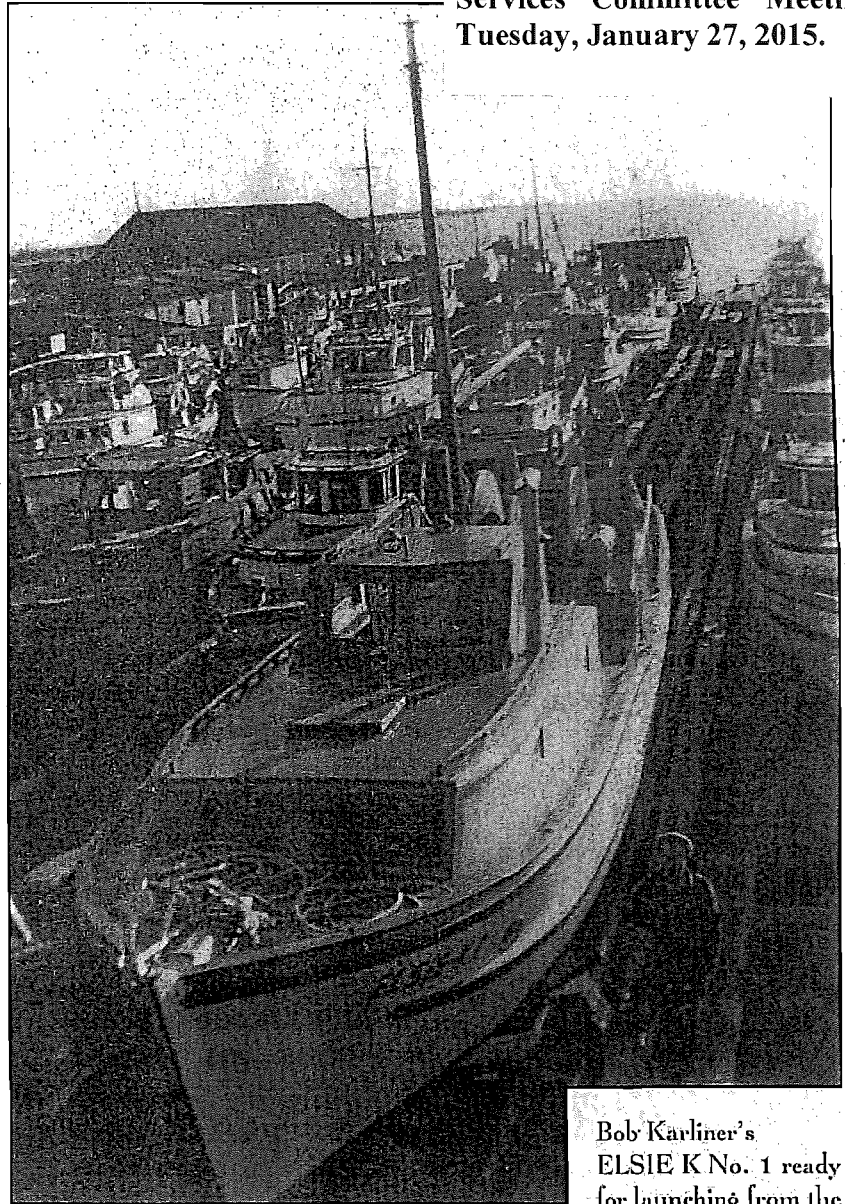


In 1942, 1,337 boats were  
confiscated. The government  
authorized a committee to sell the confiscated  
boats to non-Japanese at "fair market prices".  
These boats included 860 gillnetters, 148  
packers, 141 cod boats, 120 trollers and 68  
seiners. Of these 887 were sold. J.H. Todd  
and Sons purchased 14 gillnetters ranging in  
cost from \$600 to \$1,500 during February and  
March of 1942. This company also purchased  
9 seiners, including the HOWE SOUND III  
for \$12,500. The Board of Marine  
Underwriters of San Francisco estimated the  
replacement value of this boat at \$16,000. The  
sales agreements required the vendors to pay  
for any repairs that the purchasers deemed  
necessary to make the boats seaworthy and in  
good running order.

