



Gloucester fishermen. Top row, left: Capt. Mat Mocerì, "Angie and Vence." Center group, all of "St. Peter": standing, left to right: Capt. Peter Favazza, Capt. Salvatore Favazza, owner; Capt. Benny Favazza, Clifton MacDonald, engineer; and kneeling, Pat Favazza and Tom Favazza, assistant engineer; right: Capt. Manuel Goulart, "Evelina M. Goulart." Bottom row, left to right: Capt. Roland Wonson "Virginia and Joan"; Capt. John Pino, "Fanny F. Hickey"; Capt. Peter Strescino, "Balilla"; and Tony Orlando, engineer, "Salvatore & Rosalie."

Gloucester Mackerel Seiners Still Going Strong

THE mackerel seiners still continued to land good fares of mackerel even up to January 11, when three vessels arrived at New Bedford with good-sized trips which they caught that morning 50 miles Southwest of Block Island.

The trio included the *Santa Maria*, Capt. Peter Mecurio, with 40,000 pounds; *Rose and Lucy*, Capt. Phil Parisi, with 35,000 pounds; and the *Catherine Graffeo*, Capt. Jerome Frontiero, with 15,000 pounds.

The *Santa Maria*, since she caught the first January trip in history on January 3, has landed three trips, which gives her an estimated stock of \$17,500 for eight days' work and a share of approximately \$900 for each member of the crew.

In the South

Among the boats that have already left for the South are the *Alvan T. Fuller*, Capt. Matthew Sears; *Evelyn Sears*, Capt. Tony Sears; *Evelina M. Goulart*, Capt. Manuel Goulart; *Hoop-La*, Capt. Joe Cotoni; *Salvatore & Rosalie*, Capt. Tony Frontiero; *Mary Grace*; *Elvira Gaspar*, Capt. Joaquim Gaspar; *Olivia Brown*, Capt. Frank Brown; *Magellan*, Capt. Joe Rose; *Alpar*, Capt. Joe Goulart; *Marietta and Mary*, Capt. Sam Giamanco; *St. Teresa*, Capt. Sam Parisi, and the *Rose Marie*, Capt. Jack Scola.

Halibuters Prepare for Season

Capt. Archie A. MacLeod of the *Dawn* started preparations on January 3, expecting to sail on his first voyage the 15th.

Another to sail before the close of this month will be the *Raymonde*, Capt. Carl Olsen.

The schooner *American*, Capt. Simon P. Theriault, now haddocking, will join the fleet sometime in April. Other craft in this field may possibly be the *Isabel Parker*, Capt. J. Robertson Giffen, the *Imperator*, and the *Grand Marshall*.

Legislature Must Pass on Money for Race

At a meeting of the Mass. Industrial and Development Commission on December 16, it was decided that the matter of State appropriation to finance an International fishermen's race in 1938 off Gloucester between the *Gertrude L. Thebaud* and the *Bluenose* should first come before the Legislature.

The Master Mariners' Assoc. which brought the matter before the Commission had estimated that \$50,000 would be needed.

The Commission ruled that if the Legislature favored including the amount in the budget that it could then be brought before their board.

"Rio Douro" Returns

The schooner *Rio Douro*, one of the finest of new draggers, arrived in Gloucester on December 18 after fishing out of New Bedford for the Summer. Capt. Albino Pereira plans to fish from Northern waters this Winter.

Capt. Williams to go Yachting

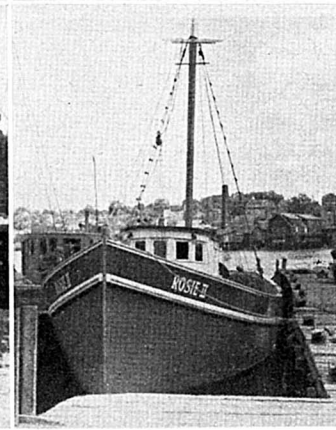
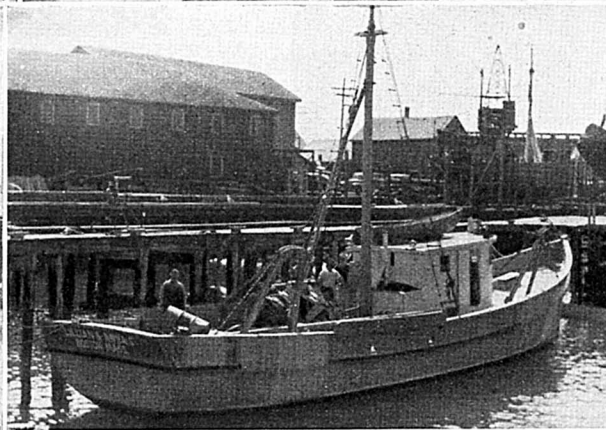
It is reported that Capt. Albert Williams, well-known halibuting skipper, is going yachting next Spring, to be skipper of the new auxiliary schooner yacht *Skiligolee*, now being built at Essex by Jacob Story, and to be powered with a 160 hp. Atlas engine.

