

## BLOOD IS THICKER THAN WATER . . .

That CAT is so solidly established in the fish flying business is largely the work of our business chief, Art Fung.

And even Art admits that most of the credit is due the fact that one of the first shippers to use CAT airlift was a guy also named Fung who came from the same West river village where Art started life and who is a distant relative of our genial Business chief.

It was during the old Canton days that Fung first talked Fung into the preferability of airlift over other forms of transportation. Our Fung had to do some fast talking as word had gotten around from other shippers who had used another airline that most of the Baby fish were DOA.

But blood IS thicker than water and shipper Fung gave airman Fung's idea a whirl. He came. He saw. He liked. And he told his shipping pals about it.

That's why, ever since, CAT has had a corner on the fish fry airlift market.

Take a bow, Art . . .

—ELS, Jr.

water. Finally the babies themselves were transferred into the tanks, one bucketful at a time.

The plane took off at 12:05. That extra five minutes cost Traffic Officer Shorty Tam HK\$1, a dollar lost on a bet with Capt. Bob Snoddy that the plane would be able to take off before noon.

The annual turnover of this baby fish peddling game spells out a profitable venture. Only two firms in Hongkong handle fingerlings and sales come to figures well over HK\$10,000,000 yearly. Competition in this line is practically non-existent as it involves laborious operations and a large force of workers. One baby fish is sold at the very good price of between HK30 cts. and HK60 cts., depending upon its size.

Recently, the shippers have been experimenting with new, scientific methods, using compressed oxygen with tubes connected to the tanks to stir up and freshen the water. The methods are successful but expensive, costs running to about HK\$30 per kerosene-tin of baby fish.

(Editor's Note: After arrival in Tainan, the fish are off-loaded and dumped into ponds in southern Taiwan. It's said that armed men guard the ponds 24 hours a day, seeking to keep off the various feathered and other creatures who enjoy a fish dinner as well as any homes sapiens.)

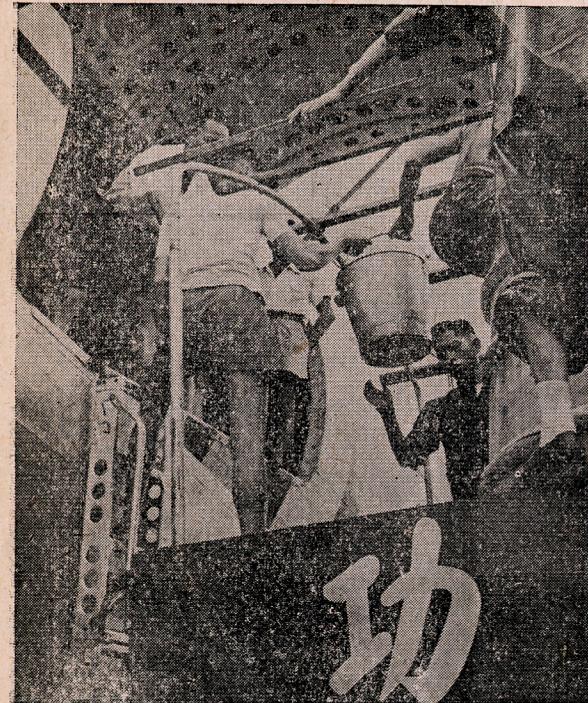
into the plane. Then they were filled with



HUGE TUBS are loaded into the plane, securely lashed to cargo rings, then filled with water. (Paul Tay)



KAI TAK CUSTOMS INSPECTOR Locke peers into tanks containing the baby fish (Paul Tay)



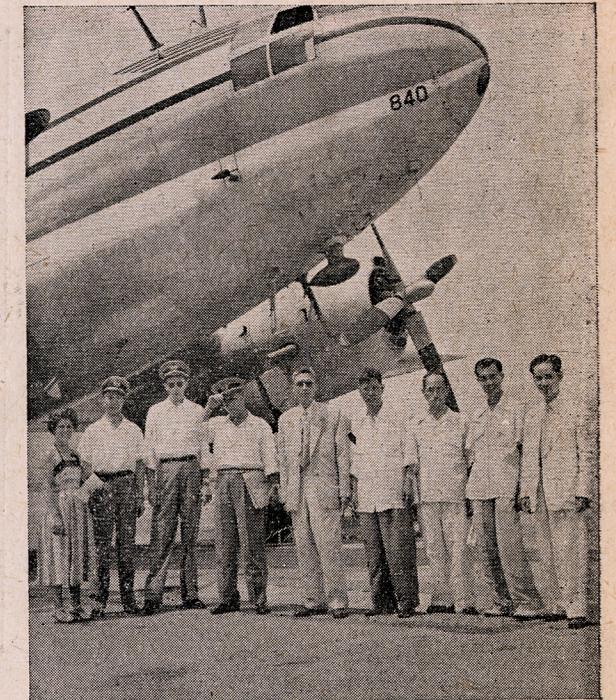
RIVER WATER is transferred into the wooden tanks one bucketful at a time. Fast-working bucket brigade gets job done in jig time (Paul Tay)



LAST STEP IN LOADING OPERATION is placing the baby fish in the tanks. Here workers attempt to recover fish which had leaked out of transfer tanks due to overflow of water (Paul Tay)



TWO WORKERS go along on the plane to Tainan, their task to keep stirring the tanks (Paul Tay)



GROUP PICTURE shows (left to right): Olive Wilkinson of CAT Operations, CAT co-pilot Y. P. Tom, CAT Pilot Bob Snoddy, CAT Flight Operator S. T. Chung, Tsai Kuang-chien (manager of Kwong Tack Co.), and four other Kwong Tack employees (Paul Tay)