

THIRD CLASS  
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## Troubled



Photo by Jim Rie

## Waters

One 24-year-old crewman said, "We're like the last of the goldminers. We work damn hard out there, but we're taking a chance. Each trip is either a winner or a bust."

By RUTH G. PEYTON

**W**HEN WE SAY FISH we mean abalone. We don't consider anything else really fish," explained a long-time live-bait fisherman, walking along San Diego's waterfront past the North Harbor Inn, not far from Tarantino's Restaurant.

There was a lot of action just then, as the fisherman prepared to put out early in its abalone season. One woman, with two toddlers in diapers, had just left her husband at the inn. Unlike at Navy departures, no tears were shed here. Only third of a fisherman's adult life is

spent away from his family and home, but this group of migrants seemed as satisfied with the life they lead and the work they do. There is a tide-like pull which draws them more onto the ocean as the seasons change, but the cost means considerable risk and hard work.

As Van Camp's Ted Hardin, owner of the Fisherman's Inn, put it, "It's a whole way of life." The first ten, he said, were earned commercially at the turn of the century, but the industry has continued to grow, until today there are 20 canneries on the West Coast, four of them with docks in San Diego.

Our year of star-making, abalone production, is now big business, although few who catch the fish to put in the Little Mermaid's cans call all independent businesses. Some use their own methods, but wind up with enormous investments in the tools of their industry. San Diego's small fleet of fishing boats reported to be worth \$10 million, an estimate which represents a \$6 million dollar investment and employs about 1,000 men directly. Many are employed in the various support industries—shipyards, cannery, chandleries, and

suppliers.

**T**IM PETERSON, owner of the Peterson boat, is 30 years old. He's been fishing since he was a little boy, went on to school, but then, he remarks, "I had to go back to fishing."

Peterson bought his boat about a year and a half ago and has reflected himself in many ways. He has reflected in Karen Mary, probably worth \$300,000 now, but because of high loan interest rates, the immediate future looks grim. The increased cost of fuel—nothing comes at a reasonable price for fishermen—Peterson's revenue is down 20 percent and may reach \$30,000 this season. However, once a boat is paid for, the owner can earn a good living. After working on the same boat for 10 years, Peterson has acquired many new friends during the abalone season, each of whom can home a share of what the company pays for labor.

Peterson was preparing to take the Karen Mary out for a day when the crewman who had come to talk is typical of the open, good-humored people who work in the industry. He took out his notebook and start asking questions, and these same people become uncomfortable when asked such questions. It cannot be used, especially in connection with their opinions about certain industry problems, to ask anyone for any number of hours describing their work.

Their reticence to be quoted is probably well deserved. The fishing industry does have its problems, with all levels of governments, with international associations, with other related industries, as well as with related fishing industries. These problems are complicated enough to require a lifetime to understand.

That voice, the Western Fishermen's Association, was formed about eight years ago, and since then, the organization now has some 350 members from Ketchikan to San Diego. It coordinates with the state and federal government, as well as with the industry at different levels of government. But even WFA spokesman are unwilling to discuss any specific problem.

**T**HE FIRST PROBLEM the industry has is a problem to the consider that abalone and tuna are not interchangeable words. Tuna can mean any of several large fish species, and abalone is a single species, the highest quality fish to delicate white meat, which comes only from abalone. As the name suggests, abalone is a general term, those multimillion dollar boats which fish along the Embarcadero. "Except for a couple of years, we've never had a problem catching tuna," says a fisherman researcher, "they don't catch any abalone." The second, highly mechanized problem is that the industry is dependent at catching "tuna" which schools in a manner different from abalone.

As the industry has developed, so has the technology. The first was a hook-and-line method. One man who has worked abalone for nearly 40 years noted,

"The abalone fishery is the one industry

that hasn't faced depletion, because the techniques of exploitation hasn't been found."

