



REPAIRING DAMAGED NET

VIEWED BY LANDLUBBER

## Deepsea Fisherman's Life One Of Monotonous Job Repetition

By A. C. HOLMAN

The sea has for me, like most Islanders, always held a certain degree of interest. The only time I was on the water for any length of time was one night I spent in a small sail boat drifting down the Northumberland Strait after the wind had died out. So when the opportunity arrived for me to take an extended cruise on one of the trawlers sailing out of Georgetown, I jumped at the chance.

I did not know how long the voyage would take, but I expected it to be about a week or more. The scurrying around for clothing, finding my camera, having a prescription filled for sea-sickness pills was, I am sure, unequalled by any sailor going to sea for a year or more. The number of articles of clothing I had that were manufactured in Truro would have satisfied any self-respecting arctic explorer for at least three years. Socks, I had enough to keep a platoon on winter maneuvers for a week. I was also ever supplied with woolen shirts, woolen sweaters, oil skins and goodness knows what all.

But never mind, I somehow gathered everything together and was off to Georgetown and thence to sea, I thought. On arriving in Georgetown on a Tuesday night I learned that the boats wouldn't be sailing that night as the weather was bad. The next day I was assigned to the Gulf Gull, a 86 foot stern trawler operated by Gulf Garden Foods Ltd.

I was surprised to find the crew was made up of French-speaking New Brunswickers, all from Shipigan Island, in the north eastern corner of our neighboring province.

**FEW WITH ENGLISH**  
I went aboard and met the Captain, Onesophor Guignard, who did not speak English. In fact, only two of the nine men in the crew spoke any amount of English, though most of them understood it. This was to play a big factor in my voyage, but I didn't realize it at the time.

After I had met the captain I had a talk with the chief engineer and I learned we were being held up partially because of the weather but mainly due to the fact that the shaft in the compressor had broken. The compressor is used to start the big diesel engine which powers the boat. It also operates the winches on the trawler.

We were waiting for a replacement shaft to come from Toronto when a sister ship, The House Bay, came in from the fishing grounds. It takes about 18 hours to unload and reposition these ships and it was decided that the compressor from the House Bay would be transferred to the Gulf Gull and we would get to sea. The replacement would be put in the House Bay when it came in.

Thursday night about 11:30 we set sail. We were bound for the Bradell Banks, about 12 or 15 miles west-north-west of the Magdalen Islands. It was expected to take us about 14 hours to reach the fishing grounds. I stood on the bridge and watched Georgetown and the lights of the harbour fade into the distance. Shortly after we cleared harbour I could see the big, bright, light coming from the lighthouse off to my left, there was nothing but darkness to be seen on the right. We were the only boat in the Strait that night. I bunked down for the night about one o'clock.

**SLEPT LIKE BABY**  
Not knowing what lay out side the harbour mouth I had taken the precaution of popping

one of my seasick pills in my mouth and in addition to keeping my stomach in order I found they made me quite drowsy so I slept like an innocent babe, not waking until well after eight Friday morning.

The seas were quite calm on Friday, only slight swells giving the boat a gentle roll from side to side. There were no other boats visible and for the first time in my life I was at sea beyond the sight of any land, but before I could let my mind dwell for any length of time on this business of being beyond swimming distance from shore, my stomach started to demand I do something to fill the void located there.

Down in the galley in the forecastle Edmond Chaisson gave me a wonderful feed of bacon and eggs. After breakfast there was nothing much to do, look out at a vacant sea, chat idly with the crew (this being slightly difficult because of the language problem) and read or sleep. Dinner was at 11:30, as this was Friday there was fish on the menu, salt mackerel and mounds of potatoes. The potatoes I soon learned were a feature found at every meal except breakfast.

About two o'clock we put the huge trawl net out for the first time. (The business of setting the trawl and bring it in I will deal with in another article.) It was only set for a few minutes when it was caught on the bottom, in it came and was immediately reset.

