



International

CONFERENCE ON EUROPEAN FISHERIES COOPERATION

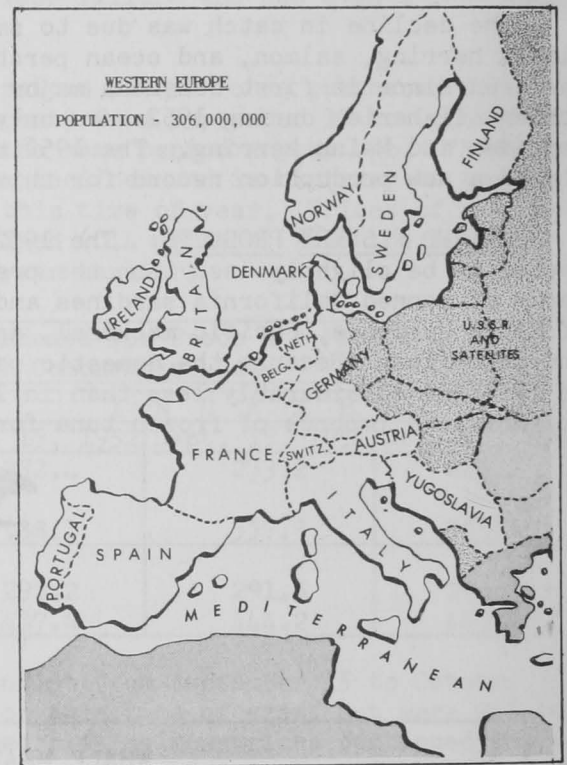
Problems concerning the European fisheries were to be discussed at a private conference scheduled to be held in Dusseldorf, Germany, in October, reports the September 1952 World Fish Trade, a fishery periodical.

Actual difficulties experienced by the European fisheries are furthering the idea of a European Union for cooperation as far as possible, according to reports. Although the interests of all parties concerned do not absolutely coincide and many obstacles will still have to be overcome, there are many avenues of possible cooperation, according to the announcement of the meeting.

Fish and herring advertising in 1952/53 for the different countries in Europe was scheduled for discussion at the conference. Also, the question of freezing and cold-storage facilities was to receive special attention with the object of furthering the construction of these facilities, as well as refrigerated transportation and vessels.

The advertising program was to be the main subject of the conference with a view to increasing the consumption of fishery products. It is estimated that if an advertising plan for one year could be agreed upon and backed by the various countries concerned, new markets for fishery products would be developed. It is pointed out that as long as the various countries are occupied in only competing against each other, refusing any form of cooperation, the result will be overproduction and low prices.

Invitations to the conference were to go to some of the leading men from the countries interested in this first conference. After all the details have been agreed upon, it was planned to work through the European Council in Strasbourgas the central authority.



FOOD AND AGRICULTURE ORGANIZATION

COUNCIL MEETS: One of the high points of the recent session of the Food and Agriculture Council that met from June 9-14, 1952, was a statement from United States Secretary of Agriculture Charles F. Brannan and President Truman on the urgent need for immediate action by member countries of FAO to increase food and agricultural production. The statement was made by Assistant Secretary of Agriculture Knox T. Hutchinson, who headed the United States Delegation to the Council Session. The delegates of the 18 countries who are members of the Council were reminded of the pledge made by the 67 members of FAO at the last Conference in December 1951. They pledged to do all that they can to achieve the world objective of increasing food production at a rate of 1 to 2 percent greater than the rate of population increase.

Emergency Food Reserve Discussed: The U.S. statement on the need for immediate action to increase food production provided a good setting for the discussion of the proposal for setting up an emergency food reserve to be made available to member countries threatened or affected by serious food shortage or famine.



This proposal, which was put forward by the representative of India at last fall's FAO Conference, was first discussed in FAO's Committee on Commodity Problems, which met before the Council. In both discussions the majority of the representatives felt that the many complex questions and thorny problems which the proposal raises should be thoroughly examined before any decisions could be made. Therefore, the Council agreed that a Working Party of five experts should

be appointed; two from countries that are primarily exporters of agricultural commodities, two from countries that are primarily importers, and one from a country whose export and import interests are about equal. The selection of the countries is to be made by the Director-General. The Working Party is to consider the many questions and problems raised in the paper presented to the Council by the FAO staff and in the discussions of the Council and the Committee on Commodity Problems, and report to the next session of the Council.

Technical Assistance Program: Sir Herbert Broadley, Deputy Director-General of FAO, gave a report on FAO's technical assistance work and the animating spirit that it has given the organization, as well as some of the problems it has brought up.

Described were the arrangements for coordination of UN technical assistance programs through the Technical Assistance Board, and for coordination of FAO's programs with U.S. technical assistance. The financing of FAO's program was discussed. The total expenditure and obligations during 1952 was estimated at nearly US\$8,000,000, almost four times the expenditure and commitments for technical assistance in 1951.

Sir Herbert said:..."whatever we spend we must sooner or later meet the total commitments into which we have entered (from the beginning of the program to the end of 1952) of US\$17,000,000.... Some of that liability will not arise for settlement until 1953, but in that year new requests will have still further increased our total liabilities, far outstripping our additional resources in 1953 if contributions to the Technical Assistance Fund are maintained at the present level and we continue to receive only our present share." FAO's share of the UN

Technical Assistance Fund in the first period, ending December 31, 1951, was US\$4,500,000. "Our automatic allocation in 1952 was US\$2,900,000 (29 percent of the first US\$10,000,000 of the US\$19,000,000 contributed by all countries for 1952). To this," Sir Herbert went on, "we have already received an additional US\$1,333,000. We may receive some further allocation (from the Technical Assistance Board). However, we cannot expect to receive during the whole of 1952 much more than US\$4,500,000, which, together with the amount to which we were entitled in 1951, gives us total resources for the first two years of US\$9,000,000. The point has now been reached," Sir Herbert continued, "that if we cannot assume that the technical assistance program is a continuing and developing program, and that the contributing countries will maintain and increase their contributions over a long period, we shall soon be faced with the problem of having to refuse further requests from Member countries. This would be disastrous, bearing in mind the long-term objectives of the program."

"The number of experts actually in the field or on their way to the field now exceeds 200. A further 91 are in process of being recruited, briefed, and generally prepared for their assignments. There are in addition, 201 vacancies (under agreements actually signed) for which we are now scouring the world for suitable technicians," said Sir Herbert. "The experts we are sending overseas are drawn from 41 different countries...we can draw upon the whole world for our experts. The number of fellowships provided in agreements signed, about to be signed, or likely to be signed on the basis of firm requests, is now 482. Of these, 134 have already been awarded, and the selected candidates are now studying in no less than 27 different countries."

World Food and Agriculture Situation: The FAO staff presented a competent report on the world food and agriculture situation. It showed that production of food and agricultural products had increased by about 2 percent in 1951/52 over the previous year. Production last year was therefore 10 percent greater than it was just before the last war. Fish production continued to increase.



Argentine Republic

NEW LABELING REQUIREMENTS FOR DRIED OR SALTED FISH ANNOUNCED: All dried or salted fish imported into Argentina must be supplied with marks or stamps clearly showing the Spanish name of the species, the country of origin, and the name of the Argentine importer or distributor. These new labeling requirements were established by an Argentine Government Decree published May 6, 1952.

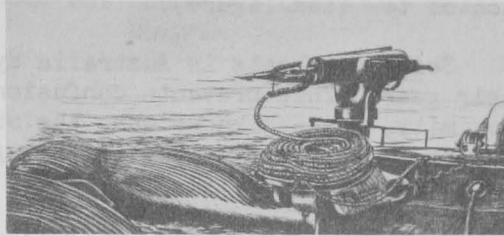
The same information must be shown on the package when this fish is sold in retail packages or boxes not exceeding 5 kg. (11 pounds), reports the September 1952 World Fish Trade.

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WHALE- AND FISH-OIL PRODUCTION, 1951/52: The total production of whale oil in Argentina during the 1951/52 season amounted to 6,790 metric tons, almost equal to the amount produced the previous season, reports the September 1952 World Fish Trade. This production has not yet been sold but the major part is expected to find a market in Germany. The total production of spermaceti oil amounted to 785 metric tons in 1951/52. Only one Argentine company from South Georgia participated in whaling this season; and it lost one of its seven vessels.

Only 13 metric tons of shark-liver oil were produced in 1951 as compared with an average annual production of about 200 metric tons in previous years.

Approximately 1,219 metric tons of fish oil were produced in 1951/52 as compared with about 1,000 metric tons in 1950/51. This oil is taken mostly from the sabalo, a fresh-water fish, and the increased catch of this species has made it necessary for the authorities to limit this fishery during the coming three years. Therefore, the production cannot be expected to exceed 1,100 metric tons in the 1952/53 season. Considerable stocks are available for export; 1951 total exports amounted to 485 metric tons.