New Device for Trawl Fishermen

The "Seadog" is the name of the latest improvement for trawl fishermen and others, and is an article designed by Harry Langsford of the Gloucester Fishermen's Institute staff.

It is a light with unbreakable glass globe, working on two dry cell batteries, and credited with being good for from 18 hours steady burning, suggested to replace kerosene flares on trawl buoys, in seine boats, or in dories.

Several fishermen have already tried it and say that the idea is very good. Capt. Jerome Noble of the dragger *Josephine and Mary*, Capt. Percy Pieroway of the *Emma Marie*, and Angus Beck, engineer of the *Gertrude L. Thebaud* are among those who have approved it.



Upper left: Leo Cottone, Capt. Joseph Cottone and Vincent Cottone of the Buda-powered "Ida & Joseph II," shown directly below; center: Capt. Charles Sutura and Louis Corsile of the Superior-powered "Lillian & Anna S.," below; right: Capt. Carlo Ciaramitaro, Ernest Vegliano and Sebastian Vegliano of the Buda-powered "Rosie II".

Very well Satisfied with the Performance of Atlas Diesel



Left to right: Capt. Peter Favazza and his four sons, Salvatore, Benny, Thomas, Pasquale.

Atlantic Fisherman October 1939



The "St. Peter" of Gloucester, a dragger of 80,000 pounds capacity, owned by Capt. Peter Favazza and skippered by his son Salvatore, was powered by a 6 cylinder, 9" x 12" Atlas Diesel in January, 1936.

After three seasons' operation the owner says: "We have never had anything wrong with the engine, which held us in port. We have spent no money for replacement parts. Very few minor repairs have been necessary. When adjustments are necessary, the engine is easy to get at because the construction is not complicated. It handles fine and is easy to run. We think it is the best Diesel on the market."

The "St. Peter" is 83 ft. over all with 79 ft. on the water line; 19.2 ft. beam and 11 ft. draft. The Atlas Diesel swings a 54 x 40 Hyde propeller at 325 rpm., giving the boat a cruising speed of 9 mph. Fuel costs 6½¢ per gallon, and lubricating oil \$22 for a 30 gallon drum. The engine uses 8 gallons of fuel per hour and 2 gallons of lubricating oil every 24 hours of operation. The cost of running this 160 hp. Atlas Diesel is 58c per hour.

Another Atlas powered Gloucester Fisherman that has given a very good account of herself!

ATLAS IMPERIAL DIESEL ENGINE COMPANY

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115 Broad Street, New York, N. Y.

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ATLAS *Imperial* DIESEL ENGINES

ATLAS DIESEL *has* *More Power* *than any other make* *of comparable size"* *Says Capt. Mat Mocer*



*Capt. Mat Mocer of the dragger
"Angie & Vence"*

The "Angie & Vence", dragger from Gloucester, is one of the latest to join the fast growing fleet of Atlas Diesel equipped fishing boats. Her owner, Capt. Mat Mocer, installed a 135 H.P. Atlas to replace her former equipment after talking with other skippers and engineers who owned or operated Atlas Diesels.

In his own words, Capt. Mocer says he found "that all Atlas owners seemed well satisfied with the performance of their equipment. Boats with Atlas engines are making good trips. From what I have seen and heard, I think the Atlas is a good engine. I think it has more power than any other make of comparable size. It also seems to be the most economical to operate. And, of course, its parts are easy to get at and take care of".

That's hitting the nail right on the head, Capt. Mocer, when you stated that "all Atlas owners you talked with seemed well satisfied with the performance of their equipment". That's why we say to all owners or builders:—An engine so well



thought of by so many satisfied owners is worthy of your consideration, too.

Install a slow speed, heavy duty Atlas Diesel and you'll find you've bought a heap of dependable profitable operation. No matter what your requirements are, we have a type and size Atlas to fill them.