During the season which usually runs from June to October, the small boats are out for 30 to 60 days at a time. The men who sometimes work around the clock, catch 100 to 150 pounds of abalone a day. The boats come back to off-load their catch at a cannery, make any necessary repairs, and then go back out again for five days. And then they go out again.

Depending on the time of the season, the fish are either caught with weighted lines (gut) or with light anchors baited (chummed) from bamboo fishing poles. With the anchor, the fish are hooked and pulled in the catch. There is no mechanical apparatus to gather the fish together or to clean them.

Most of the boats are owner-operated and take from one to nine men as crew. The crewmen are cooks and the existence on board is Spartan.

One 24-year-old crewman said, "We're like the last of the goldminers. We work damn hard out here, but we're taking a chance. Each trip is either a winner or a bust."

Crews work for shares, a percentage of the price the cannery pays for the catch. The crewmen are paid by the day. If they have been willing to have all that has been caught, this is a bad year for the abalone fisherman. One crewman who has been doing a lot of four or five, is now going out with only his son. Another boat, which has been working the same area for nearly three this season, As one boat-owner explains, "Inflation's finally caught up with us. We've got to pay more for our boats and the higher the cost of supplies."

Because the crewmen work for shares, the boat-owners will wait for a good catch as the owners. But finding the fish is a problem.

**A**BLACORE ROAM the Pacific, consuming estuaries, near sea grasses and areas where mud and sand rich, deep-water streams are forced upwards by the undersea formation. The upcurrents bring in plankton, larvae, and eggs, and this nourishes the small animal forms, which eventually feed the abalone, which in turn are consumed by the search for abalone independently, concentrating on previously successful areas but also moving to new areas to continue to return to the traditional areas. Fuel costs, which have recently tripled, make exploitation much too expensive these days.

Members of the industry have tried to determine how to find the ribs. The American Fisheries Research Foundation, headquartered in San Diego, was formed jointly by members of WFA and the National Marine Fisheries Service. It is financed by a per ton assessment of domestic abalone processed by the canneries.

AFA has several research vessels, which coast the Pacific Coast and Alaskan waters, the Galapagos Islands and the Alaskan coast. Marine biologists take water samples, tag ribs, and repeat catch rates of the abalone.

When abalone is found in season, the fleet is called in. Last year the ocean-hens not only found the ribs, but also found them quickly, they were able to report which additional grounds were without fish.

Abalone can be harvested in many ways, some go out after salmon, shrimp, or other fish, but many others remain in port. One cannery has a plant in San Diego. And providing meagre for all the commercial fishes has developed into a major problem. *(continued on page 8)*









## Reader's Guide to the

The Music Scene is compiled monthly.  
Send information and photos to:  
**READER MUSIC GUIDE**  
P.O. Box 84002, San Diego, CA  
92184. Tel. 226-7176 or San  
Diego 224-4767.

### SAN DIEGO CONCERTS

Third Annual Jazz Festival and Art Fair - India Street Art Colony, Sat. 10:30 a.m. through 5 p.m., Sunday 12:30 p.m. India St. off Washington Ave. Free. 226-8035.

Vicks Can-Do Theatre, Sun 10:30 a.m. through 4 p.m., Community Centerhouse, 226-6810.

Stephen Sondheim and Marshall Tuck in "A Little Night Music," Sunday, Aug. 22, 2:30-4:15 p.m.

Father's Day, San Diego Sports Center, Thursday, August 22, 4:15 p.m.

### CLUBS

The Annex, Morris and White and Raving Sadies, Tuesday through Sunday, 2000 Diamond Dr., 2740.

Anderson, New Jersey, Monday through Saturday, 1309 Diamond Dr., 2740.

Atlantic Restaurant, 88 Pacific Mews, Tuesday through Saturday, 1255 Main St., 227-6356.

Aquatic Mariner, Just in Time, Wednesday through Sunday, Scott and Company, 2725 Sherman Island Dr., 274-8252.