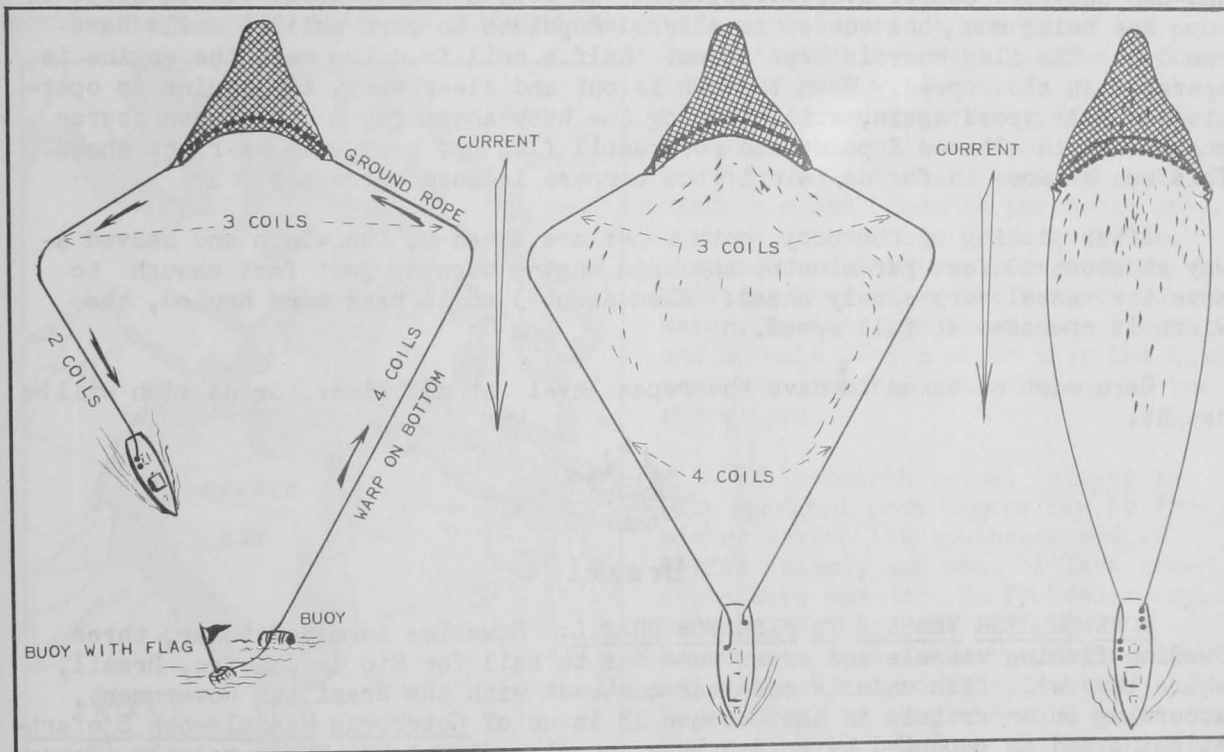


Approximately 2,400 metric tons of seal oil were produced in 1951/52 as against 2,000 metric tons the previous season.



Australia

MODIFICATION OF DANISH SEINE FISHING: When Danish seine-net fishing was introduced in Australia about 1923, much difficulty was experienced in handling the gear due principally to the strong current and depth of the water fished,



AUSTRALIAN MODIFICATION AND USE OF DANISH SEINE.

reports the September 1952 Australian Fisheries Newsletter. The Danish seine employs a large bag net which is hauled along the bottom by one boat to an anchored or drifting buoy.

After much experimenting with the Danish seine, it was discovered about 1931 that the anchored buoy to which the initial end of the seine rope is attached had

to be discarded and a floating buoy substituted. By setting the gear against and hauling with the current, a greater area of ground is fished by the net and more fish are taken. This method of handling the gear had another advantage--the vessel requires no steering and holds its position in relation to the direction of tow (see figure).

Seine-net boats in Australia by common consent turn to port when shooting their gear. This prevents confusion when a number of boats are working in close proximity, as each knows what the other is doing and takes suitable action to prevent fouling gear. The following brief notes detail the operation of a Danish seine in Australia.

The ropes are coiled, half on each side of the vessel, starboard ropes forward and port ropes aft on their respective sides. The net is placed on the stern and laid down so as to run out clear. The cod end is laid some distance forward on the starboard side. A spreader, with bridle and swivel, is attached to each end of the net. To the port swivel is shackled the forward end of the port rope, and to the starboard swivel the after end of the starboard rope. To the upper end of the port rope is attached the dan buoy and flagpole. When all this has been done and the cod end tied, the net is ready to shoot.

After deciding the ground to be fished, either from compass bearings, transit mark ashore, or in thick weather the distance run from a given point, the vessel is turned so as to have the wind 4 points on the port bow, and flagpole and dan buoy are passed over. The vessel is kept at full speed. If 14 coils of rope are being used, the course is altered 8 points to port until 4 coils have run out. The flag buoy is kept abeam. Half a coil from the net, the engine is operated at slow speed. When the net is out and clear away, the engine is operated at full speed again, still keeping the buoy abeam for 3 coils when course must be again altered 8 points to port until flag and buoy will be right ahead. This can be done in fog or rain if the compass is used correctly.

After picking up the buoy, both ropes are taken to the winch and heaved away at about 60 feet per minute, the main engine turning just fast enough to move the vessel very slowly ahead. When about 3 coils have been hauled, the winch is operated at full speed.

Care must be taken to have the ropes level at all times or no fish will be caught.



Brazil

MORE SWEDISH VESSELS TO FISH FOR BRAZIL: Sometime in mid-October, three Swedish fishing vessels and crews were due to sail for Rio de Janeiro, Brazil, where they will fish under a one-year contract with the Brazilian Government, according to an article in the October 13 issue of Goteborgs Handels-och Sjöfartstidning and as reported by an American consular dispatch. These vessels (Tabor, Carla, and Oberon) are from the port of Hono, Sweden, and are not the first Swedish vessels to fish under contract out of Brazil. Some Swedish vessels are now successfully fishing out of Rio Grande do Sul, Brazil. Reported depleted inshore fishing areas in the North Sea is one of the factors that prompted these Swedish fishermen to go to Brazil. Some of the fishermen are bringing their families to South America during their stay in Brazil.

A fishermen who returned to Sweden from Brazil reports that fish off Brazil are quite small, as a rule weighing from 1 to $4\frac{1}{2}$ pounds each. Although quite different from those caught in the North Sea, they are considered "very tasty." A few mackerel and hake were also caught. Trawling is the method used to catch the fish, and the bottom is generally quite good, but there are the usual losses of gear nevertheless.



Canada

EASTERN ARCTIC FISHERIES RESEARCH: A scientific field party, sponsored by the Fisheries Research Board of Canada, left Moncton, N.B., late in June for Frobisher Bay on the southeast tip of Baffin Island, reports the June 1952 Trade News of the Canadian Department of Fisheries. This group will continue the Board's investigations into the fishery resources of the Eastern Arctic, first begun in 1948 and carried out each summer since. These studies and investigations are designed to bring about a greater knowledge of the physical and biological oceanography of the Eastern Arctic as well as the marine resources which may be developed by the Eskimos. This year studies will be made in Frobisher Bay and along the east coast of Baffin Island to Cumberland Sound, as far north as Pangnirtung.

The information obtained from these yearly visits to Canada's little-known northeastern Arctic areas constitutes one of the most important phases of the

Boards's Arctic investigations. Studies this year will include physical and chemical oceanography, experimental fishing, the collection of plankton, benthos and littoral fauna for both taxonomic and bionomic purposes, and work on sea mammals where possible. Plankton are the minute organisms drifting on or near the surface of the water; benthos are the minute plants and animals living at or near the bottom; and littoral fauna belong to the shorelines.

The research vessel Calanus in 1951 operated from Ungava Bay to Frobisher Bay on the southeast end of Baffin Island, and most of last summer's work was done in Frobisher Bay. During late June and early July a cruise was made to George River and Adlorilik Fjord, on the east side of Ungava Bay, to complete work begun there in 1950. Before the move was made to Frobisher Bay, an oceanographic "Section" of four stations was made between George River and Akpatok, to

fill a gap in the oceanographic work of former seasons.



At the completion of the 1951 investigations, the research ketch was beached at Frobisher Bay. From this work it was indicated that the probability of useful fish existing in Frobisher Bay (other than the arctic char in the rivers) was quite small, although cod exists in numbers in Ojac Lake at the head of Ney Channel. Fishing operations in September 1952 were scheduled to make certain of the actual size of the populations. Investigations, particularly with respect to Atlantic cod and shrimp, are to be carried out also at Resolution Island. The studies last year made clear that at present there is little need for any marine fishery in the region, even were such a fishery possible. The stock of sea mammals is ample for native use because seals and walrus are being hunted very little in summer at present, partly because of the great scarcity of native-owned boats, and partly because the native population has quickly acquired the habit of staying at the airbase and taking whatever employment is available. During August 1951, when the Calanus crisscrossed the waters of Frobisher Bay and entered numerous small inlets and harbors, not a single native boat, kayak, or Eskimo was seen except at the base itself.