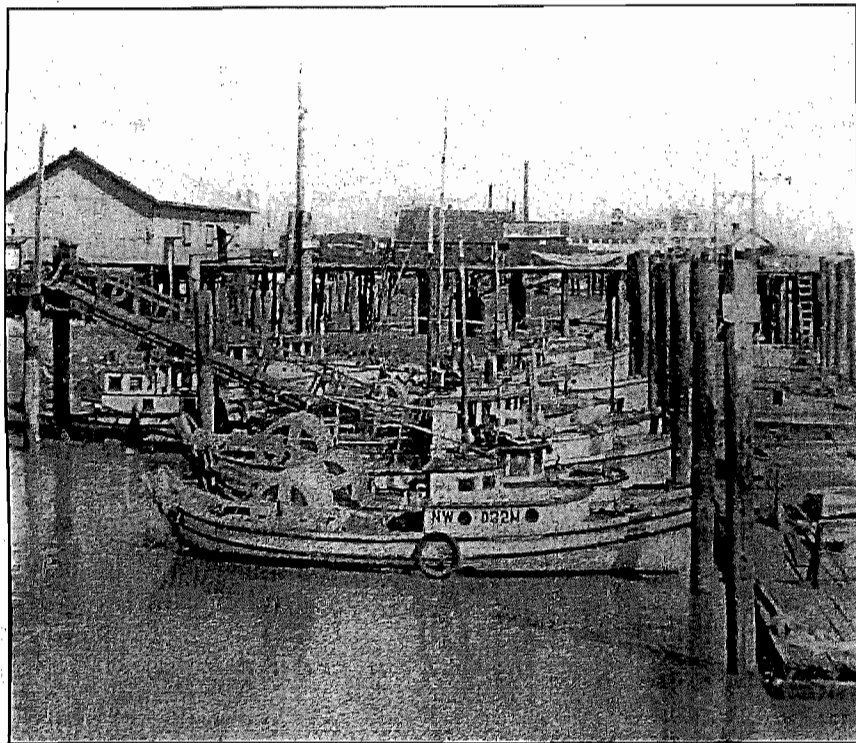
The Fraser River gillnetter developed  
rapidly after the Japanese evacuation. Fraser  
River fishermen were expanding into new  
salmon fishing grounds during the Second  
World War, and they needed larger, wider  
vessels with greater sea-worthiness and higher  
load capacities. Consider the vessels owned  
by Bob Karliner. He purchased the  
CHALLENGER, his third boat, from the  
Fishing Vessel Disposal Committee for \$750  
in 1942. This boat was 31 feet 6 inches in  
length, 7 feet 6 inches in breadth and was  
powered with a 2-cylinder, 14 HP Palmer  
gasoline engine. In 1944 Karliner contracted  
the Lubzinski brothers to build his first new  
boat, the MODERN BEAUTY, for \$3,200.  
This gillnetter measured 33 feet in length, 8



Bob Karliner's  
ELSIE K No. 1 ready  
for launching from the  
Stoltz Brothers Boat  
Works. The gillnetters  
were hauled out for  
painting and repairs  
before the salmon  
fishing season. (1944)  
(B. Karliner collection)



Sherman McDonald's  
VALERIE on the boat  
hoist at the Gulf of  
Georgia Cannery.  
This vessel was built  
by P. Sather in 1946,  
and powered by a  
two-cylinder Heaps  
gasoline engine.  
(ca. 1949)  
(S. McDonald  
collection)



Cannery row from the Gulf of Georgia Cannery showing the Star camp and the Imperial Cannery in the background, a ramp in the foreground, and gillnetters moored perpendicular to the net floats. (1948) (S. McDonald collection)

feet 6 inches in breadth, and was powered with a 3-cylinder, 20 HP Easthope engine. Three years later, Karliner replaced this vessel with the ELSIE K No. 1 built by the Stoltz brothers. This vessel was powered with a 6-cylinder, high-speed 110 HP Chrysler gasoline engine. It was 35 feet in length, 10 feet in breadth and cost \$7,200. In five years the Fraser River

gillnetter had increased in length by 3 feet and breadth by 2 feet 6 inches. The flared bow, square stern and enlarged cabin with sufficient headroom for a person to stand upright became standard features on Fraser River gillnetters.

### Wharves

Net floats were introduced in the 1940s to provide space for net racks and moorage for larger boats in deeper tidal waters. The Phoenix pond was dredged about 1947 to accommodate more boats. Here gillnetters could be tied directly to boat floats, making access to boats at moorage much easier and safer, as ladders were replaced with ramps.

In the late 1940s an elevator was developed to haul boats out of the water for winter storage and repairs. This system was quicker, easier and required less space than iron rails on wooden ways.

### Fishing Activities

During the war there was an unlimited demand for all species of canned salmon. In the fall of 1944 Fraser River gillnetters started fishing chum salmon near Qualicum in the Straits of Georgia. Fifteen gillnetters from the river were the only ones fishing this area in the falls of 1944, 1945 and 1946.



Fraser River gillnetters off Qualicum Beach fishing for chum salmon in the fall. (ca. 1995) (B. Karliner collection)