Ashford's, Harlequin, Wind Dine, Sunday, and M-A-C, On-Cloud Nine, Sunday, 1255 Main St., 227-6356.

Bonita, 614 Bonita, 226-8035.

Bonita Ballroom, Morris, Daniel, Friday and Saturday, Bonita, 2nd and 3rd Sts., El Cajon 447-2240.

Borgata, 1000 El Cajon, 2nd and 3rd Sts., El Cajon, 447-2240.

Brennan's, Roy Young, 8027 Balboa Park, San Diego, 226-8464.

Broadwalk, Anything Goes, Turn 10, 1st and 2nd Sts., El Cajon, 447-2240.

Cafe Del Rey Mosaic, Orange Music "East" featuring Rick Carter and Kenny, jazz, rock and soul, 10:30 p.m. through 1 a.m., 2000 Pacific Hwy., 201-5555.

Caliente, La Plata, Steve and Tom, 1st and 2nd Sts., El Cajon, 447-2240.

Cafe' Del Rio, 10th and 2nd Sts., El Cajon, 447-2240.

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TIRES-NEED up to four. Site G78-  
220. Call for price and details. Rich  
1970 AMC AMBASSADOR wagon. 327  
motor, 4-speed, power steering and  
brakes, power windows, power  
steering, new clutch, all 4 seats, roomy and  
comfortable. \$2,200.00. Best offer.  
224-4475. 722-2546, weekdays.

1974 VW Dasher automatic, one year  
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1969 TOYOTA Pinto. Four-door. Auto-  
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tires, 4-speed, power steering, power  
brakes, new tires, 5786 or 276-9731.

NEARLY COMPLETED offroad  
trailer. New floor, new frame,  
tires, shocks, new motor, new  
driveline, new transmission, 454-7252.

1968 FORD Fairlane. Three  
door, 1970 model, 21000 miles, 4-speed,  
new tires, 4-door, 5786, John,  
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1959 CHEVROLET two-door coupe,  
standard transmission, 4-door, 511 engine,  
\$1100. Air, 239-6386.

1962 NOVA sedan. 1969 model,  
4-door, 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
Room 15, Workman's Hotel.

1972 VW Superbuses. Air, low  
miles, 4-door, 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
277-2854, after 8 p.m.

SEARS AUTOMOBILE air conditioner  
for 1970-71 cars. \$100.00. 277-2854.

1972 OPEL G.T. four-door. AM/FM  
radio, power steering, power  
brakes, new tires, 277-2854 or 276-9731.

1972 VOLVO 142 E. 16,000 miles.  
New exterior paint, new interior  
trim, new custom carpet, vinyl  
seats, 4-door, 1.6 liter, 4-speed, power  
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1969 VOLKSWAGEN bus. Great bus  
but has some problems. Needs  
attention. Has cupholders, new  
tires, 277-2854, after 8 p.m.

1972 INTERNATIONAL Travelall.  
Four-door, 1970 model, 21000 miles,  
4-door, 4-speed, power steering,  
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reproduced from original. \$100.00.  
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door, 1970 model. 21000 miles.  
4-door, 4-speed, power steering,  
power brakes, new tires, 5786 or  
best offer. 276-9731.

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Call 276-9731.

1969 DATSUN 1200. 4-door, 1.6 liter,  
4-speed, power steering, power  
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1969 OPEL Kadett. Run, but needs  
work. 4-door, 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

FOR VW: German-made Matrix 8700  
cylinders with pistons, rings, and wrist  
pins. Used. \$100.00. 276-9731.

1967 V.E. Firebird. 4-door, 1.6 liter,  
4-speed, power steering, power  
brakes, new tires, 5786 or 276-9731.

1959 PONTIAC Star Chief. In ex-  
cellent condition. 4-door, 1.6 liter,  
4-speed, power steering, power  
brakes, new tires, 5786 or 276-9731.