Chile

FISHERIES DEVELOPMENT PLANNED: A permanent commission was created in Chile to guide and coordinate the various official and semiofficial fisheries institutions in the country, and to make suggestions for increasing the production of fish, spiny lobster (crawfish), and other related products, fresh as well as preserved, and to improve and facilitate the distribution of these products. This commission was created by a decree dated April 14, 1952, issued by the Chilean Ministry of Commerce.

It is reported that the Chilean Government plans to purchase in Norway a fishing vessel with echo-sounding equipment.

Also, a number of fishing associations are to be formed along the Chilean coast in an attempt to solve the problem caused by a meat shortage by encouraging the consumption of sea foods, according to the September 1952 World Fish Trade.



Denmark

EXPANSION OF FISHERY PRODUCTS EXPORTS TO U.S. BELIEVED POSSIBLE: Exports of canned fish and frozen trout and fish fillets to the United States could be materially increased, according to the Danish Minister of Fisheries in a press interview on his return to Copenhagen from a short visit to the United States. The visit was made to explore the possibilities for increasing Danish sales of fishery products in the United States market, reports an October 29 dispatch from the American Embassy in Copenhagen.

However, it was emphasized that exports must be organized in such a manner as to insure regular deliveries, and packing methods must be standardized and adapted to United States tastes and requirements.

The Minister further stated that he would recommend the appropriation of Government funds for the assignment of a Fisheries Attache to the United States, and that he would discuss the planning of suitable export promotion activities

with Danish representatives of the fishing industry and trade as soon as he has completed preparation of a report on the results of his study.

Official Danish trade statistics reveal a steady and material increase in Danish exports of fishery products to the United States in recent years.

Frozen trout and fish fillets and canned fish exports to the United States the first eight months of 1952 amounted to 9,700,000 kroner (US\$1,401,700) as compared to 4,700,000 kroner (US\$679,200) for the same period in 1951. Detailed statistics by type of products are available only on an annual basis (see table). However, preliminary data for the first six months this year indicate that frozen cod fillets represented the largest individual item followed by frozen brook trout, canned fish (principally brisling sardines), and frozen plaice fillets.

Value of Danish Fishery Products Exports to U.S., 1949-51

Product	1951		1950		1949	
	Kroner	US\$	Kroner	US\$	Kroner	US\$
Frozen Fish:						
Brook trout	3,600,000	520,200	2,700,000	390,200	1,400,000	202,300
Cod fillets	400,000	57,800	700,000	101,200	500,000	72,200
Plaice fillets .	3,900,000	563,600	700,000	101,200	600,000	86,700
Other fish	900,000	130,100	800,000	115,600	400,000	57,800
Canned Fish	1,800,000	260,100	400,000	57,800	300,000	43,400
Total	10,600,000	1,531,800	5,300,000	766,000	3,200,000	462,400

NOTE: VALUES CONVERTED ON THE BASIS OF 1 KRONER EQUALS 14.45 U.S. CENTS.



Dominican Republic

TERRITORIAL WATERS ESTABLISHED BY NEW LAW: The delimitation of the territorial waters of the Dominican Republic are contained in Law No. 3342, dated July 13, 1952. This new law was published in the Gaceta Oficial No. 7447, dated July 19, 1952, the American Embassy at Ciudad Trujillo announced.

The law establishes the territorial waters of the Republic as a zone of three nautical miles from a line halfway between low tide and high tide, with special exceptions outlined in the law. These exceptions are concerned mostly with the straits and waters embraced by certain capes and islands belonging to the Republic, and historical bays, such as Samana, Ocoa, and Nieba over which the state claims full sovereignty without regard to distance from shore. With respect to the Bay of Manzanillo, which borders both the Dominican Republic and Haiti, the President asserted in his message to the Senate proposing the legislation that, in the absence of a treaty with Haiti on the subject, the rule of international law and equity would continue to be observed as it has up to this time.

Article 4 of the law establishes a supplementary contiguous zone to a distance of 12 nautical miles. Within this contiguous zone, the Dominican Republic declares that it exercises jurisdiction and the necessary control to prevent infractions of the sanitary, fiscal, and customs laws of the Republic and for the protection and conservation of fish and other marine species.

Article 5 reserves the right to exploit such natural resources and wealth as may be found on the floor of the ocean or subsoil resources in the contiguous zone and to erect any buildings or other installations necessary to such exploitation.

Article 8 anticipates any possible change in international law and usage by declaring that the territorial jurisdiction indicated represents the minimum aspirations of the Republic and does not represent an unalterable position with respect to any "progressive" tendencies of international law which might materialize in this regard.

This new legislation appears to be merely the codifying and giving legal effect to what has always been the Dominican Republic's practice with regard to jurisdiction over neighboring waters in order to conform to the practice of other nations and international law.



Ecuador

FISHING BY FOREIGN FLAG VESSELS ASSOCIATED WITH NATIONAL COMPANIES: The Ecuadoran Government ordered the suspension beginning November 10 of fishing operations of all national companies, including American flag vessels associated with these companies, reports the American Embassy at Quito.

The Ecuadoran Ministry of Economy reported that the suspension did not apply to United States vessels fishing in the Galapagos area with valid permits.

The suspension which applied to foreign flag vessels associated with national companies was lifted November 15, enabling these vessels to leave or resume fishing.

New fishing regulations are being prepared by the Ministry of Economy. These apparently will apply largely to operations in continental coastal waters of foreign flag vessels associated with Ecuadoran national fishing companies. The tentative draft of the new regulations includes specific requirements to be met in such operations and prohibits purse seining within 10 miles of the Ecuadoran coast.



El Salvador

FOREIGN BAIT-FISHING REGULATIONS PREDICTED: "The Government of the Republic has recommended to the Ministries of Economy, Defense and Finance the preparation of projects of law through which fishing undertaken by foreign ships in territorial waters, including the establishment of closed periods and the charging of taxes applicable to non-national ships, will be regulated as is the case in other American countries, notably, Costa Rica, Mexico, Cuba, Ecuador, and Peru," states a news item in the October 23 issue of La Nacion, a newspaper published in San Salvador.

"As soon as these projects of law are ready, the Executive Power will submit them to the consideration of the Honorable Legislative Assembly.

"The preparation of such projects is due to the fact that for some time North American ships and ships of other nationalities have been fishing for anchovetas in the Gulf of Fonseca in Salvadoran waters, which are subsequently used as bait for tuna fishing. These ships have been operating without control and without paying taxes of any type.

"Upon deciding to regulate fishing in our territorial waters, the Government of the Republic does so with the intention of defending the economic and industrial interests of the country and protecting the fisheries resources of the Salvadoran maritime littoral."

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POINT IV FISHERIES MISSION AGREEMENT EXTENSION REQUESTED: The El Salvador Ministry of Foreign Affairs has requested an extension of one year for the Point IV Fisheries Mission Agreement between that country and the United States, announced the American Embassy in San Salvador in an August 7 dispatch.

A United States fisheries expert has been active in El Salvador since August 18, 1951, which was the effective date of the one-year agreement. After a number of delays encountered by the Salvadoran Government in acquiring the fishing boat and other equipment with which to conduct a fishing survey, fisheries investigations began in March 1952, and have continued vigorously.

Great interest has been aroused in the Ministries of Economics, Agriculture, and Labor, and also among several private-interest elements within the country, by the promising results tentatively indicated for establishment of a fish-processing and distribution industry in El Salvador. Press reactions and expressions of opinion among local people, both governmental officials and private individuals, have been uniformly and increasingly favorable. Interest has also been expressed by a number of local businessmen in the establishment of a preserving and distribution system for fish products in the country. Further interest has been aroused by a system of distribution among charitable and penal institutions within the country of the catch obtained during the investigatory operations.

An ample market appears to exist in El Salvador for fish products, which are urgently needed to supplement the customary low-protein diet of most lower-income groups.



France

INSPECTION PROCEDURES LIBERALIZED FOR CANNED FISHERY PRODUCTS IMPORTS: The Government of France notified the Government of the United States on August 6 that the French Government has decided to make more flexible the procedure initially provided for inspecting imports of canned fishery products. The notification states that:

"The competent organizations will only have to commit themselves with respect to a certain number of essential points:

(a) The wholesomeness of the manufactured products;

(b) The absence from the manufactured products of any chemical substance (such as coloring matter and preservative) other than ordinary salt;

(c) The presence on the cans of the following data stated in French:

(1) Country of manufacture. This information must be clearly stamped on each can containing the goods in sunken or raised Roman

letters at least four millimeters high, in the center of the cover or bottom and on a portion not bearing any printing. The same information must be placed in adhesive lettering on the cases and crates used for shipments;

(2) The names of the fish and other marine fauna according to the French nomenclature;

(3) The capacity of the container in cubic centimeters or milliliters and the net weight of the contents in grams;

(4) The name of the manufacturer or distributor.

