

Aug. 5

August 6

# SEINERS LANDED LARGE MACKEREL

**FIVE BOATS BROUGHT IN 53,000  
POUNDS OF THEM THIS  
MORNING.**

Five local seiners hit small pods of large mackerel yesterday and last night, arriving this morning with 53,-350 pounds of good-sized fish. All of the mackerel were shipped to outside markets.

Three off-shore draggers came in yesterday afternoon and during the night for the General Seafoods Company, their total catch being 165,000 pounds. The fish went to fillet. The only other arrival of the day was the small trawler 873 C., with 1500 lbs. of fish. Saturday the Maine boat Whileaway came up from Matinicus with 60,000 pounds of salt fish for the Gorton-Pew fisheries company

### Gloucester Arrivals and Receipts.

- The arrivals and fares in detail:
- Sch. Josephine and Mary, seining, 16,500 lbs. fresh mackerel.
  - Boat Capt. Drum, seining, 16,500 lbs. fresh mackerel.
  - Boat Frank W. Wilkisson, seining, 7350 lbs. fresh mackerel.
  - Boat Thelma, seining, 7000 lbs. fresh mackerel.
  - Boat Jackie B., seining, 6000 lbs. fresh mackerel.
  - Boat Whileaway, Matinicus, Me., 60,-000 lbs. salt fish.
  - Sch. Herbert Parker, dragging, 75,000 lbs. fresh fish.
  - Sch. Raymonde, dragging, 45,000 lbs. fresh fish.
  - Sch. Grace and Evelyn, dragging, 50,-000 lbs. fresh fish.
  - Boat 873 C., trawling, 1500 lbs. fresh fish.
  - Sch. Old Glory, via Boston.
  - Sch. St. Peter, via Boston.
  - Sch. Paolina, via Boston.
  - Sch. Julia, via Boston.
  - Sch. Doris F. Amero, via Boston.
  - Sch. Elizabeth M. King, via Boston.
  - Sch. Thomaston, via Boston.
  - Sch. Elizabeth A., via Boston.
  - Boat Col. Lindbergh, via Boston.

### Sailed.

- Sch. Natalie Hammond, halibuting.
- Sch. Oretha F. Spinney, halibuting.
- Sch. Albert D. Willard, swordfishing.
- Sch. Restless, swordfishing.
- Sch. B. T. Hillman, swordfishing.

### On the Railways.

- Sch. Old Glory is on Burnham's railways.
- Sch. yacht LaRene is on Rocky Neck railways.

### Changing to Seining.

- Sch. Serafina II. has hauled out of swordfishing, and is shifting to seining.

# STEAM TRAWLERS DAMAGED IN CRASH REACH BOSTON

## Teal Narrowly Escaped Going to Bottom When Hit by the Surf on Georges Bank Sunday Noon

Only a matter of inches in the position of the crash saved the beam trawler Teal from going to the bottom Sunday noon when she was struck by another trawler, Surf, in clear weather on Georges Banks, it was disclosed last night when the Teal arrived at Boston, well down aft, in tow of the Surf.

If the sharp prow of the Surf had hit a few inches further from the stern the hole would have been in the engine room and the trawler surely would have gone to the bottom, Capt. Patrick Riordan of the Teal said.

When the accident happened the Teal, owned by the Portland Trawling Company of Groton, Conn., was hove to, 150 miles from Boston Lightship, taking soundings. Aft, on the port side, they noticed the Surf of the Bay State Fishing Company's fleet about a mile away. The Surf crossed over abaft the Teal and then swung on her course so that Capt. Harry Dunphy of the Surf could speak to the other vessel. The Teal remained without way.

### Wheel Jammed.

At the last minute, Capt. Dunphy discovered that his craft would not answer his helm—the wheel had jammed.

Before he could do anything, it was too late, according to the version given on the Surf. The stem of the Surf hit the Teal with a resounding crash, damaging its plates and inflicting a two-foot hole on the starboard side of the other.

The Teal started to go down, but as soon as the after peak, where part of the crew of 21 men sleep, had filled shoulder-deep with water, the sinking stopped. The bulkhead between the after peak and the engine room held safely.

### Teal's Crew Stand By.

All hands of the Teal stood by the boats, ready to get away if the craft sank deeper. Then the Surf hauled up ahead and took a line from the other and started for Boston. Off Boston Lightship last night, the Surf left the Teal with a towboat and hauled up to the company's dock at East Boston. The Teal was brought to the Boston Fish Pier and will undergo repairs at East Boston today.

