



Department of the Army

TO PROCURE FISHING VESSELS FOR BIZONE GERMANY: The Office of the Chief of Transportation of the Department of the Army, on December 20, announced that a limited number of vessels meeting certain requirements will be procured, repaired in American shipyards, outfitted, and dispatched to the United States Zone of Occupation; Germany, for use in the German economy.

The following lists the requirements for the steel fishing trawlers and outlines the procedure to be followed by present owners in submitting offerings:

Under authority of Public Law 413, 80th Congress, the contracting officer of the Office of the Chief of Transportation will receive proposals for the furnishing of one or more new or used fishing vessels with characteristics as outlined below:

- Type - Must be rigged and fitted as an otter trawler.
- Hull Construction - Steel.
- Length Between Perpendiculars - Not less than 100 feet.
- Moulded Beam - Not Less than 23 feet.
- Propulsion - Diesel, single screw.
- Total Brake Horsepower - Not less than 550.
- Fuel Capacity - Not less than 10,000 gallons.
- Cruising Range - Not less than 20 days.
- Fish Hold Capacity - Not less than 250,000 pounds.
- Age - Not over 20 years.
- Gross Tonnage - Not less than 200 tons.
- Hull and Machinery - Must be complete and in good serviceable condition.
- Equipment - Must be fully furnished with all necessary gear, loose equipment and appurtenances.

Written offers from owners for sale of trawlers meeting the description outlined above will be used as a basis for negotiation.

Prior to final acceptance of any offer the Government will conduct surveys, afloat and withdrawn from the water, on such vessels as are considered potentially suitable. Owners must be in a position to pass title free and clear of any and all liens, liabilities, mortgages and encumbrances.

Complete, detailed information on hull and machinery as well as inventory of all gear, equipment, spare parts, etc., together with the name and official number of each vessel should accompany each offer. Photographs and plans if available should also be submitted with each offer together with information relative to where and when the vessel may be inspected.

It is requested that a separate bid for each vessel offered stating the lowest price covering delivery at Boston, Massachusetts, be submitted to the Department of the Army, Office Chief of Transportation, Water Transport Service Division, Washington 25, D. C. Envelopes containing bids should be marked "Bid for Fishing Trawler."

Department of the Interior

SECRETARIAL ASSIGNMENTS ANNOUNCED: Secretarial assignments have been announced for Assistant Secretaries of the Department of the Interior as follows:

Assistant Secretary Davidson; Bureau of Land Management, Bureau of Mines, Geological Survey, National Park Service, and, as a special problem area, the Pacific Northwest.

Assistant Secretary Warne; Bureau of Reclamation, Bureau of Indian Affairs, Fish and Wildlife Service, and, as a special problem area, Alaska.

For the special problem areas, the Assistant Secretaries will be responsible for formulating Department programs and maintaining continuing supervision over Department and bureau programs and activities in the areas. They will handle all correspondence and orders, and matters of policy, program, or administration requiring action at the Secretarial level within their areas. Matters relating to these areas, but arising in bureaus or offices assigned to other members of the Secretary's staff, the matter shall first be considered by the area supervisor and then be referred to Secretary to whom the bureau or office is assigned.



Department of State

ANNOUNCEMENT OF INTENTION TO ENTER INTO TARIFF NEGOTIATIONS, APRIL, 1949: The interdepartmental Trade Agreements Committee issued formal notice on December 17, 1948, of intention to negotiate with Colombia and Liberia for reciprocal reduction of tariff and other trade barriers and for accession of these countries to the General Agreement on Tariffs and Trade concluded by the United States and 22 other countries at Geneva, Switzerland, on October 30, 1947. Colombia and Liberia will join with 11 other countries in the negotiations scheduled to begin at Geneva on April 11, 1949. The Trade Agreements Committee notice was accompanied by publication of lists of articles (no fishery products included) on which United States tariff concessions might be considered in the negotiations with Colombia and Liberia.

The Trade Agreements Committee also published on December 17, 1948, supplementary lists of articles (no fishery products included) on which United States tariff concessions might be considered in the forthcoming negotiations with 9 of the 11 countries regarding which notice of intention to negotiate was given and lists were published by the Committee on November 5, 1948. (See Commercial Fisheries Review, December 1948, page 63.) Those countries are: Denmark, the Dominican Republic, Finland, Greece, Haiti, Italy, Peru, Sweden, and Uruguay. No supplementary lists have been issued for the remaining two countries, El Salvador and Nicaragua.

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INTERNATIONAL CONVENTION FOR THE REGULATION OF WHALING IN FORCE: The International Convention for the Regulation of Whaling which was signed at Washington on December 2, 1946, was proclaimed by the President on November 19, 1948, according to the Department of State. The President's proclamation is effective from November 10, on which date the Netherlands Government deposited with the Department its instrument of ratification of the Convention. Since instruments of ratification had been pre-

viously deposited by the United States, Australia, Norway, the Soviet Union, the Union of South Africa, and the United Kingdom, this action by the Netherlands was the last step required to bring the Convention into force between those Governments. In addition, Iceland, which had not signed the Convention, has given to the Department notification of its adherence to the terms of the Convention, and Panama has informed the Department of its intention to apply the Convention provisionally pending definitive approval in accordance with its constitutional requirements. These notifications became effective on November 10, 1948, the day on which the Convention entered into force.