The certificate form will be prepared according to a simple formula and will be transmitted to the Department of State as soon as it is received by the Embassy.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, OCTOBER 1951, P. 24.



Iceland

NEW NOTE SENT TO GREAT BRITAIN ON EXTENSION OF TERRITORIAL WATERS: Recently Icelandic fishing trawlers have been prevented from landing their catches at Hull and Grimsby, England, by British trawler interests in retaliation for Iceland's recent claims to increased territorial waters, reports an October 21 dispatch from the American Embassy in London. A note, dated October 11, 1952, and delivered by the Icelandic Legation in London to the British Government, pleads for cessation of such retaliatory action. The matter has been referred to the British Cabinet for attention and Ministers have declined to answer questions in Parliament on the subject for the time being. The retaliatory action by the British trawler interests was based on the contention that the extension of Iceland's territorial waters has curtailed British fishing operations off Iceland. The full text of the note follows:



ICELAND'S RUGGED COAST.

11th October, 1952

Icelandic Legation,
London.

Sir,

Acting under instructions from my Government I have the honour to submit to you the following:

2. Recently the Icelandic Government and Her Majesty's Government have exchanged Notes concerning the fisheries limits off the coasts of Iceland, the latest views of Her Majesty's Government being stated in their Note dated 18th. June, 1952.

3. In this Note there are indeed important

points on which the two Governments hold divergent opinions.

4. Thus the Icelandic Government consider that the discussions in London between Minister Olafur Thors and representatives of Her Majesty's Government differ in substance and nature from their description in the United Kingdom Note and that the United Kingdom authorities cannot justly complain that they had not been notified of the action to be taken.

5. Further the Icelandic Government holds other views than those of Her Majesty's Government as regards the authority for the base line drawn across Faxabay.

6. Finally, the Icelandic Government entirely disagree with Her Majesty's Government's contention that the three mile limit is prescribed by International Law and that it cannot be altered by unilateral action.

7. The Icelandic Government did not, however, consider it necessary to make these remarks the substance of a special note, as they had already previously explained their views in this respect, which still remain unchanged, and as, moreover, the latest Note of Her Majesty's Government did not in itself really contain any additional views in this connection, being a restatement of views already expressed. In the circumstances it was to be expected that a further exchange of views, which would be published simultaneously, would only tend to increase the discontent on both sides.

8. The following conclusion of the United Kingdom Note did not either call for a separate reply:

"...In the circumstances Her Majesty's Government, while noting with satisfaction that the Icelandic Government intend to apply the new territorial limits for fisheries purposes only, and while noting also that the restrictions in force do not discriminate against fishing vessels of any particular nation, feel obliged to place on record that they reserve the right to claim compensation from the Icelandic Government for any interference with British fishing vessels in waters which in the opinion of Her Majesty's Government are high seas."

The two Governments hold indeed entirely different opinions as to whether Her Majesty's Government can make any claim for compensation in this connection. The Icelandic Government, however, can clearly not have an objection to a reservation of this kind on the part of Her Majesty's Government, which is in conformity with a universally recognised principle. The Icelandic Government could still less raise any objection to the reservation as the very fact of making such a reservation seemed to imply the recognition of the principle that in case of a dispute it would be settled in a lawful manner, as practised between individuals and nations respecting law and order, although the Icelandic Government hoped that the United Kingdom would, on due consideration, agree to the Icelandic views so that no such dispute would arise.

9. Therefore the disappointment of the Icelandic Government is the greater now when it appears to be a fact that British trawler owners intend to take the law into their own hands and impose their will to exclude Icelandic trawlers from United Kingdom markets; the intention obviously being that the strong should bring pressure to bear upon the weak in order to force him to yield.

10. The fact is, that the trade between Iceland and the United Kingdom is statistically much more favourable to the United Kingdom than to Iceland. During recent year (1947 - July 1952) the United Kingdom imports from Iceland amounted to Kr. 602.699.000 whereas the Icelandic imports from the United Kingdom amounted to Kr. 959.490.000 during the same period. Nevertheless it would be of very little importance to the United Kingdom to lose their exports to Iceland, whereas the exports of

the small Icelandic nation to the United Kingdom are a considerable part of its entire export trade. If the Icelandic nation is deprived of its market possibilities in the United Kingdom her economic system might very easily be paralyzed.

11. The adoption of such harsh measures would be understandable if the Icelandic nation had been shown to have proceeded illegally against the United Kingdom and refused to submit to a lawful procedure in the solution of the dispute. Any such contention would be entirely without foundation. All that the Icelandic people have done is to apply the rules of International Law, as they understand them in order to protect their interests.

12. It must therefore be considered an unfriendly act, if, without law and order, such harsh methods as the exclusion from markets are to be applied for the purpose of forcing the Icelandic people from endeavoring to obtain what they consider to be their right. It is certain that although this would severely affect a considerable part of the population the entire Icelandic nation would be united in encountering such an action.

13. The Icelandic people find it understandable that the fate of such a small nation may not be generally understood or appreciated in the United Kingdom. Experience, however, shows that Iceland can be of great importance to the United Kingdom; thus Iceland, i.a. after having been urged to do so by the United Kingdom, has joined an organization which is intended to secure mutual defence and prevent Iceland from becoming again, owing to its lack of defence, a similar danger to the British people as considered by them in the Spring of 1940. It is unnecessary to recall in this connection other examples of Anglo-Icelandic co-operation in international affairs which the Icelandic Government has always considered to be most cordial, and it is indeed one of the main pillars of the foreign policy of Iceland to maintain and promote the friendly relations between the two countries.

14. It would be a severe blow to the belief of the Icelandic people in the good relations between the democratic nations and in a better world with increasing co-operation between the free nations - and also to those who want to base the foreign policy of Iceland on this belief - if the people of the United Kingdom, which in the mind of the Icelandic nation always have been the leading nation of democracy and liberty, should now resort to commercial oppression against the Icelandic people when they are defending the very basis of their survival.

15. The Icelandic people therefore find it very difficult to understand that the United Kingdom should in fact react in such a way to Iceland's most vital interest, which is the conservation of the fishing grounds. The points in dispute are of insignificant importance to the United Kingdom as compared to Iceland, and although they may cause a temporary loss, the conservation of the Icelandic fishing grounds is bound to be beneficial to them in the future.

16. The prohibition against trawling in the disputed areas does not affect the Icelandic people less than the peoples of the United Kingdom and other countries. The same applies to prohibition against seine-netting which severely affects the fishermen of various districts of Iceland, where

other means of livelihood are limited. Nevertheless, the people of Iceland are convinced that the present sacrifices will prove to be worth while because the fish stocks in Icelandic waters will increase in the future also in areas where Icelandic and foreign trawling is permitted. Other nations as well as the Icelandic will directly benefit from the increased fish stocks off Iceland through greater catches later on, besides which experience has shown that in time of danger it may happen that the United Kingdom will not receive supplies from sources other than Iceland and indeed at such times in the past, the entire Icelandic catches, with the exception of domestic requirements, have been sent to the United Kingdom, sometimes at the gravest risk to the Icelandic fisherman.

17. The Icelandic Government will therefore as long as possible entertain the confident hope

that the friendship of Her Majesty's Government will prove strong enough to accept the points of view of the Icelandic Government, and that they at least will prevent the adoption of oppressive measures in this matter of vital interest to the Icelandic people.

I have the honour to be,
with the highest consideration,
Sir,
Your most obedient humble Servant,

The Right Honourable Anthony Eden, M.C., M.P.,
Principal Secretary of State for Foreign Affairs,
Foreign Office, Whitehall, S.W.1.

NOTE: ALSO SEE COMMERCIAL FISHERIES REVIEW, SEPTEMBER 1952, PP. 34-5.

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1952 WHALING SEASON SUCCESSFUL: The Icelandic 1952 whaling season (May 25-September 16), yielded a total of 265 whales as compared with 339 in 1951, states an American consular dispatch.

Although the catch was not as large this year as it was last year, the 1952 season was considered very successful. Because of unfavorable whale-oil prices, emphasis this year was placed upon whale meat for the domestic market and for export, particularly to England.

Domestic consumption of whale meat has greatly increased, partly because of its low cost, and partly because of the scarcity of lamb on the domestic market.



India

DEVELOPMENT OF FISHERIES RECOMMENDED: The scientific development of its fisheries can remedy to a large extent India's food shortage, according to a report by the Indian Government's agricultural marketing adviser. A large variety of edible fish is found in the country's seas, estuaries, and backwaters, and with proper development and scientific control, the fishing industry can make a substantial addition to the country's food resources. The report emphasizes the value of fish in balancing a diet which consists largely of rice and little else, states the October 18 issue of The Fishing News, published in London.