## ONLY 16 ARRIVALS THIS MORNING WITH RECEIPTS UNDER 700,000 POUNDS.

Sixteen vessels were on hand at the Boston fish pier this morning, their fares aggregating 605,000 pounds of groundfish, 145 swordfish, and 23,600 pounds of mixed fish. There was a further strengthening of the market.

Haddock was up to \$4 to \$6, large cod, \$6.50 and markets, \$3. Swordfish were also much higher at 12 to 24 cents.

### Boston Arrivals and Receipts.

- The arrivals and fares in detail:
- Str. Fish Hawk, 85,000 haddock, 6000 cod, 4000 mixed fish.
  - Str. Teal, 18,000 haddock, 5500 cod, Str. John R. Ericsson, 47,000 haddock, 1500 cod, 3600 mixed fish.
  - Str. Surf, 50,000 haddock.
  - Str. Gale, 100,000 haddock.
  - Sch. Isabel Parker, 42,000 haddock, 40,000 cod, 6000 hake.
  - Sch. Gossoon, 40,000 haddock, 38,000 cod, 17,000 pollock.
  - Sch. Elizabeth W. Numan, 2000 haddock, 39,000 cod.
  - Sch. John J. Fallon, 3000 haddock, 38,000 cod, 4 swordfish.
  - Sch. Teazer, 2500 haddock, 26,000 cod, 4 swordfish.
  - Sch. Ethel Marion, 52 swordfish.
  - Boat Aeolus, 85 swordfish.
  - Boat Joseph D'Ambrosio, 3400 mixed fish.
  - Boat Charles M. Fauci, 2200 mixed fish.
  - Boat Automatic, 5900 mixed fish.
  - Boat Charles Fauci III., 4500 mixed fish.

Haddock, \$4 to \$6 per cwt.; large cod, \$6.50; market cod, \$3; hake, \$2.50; pollock, \$3 to \$5; cusk, \$3; lemon sole, 11 cents per ponud; gray sole, 7 cents; black backs, 8 1-2 cents; yellow tails, 5 cents; dabs, 5 cents; swordfish, 12 cents to 25 cents; catfish, 7 cents.

## FOUR ARRIVALS AT NEW YORK

Arrivals at New York this morning: Str. Wild Goose, 160,000 lbs. haddock, 13,000 lbs. cod, 10,000 lbs. flounders.

Sch. Andrew Hathaway, 2000 lbs. haddock, 4000 lbs. cod, 5000 lbs. flounders.

Sch. Ivanhoe, 2000 lbs. haddock, 4000 lbs. cod, 20,000 lbs. flounders.

Sch. Native, 2000 lbs. haddock, 10,000 lbs. flounders

The fare of sch. Charles Ashley yesterday, sold for 3 cents for haddock, 4 cents for cod, 12 cents for flounders, 10 cents for mixed flounders.

## SWORDER LANDS 20 FOOT FISH

A swordfish with dressed weight of 515 pounds, record specimen landed in any New England port this season, was one of 89 big fish taken from the schooner Eleanor, Capt. Thomas Brigham at Portland yesterday. The fish measured 20 feet long when caught and all of the 89 brought top prices, the stock being nearly up to the last catch of the schooner with 190 smaller fish taken.

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# TWO DRAGGERS ONLY ARRIVALS

HIGH WIND OFF-SHORE, HOLDS SEINING FLEET IN PORT.

Only two small fares of fish were landed here this morning, both being brought by shore draggers. Local seiners which are not harboring here or over on the Cape, have been held in port the past two days, due to a high northwest wind off shore, which makes fishing impossible. About 50,000 pounds of fresh fish arrived over the road from Boston for splitters yesterday afternoon.

- Gloucester Arrivals and Receipts.**  
 The arrivals and fares in detail.  
 Boat Santina II., dragging, 6000 lbs. gray sole.  
 Boat La Paloma, dragging, 3500 lbs. mixed fish.  
 Overland receipts, 50,000 lbs. fresh fish.  
 Sch. Doris M. Hawes, via Boston.  
 Boat Eleanor, via Boston.  
 Boat Uncle Sam, via Boston.  
 Boat Lincoln, via Boston.

### Sailed.

- Sch. Old Glory, seining.  
**On the Railways.**  
 Sch. Beauty St. Joseph and boat Natale II., are on Parkhurst's railways.  
 Boat Antonina is on Rocky Neck railways.

# NEW CRAFT HAS STOCKED WELL

Capt. Roy Amero will command sch. Doris Amero swordfishing, while Capt. Nels Amero is visiting Nova Scotia with his family. The new schooner has fared well in 10 months' fishing, stocking \$65,500, while her crew have shared \$3600 to a man.