The weather was getting a little colder and the seas were beginning to get to me slightly, I took another pill and lay down for awhile as there was nothing to do or see until the trawl was to be pulled in around four, I dozed off.

I was awakened by the captain blowing the ship's horn calling the crew to pull in the trawl. I went down to watch this operation, we got about 20 boxes of fish. Each box holds nearly 100 pounds, so the total catch for just two hours was some 2,000 pounds. It was all cod and flounder. The cod is gutted before being packed in ice and boxed in the hold and after this was done we went for supper. The trawl had been reset as soon as the fish were emptied from it.

In the middle of supper the horn went again calling the crew to pull the trawl. Once again it had fouled on the bottom. When it was brought on board this time it was discovered there were two or three large gashes in the net, each about 15 or 20 feet long.

**NET REPAIRED**  
Everyone on the crew pitched in to help mend the net. Needles and mending twine were brought from the store room. Those who did not know the art of mending a net held the net up for those who did. One of the crew members went to bridge and relieved the captain who came and assisted in the mending operation. He was, without question, the fastest of anyone on the crew with a needle. After some two hours of steady work the net was repaired and ready to go.

It was learned while we were mending the net that the captain had heard on the radio that the fishing off the northern tip of Cape Breton Island was very good and he had set course for those fishing grounds before he had come down to the deck to help with the net repair. We were not to arrive there until early the next morning.

During the evening a card game started in the galley and a number of the crew joined in. This was something I could par-

ticipate in, poker is the same in any language, the name might be different, but an ace bill looks like an ace.

We arrived off Cape Breton shortly after sunrise and the net was set. The net usually is left out for two and a half to three hours before being pulled. After the net is out everyone lounges around with nothing much to do for the rest of the morning. The weather was a bit colder and the seas a little rougher.

**SPIDER CRABS**  
The net is drawn and set throughout the day with regular monotony. Cod, flounder and hake are in every catch also quite a number of spider crabs. This is the first time I have seen one. Their bodies are some four or five inches in diameter and almost a perfect circle, they have eight legs and two claws. The legs would be nearly a foot long and slightly thicker than your index finger.

The weather was getting progressively worse all day and early in the evening Captain Guignard decides to put into Cheticamp for the night. We arrived there about 11:00 I went ashore for a few minutes, more to walk on solid ground than for any other reason, and when I returned the captain and the cook had boiled the legs of some of the spider crabs and we had a feast. The spider crab tasted much like lobster, but the meat is much stringier and the flavour a little bland.

Everyone slept in the next day and after lunch we went back to the fishing grounds.

By two o'clock in the afternoon we were back fishing. There was by this time nothing new for me to see, once I had watched the net being raised and lowered for the first time, everytime after that was just more of the same.

We fished all Sunday, Sunday night, all day Monday, Monday night and sometime in the early hours of Tuesday morning the worsening weather, (during the night the winds had reached 45 and 50 miles an hour) had made the captain decide we had better go back to the shelter of Cheticamp.

When I awoke late Tuesday morning we were about five miles from Cheticamp Harbour and as soon as I saw it I made up my mind that I would leave the ship when we docked.

The harbour was full of fishing vessels from the seas as the weather department had gale warnings out. It took us some time to find a berth but as soon as we did I was over the rail and on my way back to the Island by road.

It was not the weather that got me, though I was never sick I must say it did make things uncomfortable, it was the sheer boredom of the life that made me want to get back. The repetition of the work, coupled with the language problem I'd run into convinced me I could do little or no more good by staying on.



SETTING THE TRAWL NET

## Island News Page

2 The Guardian, Charlottetown, Fri. Dec. 3, 1965.

### Youth Gets Remanded To Custody Of Hospital

**SUMMERSIDE**—Arthur Gordon Andrews, Summerside, was remanded in the custody of the superintendent of Riverside Hospital till Dec. 30 by order of Magistrate W. Chester S. MacDonald in County Court here yesterday.

The youth, 14, is charged with the capital murder of Sterling William Andrews, 73, in Free-town Nov. 22. He will appear before the magistrate here on Dec. 30.