Some of the difficulties confronting India's fishing industry are scattered fishing centers, and primitive methods of catching, preserving, transporting, and marketing. The proportion of sea fish consumed fresh is only about 32 percent, and the other 68 percent reaches the consumer as dried or salted.

The report recommends the formation of multi-purpose cooperative societies (grouped round fish-curing yards) for disposal of the collective catches and to produce a better quality of preserved fish. In recent years, efforts made in this direction by the Fisheries Departments in Bombay, Madras, and Orissa States have yielded encouraging results.

Previous to 1947, the issue price of salt in government fish-curing yards was about half the cost of bazaar salt, and the fishermen had an incentive to do

all the curing in the yards. Since then, when the salt duty was abolished, there has been very little difference between prices, with the result that a considerable amount of curing takes place in the fishermen's own households or in private curing yards under most unhygienic conditions. To check this undesirable trend, the report suggests that the sale of salt at curing yards be subsidized.



Jamaica

FISHERIES PROGRAM: In 1950 and 1951, the government of Jamaica, through the Fisheries Division of the Forestry Department, continued its program which aims to produce more food from the Caribbean sea and from fish farms, states a June 10 American consular report from Kingston.

Planes to Observe Bluefin Tuna Migrations: Airplanes operating between Jamaica and Cuba may be used in the near future to carry out observations of the migratory habits of a variety of fish, believed to exist at certain times of the year in the Caribbean around Jamaica.

The bluefin tuna, an important game and food fish weighing up to 1,000 pounds, is known to be off the coast of the Bahamas in June each year and off Nova Scotia in August.

A survey of bluefin tuna to add to what is known of the migratory belt of these fish was conducted on the north coast of Jamaica for 12 days late in 1951. The time of the bluefin's migration to Caribbean waters was not determined, but it was thought that by reason of the characteristics of equatorial currents and the presence in the Caribbean of the species of fish upon which the bluefin feeds, it might be found in the Caribbean in February and March.

Fish Farming: As a result of experiments in fish farming, the potentialities of a new and useful industry to Jamaica were foreseen in 1951. It was demonstrated that abundant fish can be produced in comparatively small ponds at low cost. Near Spanish Town 4 large and 2 small ponds teem with thousands of speckled grey African perch (Tilapia) and the orange-colored world-popular carp.

This experiment, which costs only a little over £5,000 (US\$13,900) a year, is to convince the island's farmers that they can produce fish at low cost in any part of the country and in compact space. The smaller ponds are only 1/16 of an acre in size and do not run to a maximum depth of more than four feet.

Jamaica could not establish a fish canning industry dependent on sea fish alone (apart from the expense of catching the latter). However, with sufficient farmers producing varieties of fish in appreciable quantity, a large fish industry would be possible.

Cattle farmers, particularly, were being urged to go in for fish farming as a complementary industry. The cattle provide excellent fertilizer for the ponds and increase their biological content, while fish meal (made from the entrails) is considered splendid cattle food. Several farmers accepted fish from the Government ponds and commenced fish production on their own during 1950 and 1951.

It was estimated that if the Government would spend another £3,000 (US\$8,340) a year on the experiment for equipment, staff, and more transport, fish could be supplied to every farmer in the Island who desired it. It was pointed out that fish crops mature every four months.

Japan

TUNA STOCKS AND EXPORTS TO THE UNITED STATES 1952-53: Canned Tuna: The following statistics on tuna and tuna-like fish show the Japanese stocks on hand and exports to the United States. Compiled by the Ministry of International Trade and Industry with the cooperation of the Japanese Fisheries Agency and cooperative interest of the Council on Tuna Exports, these were reported in an August 6 dispatch from the American Embassy in Tokyo.

I t e m	C A N N E D T U N A		
	In Oil	In Brine	Total
 C a s e s /		
Packed April 1-July 15, 1952	106,120	563,440	669,560
Stocks on hand July 15-31, 1952 ^{2/}	80,000	290,000	370,000
Exports by months (1952) ^{3/}			
April	3,116	90,557	93,673
May	100	69,212	69,312
June	-	28,364	28,364
July	24,071	85,354	109,425
Total April-July 1952	27,287	273,487	300,774

1/ CONSIST OF 48 7-OZ. CANS.
2/ APPROXIMATE.
3/ PRINCIPALLY AUTHORIZATIONS ISSUED AT TOKYO. AUTHORIZATIONS ISSUED OUTSIDE OF TOKYO AMOUNT TO ABOUT 1 PERCENT OF TOKYO FIGURE.

	In Oil		In Brine		Total
	White Meat	Light Meat	White Meat	Light Meat	
<u>1952</u>	<u>Cases</u>	<u>Cases</u>	<u>Cases</u>	<u>Cases</u>	<u>Cases</u>
Apr.-June	23,300	12,820	373,150	80,290	489,560
July-Sept.	200,000	27,180	126,850	49,710	403,740
Oct.-Dec.	26,700	10,000	-	20,000	56,700
<u>1953</u>					
Jan.-March	50,000	-	-	-	50,000
Total	300,000	50,000	500,000	150,000	1,000,000

Against the quota of 1,000,000 cases of canned tuna, the industry has taken the following actions as of July 31, 1952 (approximations):

Packed since April 1, 1952 670,000 cases
Exported since April 1, 1952 ... 300,000 "
Stocks as of July 31, 1952 370,000 "

NOTE: 100,000 CASES WILL BE EXPORTED IN AUGUST.

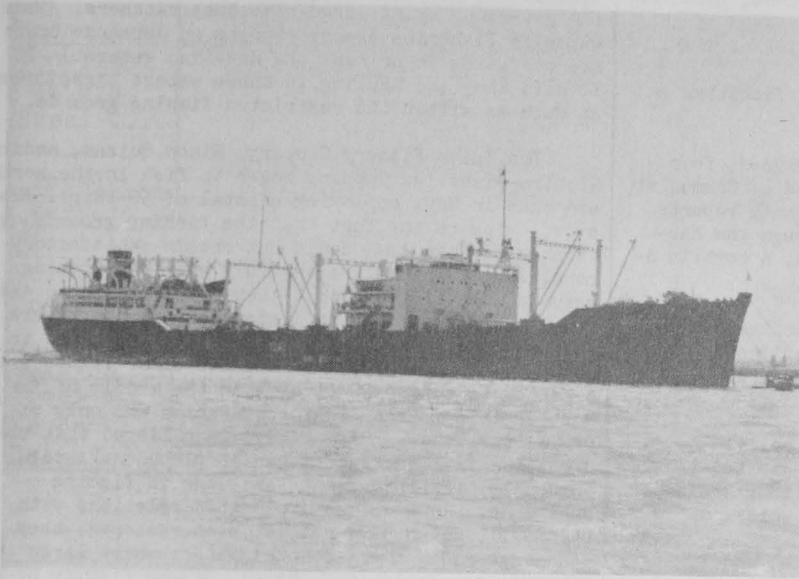
Frozen Tuna: Frozen albacore tuna exports to the United States, including authorizations to August 1, 1952:

	<u>Short Tons</u>
April	1,079
May	1,231
June	6,590
July (1-20)	1,989
Total	<u>10,889</u>
Quota ^{1/}	18,000

^{1/} APRIL 1, 1952 TO MARCH 31, 1953. ORIGINAL QUOTA WAS 12,000 TONS BUT LATER WAS INCREASED TO 18,000 TONS.

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GOVERNMENT FINANCES CONSTRUCTION OF TEN LARGE TUNA BOATS: Government financial assistance is being obtained for the construction of 10 large Japanese



TYPICAL JAPANESE MOTHERSHIP USED IN MID-PACIFIC TUNA EXPEDITION.

tuna boats, ranging from 240 to 370 gross ton each, reports an October 21 dispatch for the American Embassy at Tokyo. The amount of aid is estimated at ¥392,000,000 (approximately US\$1,100,000).

The new boats are expected to operate in distant tuna areas, east and southeast of the present fishing grounds which include the region of the U.S. Trust Territory and Pacific equatorial waters. This latter area of the Pacific is considered good for tuna fishing; it was recently explored by the Pacific Oceanic Fishery

Investigations of the United States Fish and Wildlife Service based at Honolulu.

* * * * *

POST-TREATY EXPANSION OF FISHERIES ACTIVITIES: Japanese fisheries have shown marked activity in expanding into areas in which Japanese fishing boats were restricted by the "MacArthur Line" during the period of the Occupation following World War II, reports an August 11 dispatch from the American Embassy at Tokyo. General comment on these Post-Treaty activities is given in the following summary of an article in the Japanese newspaper Nihon Kaizai of July 25:

Japan's Fishery Industry Remarkably Active Since Removal of MacArthur Restrictions

During the past five months since the MacArthur fishery restrictions were removed on April 25, Japan's fishery industry has shown remarkable activities. During the period, Japan's deep-sea fishery has gradually expanded the sphere of its activities. Fishing for salmon and trout, and whaling in the northern seas were resumed. The fishing for tuna by motherships in the seas south of the equator was also begun, and new fishing grounds for tuna were explored in the seas south of Hawaii. The sphere of drag-net fishing in Western waters was expanded. Advances were made in the South China Sea. Fishing circles are now planning operation of crab factoryships in Bristol Bay and fish-meal factoryships in the northern waters starting next year.