Aug. 7

# HADDOCKER RAMS COAST GUARD BOAT

Boston, August 7.—One man was injured when the Coast Guard patrol boat 171, a 75-footer, was struck by the auxiliary fishing schooner Marjorie Parker this morning at 4.30 o'clock. The smash in the darkness occurred about one and one-half miles off Harding's Ledge, near Minot's Light, according to the report, and the Coast Guard boat was struck aft of the engine room. Engineer William Smith of the patrol boat, the only man injured, is at the Boston City hospital.

Aug. 7

# BOSTON CRAFT ENTERED FOR COMING RACES

## Capt. "Clay" Morrissey Will Sail sch. Josephine DeCosta—City Will Contribute \$1000, Mayor Announces

Formal entry of the Boston schooner Josephine DeCosta was made at the meeting of the Fishermen's Race committee at the Master Mariners' rooms last night and brings the contesting fleet to five for the racing series to be sailed on August 31, September 1 and 2. The DeCosta is owned by O'Hara Brothers of Boston and her entry was announced by Fred E. Morris, chairman of the finance committee, and general manager of Davis Brothers Fisheries, Inc., the O'Hara branch in this city.

Mr. Morris announced that Capt. Clayton E. Morrissey would be at the helm and it was greeted with general approbation and cheers, although Capt. Morrissey, who was present at the meeting, could not be prevailed upon to say a word when called on later for a few remarks.

The entry of the DeCosta and Capt. Morrissey brings all of the skippers who have gained fame in international vessel racing competition into the 1929 picture.

### City Will Contribute \$1000.

The formal entry of the DeCosta, the report of the finance committee and the announcement by Mayor Henry H. Parsons that the municipality would contribute \$1000 were the features of the meeting. The announcement of the mayor means another \$1000, inasmuch as George F. Fuller of Bass Rocks and Worcester had previously told the committee that he would match dollar for dollar anything that the city would give.

No decision was made on the very present at the meeting, a delegation from the firemen's field day, and through the chief, as spokesman, an invitation was extended to the race committee to assemble the skippers and crews on the Park and make the presentation of trophies and prizes to the winners on Monday evening in connection with the Firemen's Field Day.

The offer was enthusiastically received but it was felt that until things had assumed a more definite shape it would be well to wait before making a decision in the matter.

Nathan B. MacLeod reported for the poster committee and exhibited the flashy full sheet posters, showing racing vessels and a replica of the Fishermen's Memorial, and stating that they had been placed in every depot of the Boston and Maine and that 250 half sheet posters for automobiles had been distributed. Mr. MacLeod said also that all arrangements had been made for displaying pictures of skippers and vessels in the North Station.

### Contributions Already Over \$10,000 Mark.

Fred E. Morris after making formal entry of the DeCosta said that the to-

tal contributions had passed the \$10,000 mark, which included \$25 each from the firemen and Plumbers' Union and \$200 from Gloucester lodge of Elks.

Mr. Morris also reported that a gentleman had called at his office and given him \$500, \$300 to go to the second crew and \$200 to the third crew. This, he said, was outside the regular contributions and he was unable to divulge the name of this donor. The committee immediately voted the thanks of the race committee to this generous individual.

The finance chairman reported that enthusiasm was growing by leaps and bounds and over 60 people were seen yesterday. All of them contributed and by five of them he was told to come back again if the going got rather hard toward the end.

Capt. Proctor announced the personnel of the sailing committee as follows: Capt. Proctor, chairman; Henry F. Brown, secretary; Benjamin H. Colby, Capt. John F. Barrett, John J. Matheson and Ralph Webber.

### The Course.

The race will start from a line to be established one mile to the westward of the Eastern Point whistler and the course will be twice around an equilateral triangle of six-mile legs. The finish will be inside the harbor, approximately a mile and 5-8 from the starting point.

General discussion followed. Capt. Proctor called on Capt. Morrissey, Capt. Pine, Capt. Howard Blackburn, Nathan B. MacLeod, Louis A. Thebaud, Hugh Moore, president of the Central Labor Union, Frank C. Pearce, Capt. Elroy Prior, Dr. Tracy, Henry F. Brown, State Inspector of Fish Arthur L. Millett, Everett R. Jodrey, Capt. Matheson and Alderman Gilbert H. Ryan.

The question of sails, ballast and crew was brought up by Capt. Prior. No action was taken but it was indicated that there would be no restrictions on these points with the exception that sails used in the races do not exceed in area those laid down in the original sail plan of the schooner carrying the same.