Donald MacLean, Summerside, formerly of Nova Scotia, was given seven days in jail for causing a disturbance in the Kensington Legion. Witnesses for the Crown were Kensington po-

lice constable Vernon Reevy, William Blakeney, manager of the Kensington Legion, and Clarence Campbell of Spring Valley.

Officer J. A. Gallant, Georgetown, and Gerald Franklin O'Brien, St. Eleanor's, were each fined \$75 plus costs or 15 days; Gallant for impaired driving, O'Brien for care and control of a motor vehicle while impaired.

A North Tryon man was fined \$20 plus costs or 15 days for unlawful possession of liquor.

A spending charge against James Kennedy, Summerside, was adjourned to Dec. 7 for reading of the trial transcript and a decision. St. Eleanor's police constable James Maxwell testified for the Crown in the case.

The impaired driving charge against Nelson Leo Gaudet, Tignish, was adjourned to Dec. 13 for reading of the trial transcript at the request of defence counsel Bernard McCabe. Alberton RCMP Cpl. E. McCue prosecuted the case while Edward Gaudet, St. Louis, and Henry McCallum testified for the accused.

**Tree Shipments Now Underway**

Some 30,000 to 40,000 Christmas trees are expected to be shipped from P.E.I. this year. Frank Gaudet, provincial forestry officer, said yesterday. This is comparable to shipments made in recent years.

The largest shipper of trees on P.E.I. is William Miligan of St. Peter's who helps supply the Montreal market.

Mr. Gaudet stated that P.E.I. trees are also shipped in quantity to the New England and Southern States.

For the last few years the most popular tree exported has been the Balsam Fir. Its popularity is due to the fact that it can on the average withstand 70 degrees of heat. P.E.I. also has a very good market for White Spruce which is used largely as an outdoor decoration.

**Failed To Report, Given \$50 Fine**

Joseph Francis Dennis, City, charged with failing to report an accident was fined \$50 and costs or 15 days by Justice of the Peace Albert Dennis in Traffic Court yesterday.

Six people were fined \$10 and costs for speeding. They were: Roger Joseph Arsenault, Summerside; Jean G. Larocque, Quebec; Norman L. MacKay, Harrington; Derris Ezra Lowe, Murray River; and Raymond Howard Helpard, Halifax, N.S.

Roderick Howard Raper, Summerside, charged with failing to stop at a stop sign was fined \$10 and costs.

Charged with driving a commercial vehicle without a chauffeur's license was David Edward Deiron, New Glasgow. He was fined \$10 and costs.

George Winston Nicholson, Orwell, charged with having insufficient equipment on a vehicle was fined \$10 and costs.

**Council Names Police Officers.**

**GEORGETOWN**—Tewa council last night voted to engage former town policeman Allison Grover and Roy Biggar as police officers for the town with the council appointing Mr. Grover in charge of the two-man force.

The two officers will be sworn in Friday and will use a room in the post office building for police headquarters.

**Court Handles Light Docket**

There was a light docket in City Police Court yesterday. Magistrate A.J. Haslam, QC, presided.

Douglas Joseph Strickland, Marshfield, charged with the possession of stolen articles, valued at less than \$50, was remanded without bail to Dec. 6.

A city resident received a 30-day suspended sentence for being drunk and incapable.

A Bonshaw resident, charged with the illegal possession of liquor, was assessed \$20 and costs or 30 days.

**VISITS BEIRUT**

**BEIRUT, Lebanon (AP)**—President Edward Ochab of Poland arrived here Thursday for a 24-hour private visit. He came to Beirut after spending 11 days on state visits to Cairo and Addis Ababa.

**HOPE PLANS YULE TOUR**

**HOLLYWOOD (AP)**—Comedian Bob Hope and a troupe of entertainers will leave Dec. 16 for a 12-day tour of the Orient, including combat zones in Viet Nam. It will be Hope's second Christmas tour to Viet Nam, and his 14th annual Christmas tour to U.S. military bases.