Although restrictions on fishing grounds have been removed, fishing in the Northern seas and in the East China Sea cannot be carried out as freely as desired, because the diplomatic relations with the Soviet Union and Communist China have not been fully restored, but there is no doubt that the removal of MacArthur restrictions has greatly encouraged the fishing industry of Japan.

Following are the fishing activities since April 25 outside the MacArthur Line:

Drag-net fishing in the western waters received the hardest blow by the MacArthur restrictions, with the fishing grounds reduced to one-third of the prewar level. Taking into account the depth of the seas and the density of fish shoals, it is considered that the value of the fishing grounds was reduced to one-fifth. Moreover, owing to the great increase in the number of fishing boats since the war's end, the fishing grounds were utterly devastated and management grew more and more difficult. Therefore, since 1948 fishery circles had been trying to secure an extension of the MacArthur Line, but no extension was granted on account of the international situation. However, the MacArthur restrictions were at last lifted on April 25. As a result of this, the total amount of catch by trawling in May 1952 showed an increase of 28 percent and an increase of 42 percent for drag-net fishing as compared with the corresponding month of last year. (Catch in May 1951 may have been influenced by the tie-up of the fleet for a general inspection by the Government on reg-

istration papers and navigational equipment of boats comprising the East China Sea fleet.) The number of working days also increased by 30 percent. However, the percentage of profits has not increased at the same rate on account of the market price of fish.

Fishing circles, however, see difficulties ahead due to the following factors:

(1) Since the Peace Treaty was signed, four fishing boats have already been seized by Communist China. (Note: Japanese Fisheries Agency reports five boats seized.) Therefore, although the MacArthur restrictions have been removed, a certain amount of risk and insecurity remains.

(2) Some sort of international protective measure will become necessary, because, unlike in the prewar times, Japan will not be the only country to fish in those fishing grounds.

(3) Although Japan is now in a position to fish in the South China Sea, these waters are too far from the ports of operation and, moreover, they are under the sphere of influence of Communist China.

Shoals of bonito and tuna migrate, and for this reason, the fishing boats must have mobility. In this sense the MacArthur restrictions were a great obstacle. In 1950 special fishing areas were designated by the Gen. MacArthur line, and fishing of tuna by motherships in the waters as far as to the equator was allowed, but it wasn't a profitable proposition.

However, with the removal of the MacArthur restrictions, fishing other than by motherships from the Southern Islands down to the equator is now permitted. The Nihon Suisan and the Taiyo Fisheries

Company are using motherships in the waters around the Celebes, the Sunda Straits, and the Solomon Islands. Furthermore, they are fishing in the Hawaiian waters by using large-size tuna catchers. (Note: Japanese Fisheries Agency reports no Japanese boats are operating in or near the Hawaiian waters.) It is said they are hauling in these waters threetimes as much as within the restricted fishing grounds.

The Taiyo Fishery Company, Nihon Suisan, and the Nichiro Fisheries Company began to fish in the northern seas in May, employing a total of 50 ships. However, owing to the fact that the fishing grounds were strange to them, they could not obtain satisfactory results. It was only after July when the fishing grounds were extended that they could make both ends meet. They are going to discontinue fishing there at the end of July. (Note: One fleet returned to Japan at the end of July. The two other fleets are expected to terminate fishing in the middle of August.) This year's fishing operation was only experimental, and it is generally considered that the operation in these waters can be placed on a paying basis, if improvements are made in fishing equipment. However, as diplomatic relations with the Soviet Union have not yet been restored, they cannot approach the Kamchatka waters where large catches are available. (Note: Salmon fishing by this expedition was done in a region off lower Kamchatka and the Northern Kuriles. Japanese fishing boats were reported to have continued their fishing to 70 or more miles off the coast in this region.)

Whaling in the North (Pacific) Sea was resumed from July and will be continued until September. Fishing circles are of the opinion that some difficulties will occur before crab factoryships and fish-meal factory boats are officially allowed to operate (in the North Pacific).

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STATISTICS ON THE FISHING FLEET 1951: At the end of 1951 the Japanese fishing fleet consisted of a grand total of 473,156 vessels of all sizes and types with a gross tonnage of 1,184,681 (table 1). Wooden vessels--472,212 craft and 974,318 gross tons--comprised the largest part of the fleet. Non-powered boats without engines (all wooden) represented 73 percent of the total fleet and 26 percent of the total tonnage. Table 2 gives a breakdown by gear and fishery of the vessels in tidal waters (offshore) and shows that the pole-and-line fishery (excluding tuna and bonito fishery) lead all types of fisheries in number of boats--118,922, and gross tonnage 137,940. Miscellaneous drag-net fishing (sail and engine-powered trawlers excluding steam trawlers) was second with 46,573 boats and 120,665 gross tons. The tuna and bonito fishery ranked low in number of boats--1,698 but third in tonnage--103,978.

In comparison with 1950, the 1951 fleet decreased by 7,184 vessels and 46,165 tons. Fisheries contributing to this decrease included the small and medium trawlers, miscellaneous drag net, tuna and bonito, and coastal whaling. The small decrease in number and tonnage of boats in 1951 compared to 1950 may have been affected mostly by the Government's program to reduce the number of small druggers in inshore waters. A significant increase occurred in the Antarctic whaling fleets by the replacement of two motherships by larger vessels, more catcher boats, and the addition of a third whaling fleet.

Table 1 - Japanese Fishing Fleet As of the End of 1951

Vessels on	1951						1950	
	Powered		Non-Powered		Total		Total	
	No.	Gr. Ton	No.	Gr. Ton	No.	Gr. Ton	No.	Gr. Ton
Non-Tidal Waters								
Steel	-	-	-	-	-	-	-	-
Wooden ...	1,433	2,121	39,418	18,779	40,851	20,900	41,791	21,263
Total ...	1,433	2,121	39,418	18,779	40,851	20,900	41,791	21,263
Vessels on Tidal Waters								
Steel	944	210,363	-	-	944	210,363	970	229,655
Wooden ...	126,352	655,542	305,009	297,876	431,361	953,418	437,579	979,928
Total ..	127,296	865,905	305,009	297,876	432,305	1,163,781	438,549	1,209,583
TOTAL								
Steel	944	210,363	-	-	944	210,363	970	229,655
Wooden ...	127,785	657,663	344,427	316,655	472,212	974,318	479,370	1,001,191
Grand Total	128,729	868,026	344,427	316,655	473,156	1,184,681	480,340	1,230,846

Table 2 - Japanese Vessels on Tidal Waters (Offshore) by Gear and Fishery

	1951						1950	
	Powered		Non-Powered		Total		Total	
	No.	Gr. Ton	No.	Gr. Ton	No.	Gr. Ton	No.	Gr. Ton
Tidal Inland Waters.	761	1,051	3,206	2,417	3,967	3,468	4,173	3,817
Shellfish & Aquatic Plant Collecting ..	6,266	10,771	65,337	38,766	71,603	49,537	71,537	49,372
Fixed Net	3,969	15,474	12,535	37,932	16,504	53,406	16,749	54,850
Pole & Line	34,807	79,290	84,115	58,650	118,922	137,940	120,397	138,260
Long Line	17,513	56,526	8,974	7,755	26,487	64,281	25,825	65,218
Gill Net	7,720	32,976	14,672	17,140	22,392	50,116	23,107	47,407
Sardine Purse Seine	5,762	67,055	3,367	14,085	9,129	81,140	8,775	78,564
Misc. Seine	2,182	19,667	3,257	8,273	5,439	27,939	5,445	25,818
Square Net	4,539	22,021	6,004	9,474	10,543	31,495	10,669	33,176
Smaller Trawler	2,865	82,509	-	-	2,865	82,509	2,978	83,091
Medium Trawler	715	54,045	-	-	715	54,045	789	59,706
Otter Trawler	58	19,262	-	-	58	19,262	58	19,453
Misc. Drag Net	20,500	74,151	26,073	46,514	46,573	120,665	47,977	123,824
Tuna & Bonito	1,698	103,978	-	-	1,698	103,978	1,895	108,753
Coastal Whaling	90	4,367	-	-	90	4,367	115	13,202
Antarctic Whaling ..	34	52,461	-	-	34	52,461	20	29,095
Govt. Vessel	289	10,310	80	107	369	10,417	368	9,949
Fish Carrier	6,121	83,692	1,868	2,791	7,989	86,483	9,376	119,222
Fish Carrier for Antarctic Whaling .	12	44,727	-	-	12	44,727	11	62,545
Misc. Fishery	10,971	31,051	63,714	46,509	74,685	77,560	75,504	75,378
Sports Fishing Vessel	424	519	11,807	7,462	12,231	7,982	13,059	8,884