1970 DATSUN pickup. 1600cc.  
Normal. 4-door, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

1969 FORD Econoline. 1600cc.  
Normal. 4-door, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

1973 NOVA Hatchback. eight cyl-  
inder, automatic, 1.6 liter, 4-speed,  
power steering, power brakes, new  
tires, 5786 or 276-9731.

FORD SCHOOL bus. Complete to  
order. 2500 cc. Diesel, 4-speed,  
power steering, power brakes, new  
tires, 5786 or 276-9731.

TACHOMETER. Sun Sider. Tech  
line. 1970 model. 21000 miles.  
Power body, excellent condition.  
Price \$10.00. 276-9731.

## WATERBEDS

### MATTRESS WORLD

#### SUMMER BREEZE \$289

- Frame
- Waterbed mattress
- Safety liner
- Pedestal
- Heater & control



For those who can't have a  
waterbed, here's the next  
best thing.

From \$58.95

EASY TERMS AVAILABLE  
1464 Garnet Ave., Pacific Beach  
Phone 724-0454  
Open 9 a.m.-8 p.m., Monday thru Friday



A subsidiary of A-1 Bonded TV

AUGUST 19-26, 1976  
WHEEL COVERS. Four Mopar 1976  
style wheels. 15" diameter, 5x100  
spokes, aluminum, disc brakes, power  
steering, \$2,200.00.

1972 DATSUN 5000. 4-door, 1.6 liter,  
4-speed, power steering, power  
brakes, new tires, 5786 or 276-9731.

1967 VW Squareback. Excellent  
condition. 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

1960 CHEVY Belair. Radio and heater  
good condition. 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731, evenings.

1970 CHRYSLER convertible. White  
interior, black exterior, power  
steering, power brakes, new  
tires, 5786 or 276-9731.

1961 VW Bus. Good condition.  
1.6 liter, 4-speed, power steering,  
power brakes, new tires, 5786 or  
276-9731, evenings.

1972 VW Thing. Good condition.  
1.6 liter, 4-speed, power steering,  
power brakes, new tires, 5786 or  
276-9731.

SPECIAL INTEREST: PORSCHE 1964

Cabriolet. One of 377 made.

1976 OLDS Cutlass. Best selling

car in the country. 8,000 miles, fully

loaded, 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

1972 VW Interceptor. Good  
condition. 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
5786 or 276-9731.

1964 VOLVO 544 sedan. \$450.

1964 CHEVY van. ex-cyclone, with  
air conditioning, radio, heater, new  
tires, 5786 or 276-9731.

1972 RX-3. Made. Roomy, what  
car in good shape. Air conditioning,  
radio, heater, new tires, 5786 or  
276-9731.

1969 Dodge Charger. Large  
interior, good condition. 1.6 liter,  
4-speed, power steering, power  
brakes, new tires, 5786 or 276-9731.

KING OF THE ROAD cabover camp-  
er. 1970 model. 100% leather interior,  
new exterior paint, new tires, 5786 or  
best offer. Dan.

1969 DATSUN 5000. Good condition.  
Recent paint job. 1.6 liter, 4-speed,  
power steering, power brakes, new  
tires, 5786 or 276-9731.

1970 DATSUN 5000. Good condition.  
Recent paint job. 1.6 liter, 4-speed,  
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WANT DATSUN or Toyota in  
good condition. Also want 10x15  
truck bed. 1.6 liter, 4-speed, power  
steering, power brakes, new tires,  
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1970 DATSUN 5000. Good condition.  
Recent paint job. 1.6 liter, 4-speed,  
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1972 CAPRI. Dear great interior,  
good condition. 1.6 liter, 4-speed,  
power steering, power brakes, new  
tires, 5786 or 276-9731.

1969 FORD Falcon. Pick-up truck.  
Good condition. 1.6 liter, 4-speed,  
power steering, power brakes, new  
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1970 FORD Pinto. 1.6 liter, 4-speed,  
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