**PURITY DAIRY**

"Parents Prefer Purity Products"

217 Kent St. Dial 4-7125

## Special-Purpose Freight Cars Spark Big Railway Investment

**MONTREAL (CP)**—The boom in special-purpose freight cars is pacing Canada's railways to their biggest investment in rolling stock since 1957.

Quietly, both Canadian Pacific and Canadian National are setting out on what amounts to a freight car revolution. Though the bulk of both fleets is still the common boxcar—some are as much as 50 years old—new orders are concentrated on special purpose cars designed to do one job well.

This year it is estimated they will spend \$150,000,000 on items such as ore cars, auto cars, woodchip cars, gondolas, hoppers and trailer flat cars.

Between them this year the two major railroads have ordered more than 5,000 freight cars.

CNR is the heaviest buyer. By October it had called for almost 3,500 units. Recent orders for 30 new diesels worth \$8,500,000 brought total orders up to \$62,000,000 for the last 10 months.

This compares with \$50,000,000 for all of 1964, and only \$14,000,000 in 1963.

CPR's spending has also shot up. It was at a low of \$8,750,000 in 1963. An estimated \$39,000,000 was planned for this year but President R. A. Emerson said recently freight car purchases alone will reach \$50,000,000 this year.

**NEW TYPES MAKE DEBUT**

A second generation of diesel locomotives is also making its debut this year. CNR's 30 new diesels are coming from Montreal locomotive works and General Motors diesel of London, Ont.

In September, CPR ordered 32 high speed diesels from GM diesel, worth \$11,000,000. It is also trading in old machines to Montreal Locomotive and GM and buying another 60 road-switcher locomotives.

These are the first major locomotive orders since the two lines completed their switch to all-diesel operation in 1960.

**FROM TAYLORS**

**GIVE THE EASY LOADING AGFA RAPID**

**GIFT KIT only \$16.95**

**TAYLORS**

THE CAMERA EXPERTS 121 Grafton St. Dial 4-4253



ROLLING ON THE GENTLE SWELL

## Floods Threaten Many In Malaya

**KUALA LUMPUR (Reuters)** Six thousand people were being evacuated from inhabited areas along Malaya's east coast following torrential monsoon rains which swept south Thursday from Viet Nam.

Another 100,000 people were in danger, police said. So far two persons were reported drowned. There were indications that the entire east coast was cut off from the rest of the country by the washout of bridges and roads.

The government ordered the mouths of three rivers in the northeast—the Besar, Kemasin and Sema Rak—to be blasted wider by dynamite. This was expected to let river water escape faster and curtail up-river flooding.

Army and air force units were being used in rescue operations.

**Fuel Stove Oils Burner Service**

A complete stock of furnace parts on hand. Your Shell Agent for Charlottetown, Parkdale, Sherwood and Eastern P. E. I.

**J. W. Skinner Dial 4-4044**

**DISHES TAKE TIME**

Clearing the table and washing dishes takes at least an hour a day of each housewife's time, or more than 45 working days yearly.

*Luxuriously Fur Trimmed*

Balance of winter stock of cloth coats plain and fur trimmed, straight and half sizes.

Reg. 29.95 to 189.95

**23.96 to 151.95**

Fall and Winter HATS

Clearing at - - -

**33 1/3% OFF**

SHOP TONIGHT 'TIL 9 P.M.  
SATURDAY 'TIL 5 P.M.

ON THE ISLAND IT'S

**MOORE & McLEOD LTD.**

"OUR FAVORITE SHOPPING CENTRE"

### Brian Rush, Tailor

IT'S HERE AT LAST

A complete line of made to measure suits, pants, topcoats, jackets... A shipment of all wool pants has just arrived, all these garments are fully guaranteed as to

QUALITY and FIT

PRICES are very reasonable and easy CREDIT TERMS can be arranged...

Come and shop the modern way.

**BRIAN RUSH, Tailor**

148 Great George St. Dial 2-2691  
"We Specialize in Suit Alterations"  
STORE HOURS — 8:30-12:00 — 1:00-9:30