JAPANESE GOVERNMENT



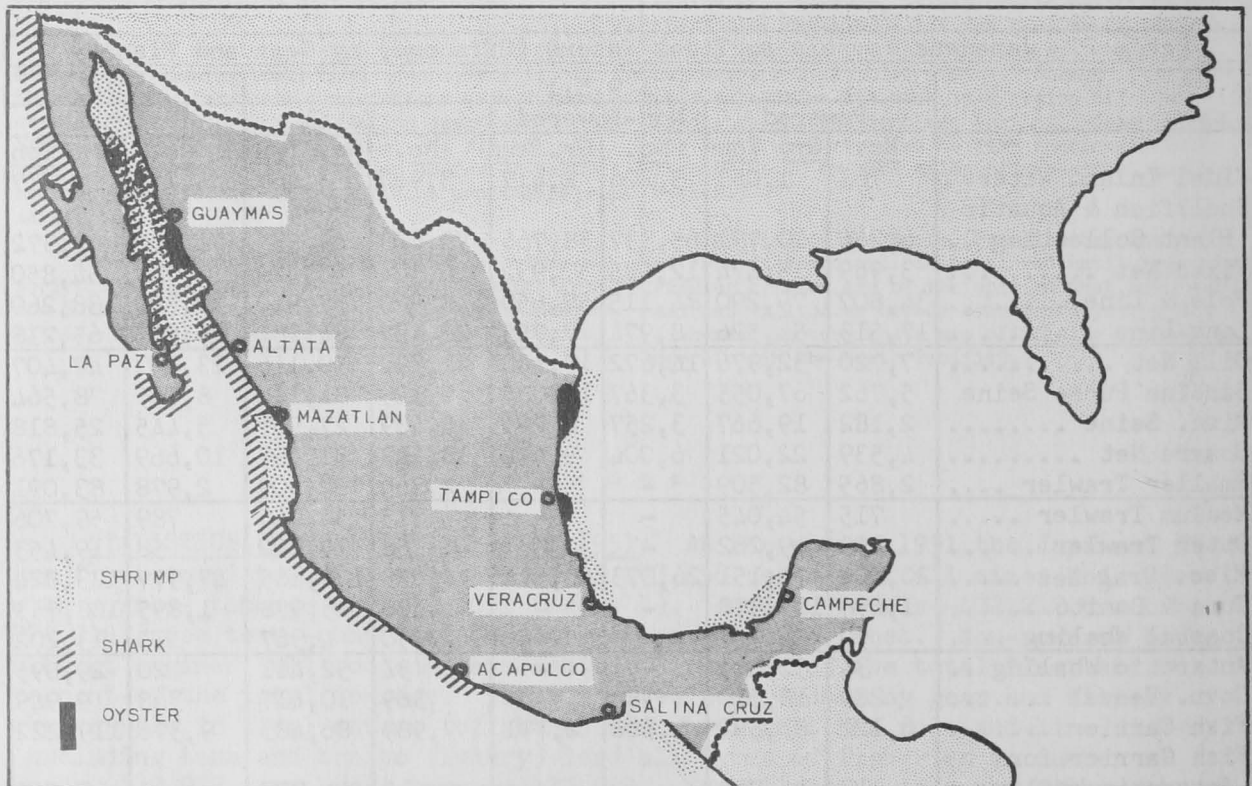
Mexico

GUAYMAS SHRIMP INDUSTRY IMPERILED BY LACK OF GOVERNMENT ASSISTANCE: No Mexican Government loan was forthcoming to bolster the fading shrimp industry at Guaymas (on the West Coast) as of September 30, 1952, reports an American Consulate dispatch. Last season the Mexican west coast shrimp operators were granted a loan of five million pesos (US\$578,000).

Reliable sources have expressed fear that the Mexican Government may move to foreclose low producers in Guaymas, and impound their boats. Also, it is reported that Financiera Nacional is interested in a shrimp-freezing plant at Mazatlan (also on the West Coast), and if the boats are impounded they may be ordered delivered to this plant by the loan-making agency.

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GOVERNMENT PLANS IMPROVEMENTS FOR FISHERIES: A special commission of the Mexican Navy Department is working on a project for the construction of two small fishing fleets as soon as possible--one for the gulf of Mexico and the second for



the Pacific Coast. It is planned to present this project for Congressional approval and at the same time request modifications in current fishing laws.

Two methods of operation of the proposed fleets are receiving serious consideration: (1) the Mexican Government to have full control of the fleets and fishing activities, and bring catches to markets throughout the Republic; (2) the subsidizing of a number of fishing firms by Financiera Nacional (a semi-official finance agency), which would operate the fleets under Government supervision and control. Considerable enthusiasm has been shown by fishermen regarding the Navy Department's project.

Mexico is planning to increase the number of commercial fishing schools operating in the country to provide more qualified technical personnel for the industry. It is felt that this move will also aid in assuring adequate exploitation of the country's marine resources. The Commercial Fishing Division of the Navy Department will supervise the schools, which will supplement existing facilities in Veracruz and Guaymas.

In two years, sardine and tuna fishing in Mexican territorial waters, and especially in coastal waters off Lower California, will become a thing of the past, according to a pessimistic report issued by the Bureau of Fishing of the Navy Department. It is pointed out that catches now do not exceed 8 metric tons daily, whereas seven months or so ago it was possible to obtain 400 tons in eight hours.

Officials of the Bureau insist that inroads made by foreign fishing craft are the cause of the decline. Officials of the fishing industry association state that the situation could yet be saved if drastic measures were taken at once to prohibit full-scale operations, so that the fish stocks can recuperate.

According to a recent report, consumption of fish in Mexico hardly reaches 750 grams (a little more than $1\frac{1}{2}$ pounds) per person annually. It is noted that there are sufficient supplies to provide more than 30 kilos (66 pounds) per person, and the problem now is how to get the public to accept more fish in their diet and to see that the existing monopoly does not withhold supplies for export.

The report charged that more than 60 percent of fish caught in Mexican waters are taken by foreign craft.

Since Mexican fishermen lack adequate and properly-equipped fleets, they have been at the mercy of a group of ship outfitters who have given supplies and craft and, in exchange, have purchased catches at prices to suit their own convenience. On the other hand, prices to the public have shown wide fluctuations. Speculators have been known to create false scarcities and to rig the price of common red snapper as high as 10 pesos a kilo (approx. $52\frac{1}{2}$ U.S. cents per pound) after paying fishermen 2 pesos per kilo (approx. $10\frac{1}{2}$ U.S. cents per pound), and sometimes even less.

First moves to free Mexico's fishermen from monopolies appear to be under way. Private fishermen have asserted that they can supply retail markets with all the fish they require at government-fixed prices, according to the October 18 issue of The Fishing News, a British fishery periodical.



Norway

FISH EXPORTS EARN U.S. DOLLARS: The Norwegian fishing industry earned more than US\$8,000,000 in dollar exchange in the first 6 months of 1952, reports an American consular dispatch. This could have paid for almost 10 percent of Norway's entire imports from the United States in 1951. The dollar earnings were about equal to Norway's total 1951 imports from the United States of cotton manufactures, finished steel products, office appliances, agricultural machinery, scientific and professional instruments, and edible and inedible animal products.

Fishery products exported to the United States in the first half of 1952 included 2,900 metric tons of frozen fillets, 4,900 tons of canned fish, 27,000 tons of fish meal, and 212,000 gallons of cod-liver oil.

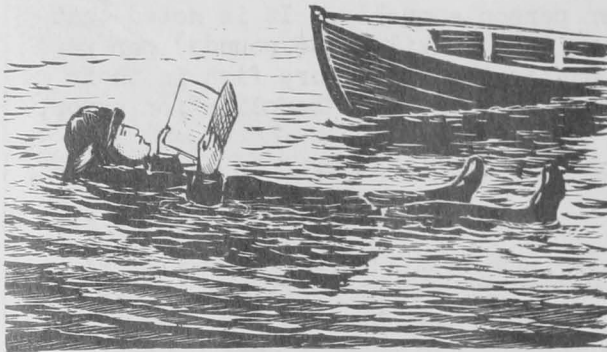
Fishery products exports to all countries in this 6-month period, in terms of U.S. dollars, amounted to US\$54,500,000--slightly above the highest annual U.S. exports of fishery products of US\$52,800,000 reached in 1947 and considerably in excess of such exports in any subsequent year.

Exports of fish from Norway to Brazil, amounting to the equivalent of US\$9,300,000, consisted entirely of salted air-dried cod (klipfish), for which there is little demand in the United States. The United Kingdom was the third largest foreign customer of Norway's fisheries during this 6-month period, taking products valued at the equivalent of US\$7,900,000. At least 35 other foreign countries participated in this trade.