Advice and consent to the ratification of the Convention on behalf of the United States was given by the Senate on July 2, 1947.

The principal objective of the Convention is to provide long-range regulation for the whale fisheries in order to secure proper and effective conservation of whale stocks, to prevent further depletion of certain species of whales which have for some time been subject to overfishing, and to promote the orderly development of the whale fishery with due regard to all pertinent conservation, economic and nutritional considerations. (See Commercial Fisheries Review, January 1947, page 44).

Whaling operations during the forthcoming Antarctic season, scheduled to open on December 15, 1948, shall be governed by the provisions of the Schedule (annexed to the Convention and contains specific regulations upon such matters as protected species, open and closed seasons, open and closed waters, and size limits) as they now stand, since any new regulations which may be adopted by the Commission may not become effective prior to July 1, 1949.

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U. S. FILES RESERVATIONS TO CONTINENTAL SHELF PROCLAMATIONS: In regard to the proclamations issued by certain Latin American countries, extending claims to jurisdiction over the resources of the continental shelf, including the fishery resources, the Department of State for the first time has publicly issued a statement regarding the filing of reservations with the various countries involved. The Deputy to the Special Assistant to the Under Secretary of State, on October 15, wrote as follows to the Service as well as to a number of other members of the fishery industries interested in international fishery developments:

The United States Government has reserved its rights and interests with respect to the execution of the so-called continental shelf decrees of Argentina, Chile, and Peru. The decree of Chile, issued June 23, 1947, and that of Peru, issued August 1, 1947, asserted the national sovereignty of each country over a belt of coastal seas 200 marine miles in breadth and over the submarine platform to a similar distance seaward. The Argentine decree, issued October 9, 1946, claimed national sovereignty over the continental shelf and the seas above it. The decrees were stated to be based upon the precedent of the Presidential Proclamations of September 28, 1945 which set forth the policies of the United States with respect to the resources of the sea bed and subsoil of the continental shelf and with respect to the conservation of fisheries in certain areas of the high seas.

In filing its reservations, the United States, in similar notes to the three countries, emphasized that it viewed with the greatest sympathy the desire of Argentina, Chile, and Peru to conserve and perpetuate the coastal fisheries and the resources of the sea bed and subsoil in the seas and shelf contiguous to their respective coasts. At the same time, however, the United States felt that the decrees were at variance with the generally accepted principles of international law in that they asserted sovereignty over large areas of the high seas outside the limits of territorial waters and failed to accord appropriate and adequate recognition to the fishing interests of the United States and other nations in the high seas off the coasts of the respective countries. In these regards also, the United States felt that the principles underlying the decrees differed in large measure from those of the United States Proclamations. Accordingly, the notes continued, the United States felt bound to reserve its rights with respect to the execution of the decrees.

Interstate Commerce Commission

FREIGHT RATES INCREASED: On December 29, the Interstate Commerce Commission issued an order granting the nation's railroads temporary freight rate increases. These increases may be placed into effect on not less than five days' notice to the public. Further action on the railroads' petition for permanent rate increases will be taken in ensuing months when the Commission will hold hearings in each of the four rate territories. (See Commercial Fisheries Review, December 1948, page 20.)

The temporary increases which the Interstate Commerce Commission has allowed to be placed into effect for all fishery products are as follows:

Within eastern territory	- 6 percent
Within southern territory	- 6 "
Within zone I of western trunk-line territory	- 5 "
Within western territory other than zone I of western trunk-line territory	- 4 "
Interterritorially, between eastern territory and southern territory	- 6 "
Interterritorially, other than between eastern and southern territories	- 5 "

The Commission stated that it has not been shown on the record of the proceedings that the increases proposed in the rates and charges for protective service published in Perishable Protective Tariff No. 14, Agent Quinn's I.C.C. 25, will be just and reasonable, and such charges are exempted from any increase.

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SINGLE NATIONAL SCALE FOR EXPRESS RATES: In an order issued December 29, the Interstate Commerce Commission has authorized the Railway Express Agency to place into effect nationally its so-called Western scale of rates. (See Commercial Fisheries Review, November 1948, page 32.) These rates apply on less than carload first and second class traffic and may be published upon notice to the Commission and to the general public by not less than thirty days filing and posting in the manner prescribed in Section 6 of the Interstate Commerce Act. The Western rates are about 10 percent a hundred pounds higher than the present Eastern-Southern scale. This particular order does not apply to commodity rates under which a large percentage of fishery products is transported. It is estimated that less than 25 percent of the fishery products shipments will be affected.

