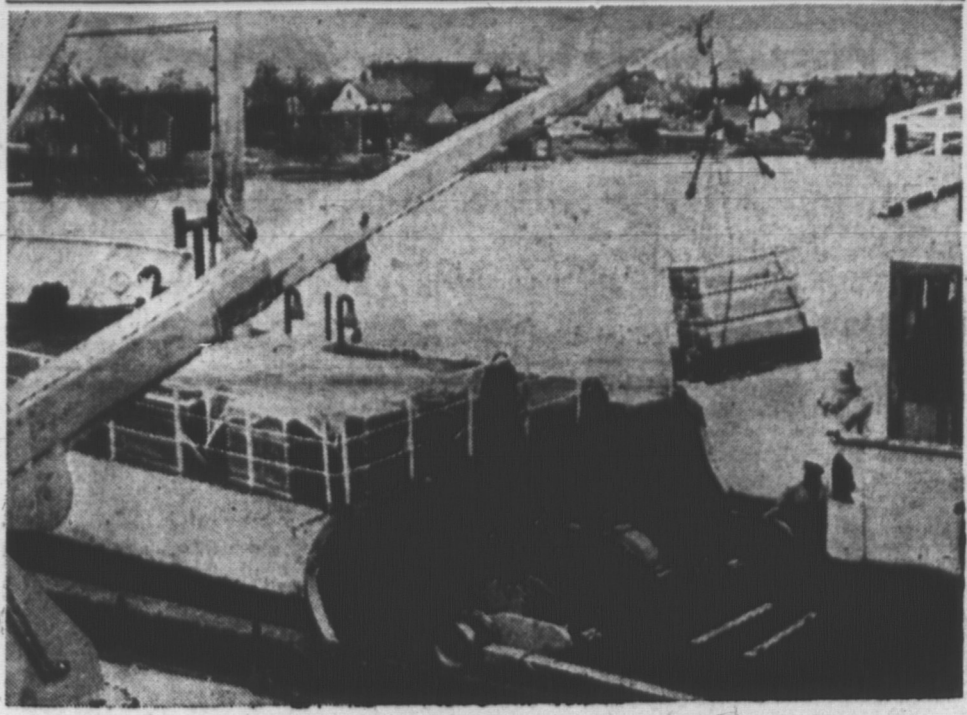
The agencies will receive the following amounts under the present plan throughout 1966:

Canadian Welfare Council,	1,132.00
Basilica Recreation Centre,	30,213.00
Former Charlottetown and Summerside Tag Days,	5,288.00
Total,	\$327,131.00

The above figures represent a major cut in the budgets of these agencies and entails an inevitable curtailment of the programs they had planned for 1966. Mr. Holman said that the Board of Directors realized that the cuts would mean hardships for those who benefited from the good work of these agencies but the only way in which this could be changed would be for last minute support from those who had so far failed to realize the full implication of the cards returned marked "nil". Mr. Holman was quick to add that the majority of the Island residents and businesses had accepted their responsibilities toward the United Fund, and a gradual improvement was taking place each year.

The provincial total now stands at \$229,528.46 or 68 per cent of the objective.

NAMED TO ABG POST
OTTAWA (CP) — Fred R. Cote, 34, has been appointed to the new position of assistant counsel to the Board of Broadcast Governors. The board also announced Friday it hopes to name a replacement soon for W. C. Pearson, counsel to the board, whose departure is taken up private law practice in Brandon, Man., was announced earlier.



CATCH HOISTED ASHORE

School To Give Driving Courses

SUMMERSIDE — A brief ceremony at Miscouche Regional High School Friday afternoon saw a 1966 car presented to the school by George Meikle, chairman of the provincial highway safety council, for use in driver education courses.

The vehicle was donated through a local car firm.

The keys to the vehicle were presented to Sister Mary Eugenia, principal of the school. Instructor in the driver education course at the school will be Leon Brennan, an elementary school teacher.

The course, which consists of at least 25 hours of classroom instruction and a minimum of eight hours behind the wheel, is open to students from 16 years of age up.

No more than 20 students can be taken in one course.

These courses which are available at a number of schools on the Island are promoted by the P.E.I. Highway Safety Council.

Also in attendance for the ceremony was Bud Constable, supervisor of the driver education program.

Eight Trailer Caravans To Visit Here In 1967

VICTORIA (CP) — Eight trailer caravans will bring the "heroic stuff of Canadian history" to more than 750 communities across the nation during 1967 centennial celebrations, the centennial commission announced here.

The caravans will complement the Confederation train, limited to major population centres, announced earlier by the federal commission.

Peter Aikroyd, director of public relations for the commission, said Friday both the train and trailers will include walk-through sets complete with sounds and smells, photos, engravings, artifacts and peep-hole scenes.

The eight caravans will operate in six regions: Nova Scotia, Prince Edward Island, New Brunswick and Newfoundland will share one; Quebec and Ontario will get two each; northwestern Ontario, Manitoba and Saskatchewan, one shared; Alberta, the Yukon and northwest Territories, one shared; and B.C. one.

The eight 50-foot by 10-foot trailers and three stations wagons will begin to roll May 1, and will finish Nov. 14. They will be open from 11 a.m. to 11 p.m. six days a week and will have a capacity of 3,000 persons a day.

The story presented in both the train and mobile caravans "traces the country's exploration, exploitation and development as it observes the dramatic conflict of Canadians with their attack on these problems and with themselves," the commission said.

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