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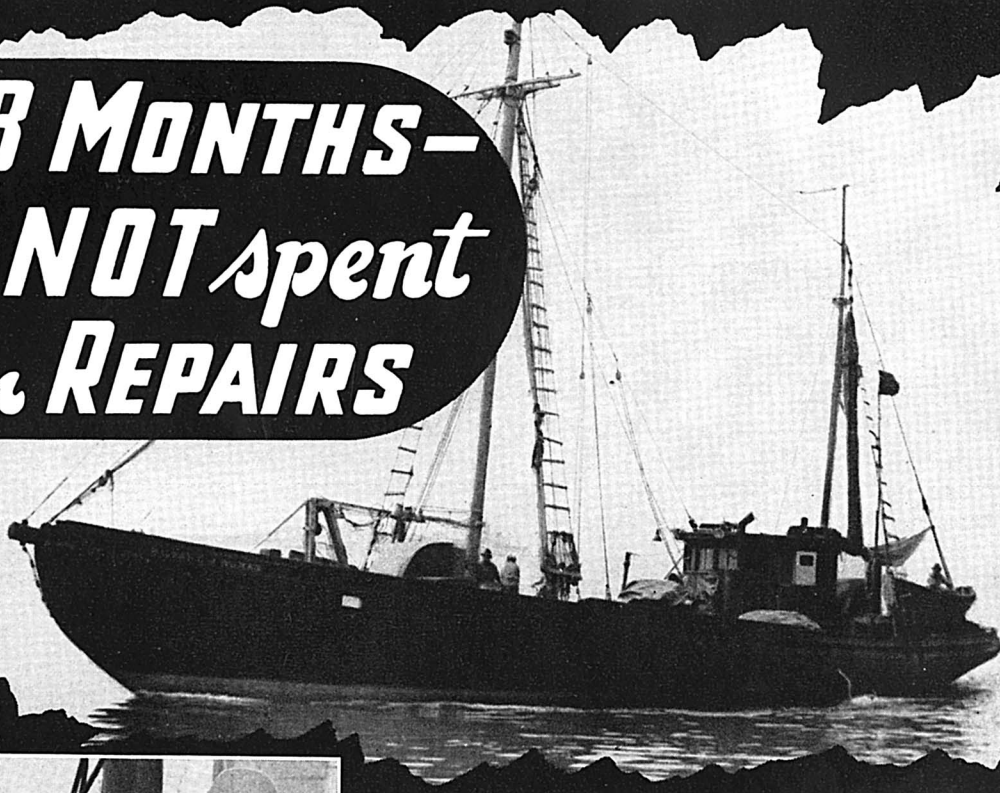
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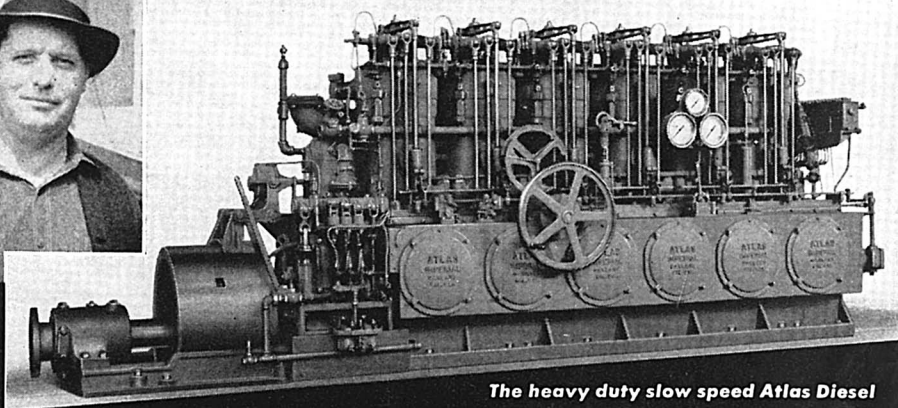
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ATLAS IMPERIAL

IN 18 MONTHS— has NOT spent \$5.00 on REPAIRS



Left, Engineer Sebastian Mocer,
right, Captain Matteo Mocer.



The heavy duty slow speed Atlas Diesel
which powers the "Richard J. Nunan."

ATLAS
Imperial
**DIESEL
ENGINES**

In 1941 the fishing schooner "Richard J. Nunan," then 38 years old, was converted into a 105,000 pound capacity redfish dragger and repowered with a heavy duty, slow speed Atlas Diesel.

After 18 months service, her skipper, Capt. Matteo Mocer says: "Our Atlas has been working perfectly. We have never stayed ashore because of our engine yet. We haven't spent five dollars on it so far, and no overhaul is needed now.

Engineer Sebastian Mocer, son of the skipper, observes: "It's a great engine. It has taken us through all kinds of weather. Once last winter, we hit a heavy Sou'east sea with a strong Nor'west wind. Our deck was full of water and waves swept over the whole boat, but we jugged it out with no trouble.

"Our Atlas doesn't use much oil. We change the lube every two months and a gallon of cylinder oil every 22 hours. Our average fuel oil consumption for steaming and towing is 10 gallons per hour."

That is the kind of dependable operation, economy, and low maintenance cost, that is reported to us year in and year out by commercial fishermen on both coasts. That's the kind of performance the Atlas reputation is built upon.

ATLAS IMPERIAL DIESEL ENGINE CO.
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