

Alberton-built longliners help develop Arctic region

Two long-liners—a type of vessel especially suited to the needs of Eskimo fishermen and hunters of seals, whales, and walrus—will leave Prince Edward Island soon to go into service in the north. They will be part of a broad, continuing program to develop and harvest the food resources of the Arctic. The motor vessels, Qilalugak (White Whale) and Nossig (Ring Seal), were built for Northern Affairs by Alberton Industries Ltd., of Alberton, Prince Edward Island. They will be skippered on the delivery voyage by Project Officers Ches Russell and Don Milligan of the Northern Affairs Industrial Division. Acceptance trials were held at Alberton May 23-24 and the two vessels will leave on their northward journey between June 20 and 23, depending on weather. They will pass through the St. Lawrence Gulf, Strait of Belle Isle, Labrador Sea and Hudson Strait. The Qilalugak will travel alone through Hudson Strait to Chesterfield Inlet. Both vessels are built of wood. The 46-foot Qilalugak is powered by an 85 h.p. diesel engine and an auxiliary diesel engine for a generator provides electrical power for equipment and radio. The 46-foot Nossig is equipped with a 55 h.p. diesel engine with extra equipment for experimental halibut fishing. The Qilalugak will work out of Chesterfield Inlet and the Nossig operate in the Port Burwell area.

Protection dept. is watchdog

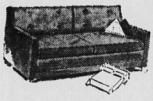
Retention of undersized lobsters and poaching are regarded as the most common and flagrant violations of fisheries regulations. Here, as in other parts of the country, a protection branch with headquarters in Charlottetown seeks to operate in the interests of the fishermen as a whole in keeping violations to a minimum.

Some helpful hints for care of motors

A few easy maintenance duties are recommended by the Johnson Motors News Bureau for best performance of the modern outboard engine after long layaway. The first step is to lubricate the drive shaft and lower gears. With the engine in an upright position, remove grease plugs and drain old lubricant. Then refill, replace the plugs and oil all external linkage. Be sure to use the correct grade of oil and long layaway. Then remove the spark plugs and clean and reset them according to manufacturer's specifications. If the plugs seem well worn it is best to replace them. Squirt a few drops of oil into each spark plug opening. Then ground the leads and pull the motor over several times to distribute the oil before replacing the plugs. Magneto points should be cleaned if necessary (using a hard but absorbent paper) and adjusted to assure proper clearance. Badly pitted points should be replaced. When checking the propeller, if there is the slightest chance that one or more of the blades is off-pitch, take it to a marine dealer for repair. An off-pitch prop can cause motor strain and poor performance. Be sure the motor is in neutral when removing the prop. While the prop is off, check the condition of the drive pin, and, if bent or worn, replace it. Use a new cotter pin when you replace the prop.

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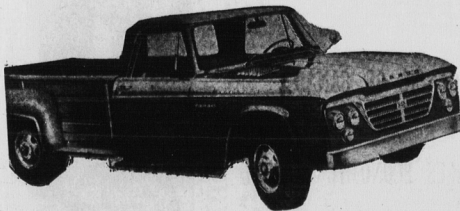


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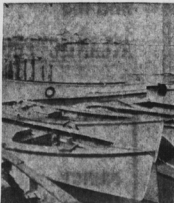
OTTAWA, CANADA
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HERRING, REDFISH CONTRIBUTE

Cod is king in N. Atlantic

The sleek silvery herring has surpassed the colourful, homely redfish as a greater contributor to total fish landings from the Northwest Atlantic fishing grounds.

Both species, however, still pay homage in lower landings to King Cod, the region's perennial top producer, according to statistical reports presented at the 15th annual meeting of the International Commission for the Northwest Atlantic Fisheries taking place in Halifax.

Back in 1958 the redfish zoomed to prominence, surpassing the haddock in aggregate landings, to place second to the cod. The increase in redfish landings, a deepwater fish favouring depths of one hundred or more fathoms, resulted from a sharp expansion in operations for this species by the U.S.S.R., West Germany and Iceland on new grounds in the Convention Area's sub-area one (the waters west and south of

Greenland), sub-area two (the underwater plateau off Labrador), and sub-area three (the far offshore Newfoundland and banks).

In sub-area one the redfish catch, principally by West Germany and Iceland, has continued to grow to an estimated 61,000 tons in 1962, almost three times that of the 1957-58 level. However, the other two sub-areas have witnessed marked declines in landings.

In sub-area two the past year's catch of some 3,000 tons represented a fall-off of 17,000 tons from the previous year and a startling eight-fold decrease from the 71,000 tons of redfish caught in the sub-area by the U.S.S.R. and Iceland in 1958 when the fishery began.

Similarly, there has been a progressive decline in landings of redfish from sub-area three which totalled some 61,000 tons last year compared with 90,000 tons in 1961, 99,000 tons in 1960 and a whopping 246,000 tons in 1959 when the fishery for this species started there.

Other parts of the convention area also yield redfish, notably the Gulf of St. Lawrence and some sections off the south coast of Newfoundland. However, the major catch decreases in sub-areas two and three have resulted in a decline in overall Convention Area landings of redfish from 225,164 tons in 1961 to an estimated 182,168 tons in 1962, or less than sub-area three alone produced in 1959.

GIVES EYES

MONTREAL (CP)—Bob Scooby, 40, dixieland jazz trumpeter from Chicago who died early Wednesday, left his eyes to science. At his express wish they were given to McGill University following his death in a Montreal apartment house.

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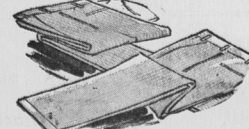


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