

MEET OUR FISHING FLEET

By Jack Rivers, Jr.

NEW BEACON

WEDNESDAY, NOVEMBER 9, 1955

The scene is the same but the action takes place a thousand miles apart. A mid-western farmer steps into the office of his banker asking for a loan and a fisherman is doing the same here in the east. Both men have the same qualifications in their own field, but it is here that the similarity comes to an end. A far more stringent mortgage policy faces the man of the sea.

Until recently the maximum time allowed on a loan for a new boat was only 36 months whereas the farmer could obtain a Federally guaranteed mortgage for a period up to 34 years.

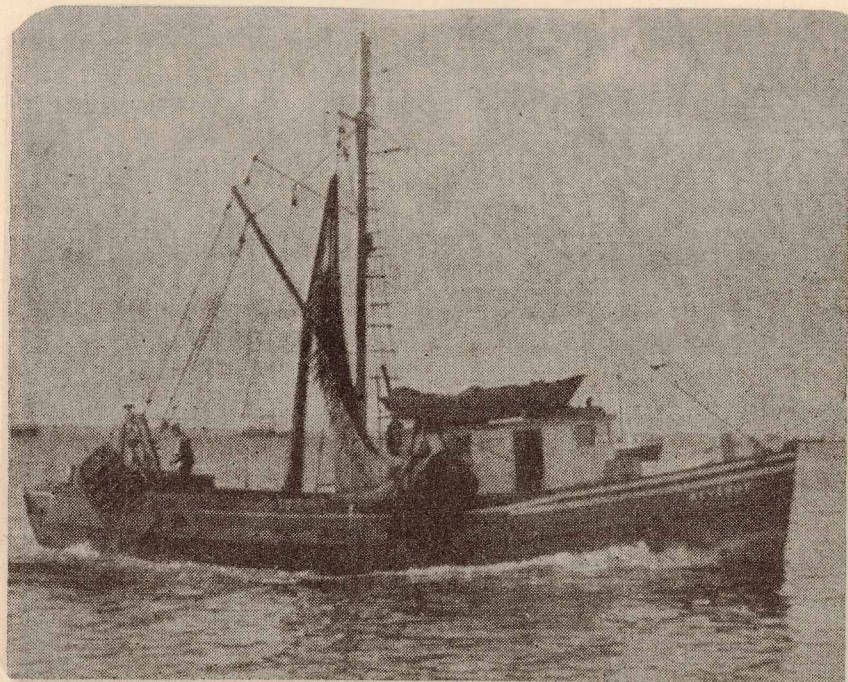
This policy has prevented expansion and handicapped a boat owner from improving his boat and equipment. With short term loans, high insurance premiums and skyrocket prices of fishing gear, the financial problems that face a boat owner are numerous.

Last January the Maritime Administration of the Department of Commerce made a decision whereby it would insure mortgages on shrimp boats. This decision will have far reaching effects, not only on the shrimp industry but on all commercial fishing. It may be that the government will, in the future, undertake to offer the fishing industry the same assistance that it extends to those in the field of shrimping.

In Denmark mortgages run from 5 to 8 years and in the Netherlands the government guarantees loans on new construction from 5 to 10 years. These countries of course realize the importance of the fishing industry and the part it plays in the economy of the nation.

Capt. Charles "Max" Malaquias

One of the most recent additions to the fishing fleet of Provincetown is the dragger *Revenge* owned and skippered by Capt. Charles "Max" Malaquias, 50 years old, who has been fishing since he started with his father at the age of 15 on the dragger *Elsie* and *Mamie*. Charlie went aboard as deck hand and learned the fishing game under the guidance of his father, the late Capt. Remigio Malaquias. Later he purchased the *Winifred S.* and renamed it the *Four Brothers* after his four sons. Charlie stayed with him for eight



The Revenge

years then the urge to travel took hold so he shipped aboard Capt. Domingo "Five-Master" Godinho's *Sea Rover* out of Gloucester and went with him to join the fleet that operated out of Portsmouth, Virginia, during the winter months. During this trip the cook, Louie Pacellini, was whipping up a batch of his famous doughnuts when the vessel took an unexpected roll and the grease spilled on the floor catching the forecabin afire. A fire at sea is one of the greatest dangers that the men who go down to the sea must face.

When it looked as if they must abandon the ship they gave it one more valiant try and finally got the fire under control and made port under their own power.

Before becoming skipper of the newly built *Sonya*, the sister ship of the *Shirley* and *Roland*, in 1944, Charlie had fished on other boats of the fleet such as the *Dorothy*, *Mary Madelyn*, the *Cormorant* and the *Viola D.*

In 1950 when the *C. R. & M.* came to Provincetown he shipped with Capt. Fred Salvador for awhile before going aboard the *Shirley* and *Roland* until this Spring, when he bought the *Revenge*.

He is married and has three sons and a daughter.

Capt. Charles is proud of his two sons that are helping him pay for the boat. Rare indeed these days are two fine boys who willingly help their father as these boys are doing and help ease his financial burden. After reading day in and day out about juvenile delinquents it is a refreshing thought to know that there are boys like Charles and Ronnie Malaquias.

Oldest Son Cook and Engineer

The oldest of Capt. Malaquias' sons is Charles, Jr., 23 years old, who was graduated from high school with the class of '50. The following year he joined the Air Force. After taking his basic training at Lackland Air Base in Texas, Charles was attached to the 5th Air Police Squadron at the Travis Air Base in California. Except for a tour of duty on the island of Guam in the Pacific, he spent most of the time at Travis until his discharge in 1955. When his father bought the *Revenge* he shipped aboard as the cook and engineer.

Also fishing on the *Revenge* with

his father and brother is Ronnie Malaquias, age 19, who like his brother graduated from high school, but with the class of 54, and worked as a clerk at the local A & P store until this Spring. His rating aboard is that of deck hand and holdman.

Southern Type Shrimper

The *Revenge* is a Southern type shrimper that was built in Brunswick, Georgia in 1944. She made her first appearance in Provincetown as the *Silver King* and was skippered by Capt. Francis "Kaki" Captiva. Later when he bought the *Pilhasca* he sold her to out of town interests and she was renamed the *Revenge*.

Measuring 42 feet in length with a 14½ foot beam and a draft of 6 feet she is powered with a 165 horsepower General Motors Diesel and can make about 9 knots thru the water.

The *Revenge* is able to ice down about 30,000 pounds of fish in the hold. This summer Capt. Malaquias has been fishing for the *Reliable Fish Co.*, of Plymouth, supplying them with round whiting for the New York and Philadelphia markets. When the whiting season is over he will join the ground-fish fleet fishing the waters around Provincetown and the Cape.

FISHERMEN PREPARING FOR THE TRIP. CAPE COD, MASS.

1915