Sweden

LIFE-SAVING UNDERWEAR CLOTHING DEMONSTRATED: Life-saving underwear clothing, manufactured by an English manufacturer, was recently demonstrated in Gothenburg, Sweden. It consists of ordinary heavy underwear with the front and back lined with a thin layer of kapoc and enclosed in a special new watertight cloth. The wearer has the same freedom of movement as with common underwear, and he is able to float if he falls overboard. Tests have shown that this clothing can keep its floating ability in water for almost a week, according to the October 1952 issue of Svenska Vastkustifiskaren, a Swedish trade periodical.



An English fisherman wearing this life-saving underwear clothing demonstrated its floating ability by jumping into the water fully dressed in oilskins ("sou'wester") and hip boots. He is reported to have floated so comfortably that he was even able to lie on his back and read a magazine.



United Kingdom

ICELANDIC COMPANY FORMED TO COUNTERACT BAN AGAINST ICELANDIC FISHING VESSELS UNLOADING AT GRIMSBY AND HULL: Because Icelandic fishing trawlers have been denied the facilities of and prevented from landing their fish catches at the British ports of Hull and Grimsby, an Icelandic consular official at Grimsby has formed a company to undertake the discharge of fish by Icelandic trawlers in the United Kingdom. The object of the new Icelandic company would be to act as agents in Great Britain to take care of and be responsible for the fish catches of Icelandic vessels. It is understood that application has been made to the National Dock Labour Board for the new company to be placed on the register of employers of labor at Grimsby, reports the American Embassy in London in a November 6 dispatch. Whether this action will bring about the threatened strike of British trawler owners in that port is debatable since the shortage of fish supplies at Grimsby has led to fears of unemployment and higher prices when frozen fish supplies have been depleted.

Recently Icelandic fishing trawlers have been prevented from landing their catches at Hull and Grimsby, England, because of retaliatory action taken by British trawler interests against Iceland's extension of its territorial waters. British trawler owners contend that this action by Iceland has curtailed British fishing operations off Iceland.

The British Ministry of Agriculture and Fisheries reported that the quantity of fish caught in Icelandic waters and landed in British ports by British vessels for comparative periods of 1950, 1951, and 1952, had decreased markedly in the period which followed the implementation of the new Icelandic territorial regulations on May 15, 1952 (see table).

Fish Caught in Icelandic Waters by British Fishing Vessels and Landed in Great Britain (Quantity and Value)			
	Quantity	Value	
	lbs.	£	US\$
May-September 1950	209,119,000	3,325,872	9,260,600
May-September 1951	188,241,000	3,464,262	9,645,900
May-September 1952	154,166,000	2,951,997	8,219,500

A British member of Parliament recently criticized both factions for their obduracy and foresaw that should trade be diverted to other ports it would work a hardship on the port of Grimsby.

It is clear that the British Government is treating the matter with a sense of urgency because high-level Icelandic-British talks are continuing, according to a report from the British Ministry of Agriculture and Fisheries.

* * * * *

SUBSIDY TO FISHERIES: The Ministry of Agriculture and Fisheries announced that a total of £2,207,996 (US\$6,182,000) had been paid as subsidy to the near and middle-water sections of the white-fish industry in Great Britain during the 25 months from July 31, 1950 (when the payments began) to August 31, 1952. This was reported in a written answer to a question in the House of Commons, states an October 24 dispatch from the American Embassy.

* * * * *

WHITE FISH AUTHORITY ISSUES REPORT ON STATUS OF FISHING INDUSTRY: Equalization of fish transport costs by road and rail, measures to improve the rate of rebuilding trawler fleets, cooperative marketing and direct contact with inland markets, other help for inshore fishermen, and the freezing of substantial quantities of fish to provide a winter reserve are among the proposals outlined by Britain's White Fish Authority (WFA) in its first annual report published in July. The report, which covers the period ended March 31, 1952, was quoted in the July 12 issue of The Fishing News, a British fishery periodical. This report indicates the present status of the British fishing industry. Abstracts from the report follow:

Members of the Authority have visited the main fishing ports and inland markets in Great Britain and Northern Ireland.

Approach to Problems: The Authority has considered the possibility of drawing up a comprehensive scheme for the whole industry and rejected it, because of the complexities involved, the disturbances which an attempt to put such a scheme into operation might create in the industry, and the need for avoiding such disturbances in an industry which handles a commodity so perishable as fish.

The Authority has also been impressed by the fact that while repeated representations have been made to them that there are too many persons or firms in several sections of the industry, no section has put forward any proposal for dealing with this situation and, when pressed to do so, has taken refuge in vague suggestions that newcomers should be excluded. The Sea Fish Industry Act, 1951 (which sets out the powers of the WFA), gives the Authority no power to prevent persons from entering this industry, and the Authority sees no reason for taking any such exclusive action.

The Act did not provide for grants except for research and experiment. This means that any plans which may be adopted have to be financed by borrowing from the British Treasury or other sources, and the sums borrowed have to bear interest and have to be repaid within a given period. This being so, the Authority is not in a position to help any section of the industry in their commercial operations, unless the money required for such help is forthcoming from the industry as a whole or from those sections of it which may be earning exceptional profits.

Two major matters affecting the Scottish industry have occupied a great part of the Committee's time and attention--the position of the inshore fishermen and the Aberdeen fish industry.

The deterioration in the position of the inshore fishermen has been strongly impressed on the committee and they have also received representations from certain of the inshore fishermen's associations in Scotland about the high costs of gear and the inadequacy of the subsidy of 10d. per stone (almost .8 U.S. cents per pound). It has also been represented that there is room for improvement in the marketing arrangements at the inshore ports.

The committee has not seen its way to support the requests of the inshore fishermen that the rate of subsidy should be increased, but they have suggested to the fishermen that a mutual trading organization should be established, preferably on a national basis, to undertake the buying and selling of gear and equipment and the marketing of the catch, on behalf of the inshore producers as a whole. The committee is of the opinion that it would be beneficial to the inshore fishermen if they were voluntarily to organize themselves along the lines suggested, and have indicated to them the willingness of the Authority to help in creating and establishing such an organization. The proposal is being considered by the inshore fishermen.

It is hoped that the outcome of discussions now taking place between the WFA and Government departments about measures to encourage the rebuilding of the British fishing fleet will be of considerable value in dealing with the problem at Aberdeen. The committee is also of the opinion that centralized selling is required at Aberdeen and they intend to discuss this proposal with the industry.

Landings and Effect of Quantitative Restrictions:

Table 1 shows the quantities and values of white fish landed in the United Kingdom during the 12 months ended March 31, 1952.

Of the fish, 57.7 percent by weight was taken from the distant waters, 33.0 percent from the near and middle waters, and 9.3 percent from the inshore fishery. The shellfish were taken by inshore fishermen.

The bulk of the catch from distant waters is landed by 292 trawlers over 140 feet in length. This section of the trawler fleet has been operated profitably and the vessels are reasonably modern, only two having been built before 1920. In the years 1921-1930, 58 were built; in the years 1931-1940, 119; and 113 since 1941. Orders have been placed for 24 new vessels.

Before 1939, the catching power of the distant-water fleet exceeded the absorption capacity of the market resulting in low prices, which was corrected by the trawler-owners operating a scheme for the restriction of catches. In November 1949 the market for fish collapsed, and by May 1950, four months before the members of the WFA were appointed, the owners had prepared a scheme, the main purpose of which was to restrict landings of white fish by the vessels of British owners who subscribed to the scheme. There was no need for the owners to seek Government approval for this scheme, and there were no powers under which the Government could prevent its being operated.

On the other hand, the Government decided in the summer of 1950 to initiate discussions in OEEC as a preliminary to discussing with foreign governments the possibility of restricting landings in the United Kingdom of foreign-caught fish. Such restrictions could only take place in accordance with the provisions of Article XI of the General Agreement on Tariffs and Trade, which makes restriction of catches by British vessels a prerequisite.

In view of the general food situation, the trawler-owners suspended their scheme in January 1951, as regards the quantities of fish landed by distant-water vessels, except that a provision was retained whereby if a vessel landed a catch equal to 100 percent of its capacity, 20 percent thereof would have to be sold to salters for manufacture into salt fish.

It will be seen from table 2 that the quantities landed in 1948 and 1949, when there were no restrictions, did not exceed 65 percent of the capacity of the fleet and in 1951 the quantities landed did not exceed 59 percent of the capacity.

It is difficult to assess the effect of the owners scheme on supplies and prices in view of

Table 1 - White Fish Landings in United Kingdom (Quantity and Value),
12 Months Ended March 31, 1952

AREA	FISH			SHELLFISH		TOTAL	
	Quantity	Value		Value		Value	
	Metric Tons	£	US\$	£	US\$	£	US\$
England and Wales .	616,720	32,177,834	90,097,935	889,941	2,491,835	33,067,775	92,589,770
Scotland	159,079	8,719,960	24,415,888	289,660	811,048	9,009,620	25,226,936
Northern Ireland ..	2,943	97,211	272,191	4,477	12,535	101,688	284,726
Total	778,742	40,995,005	114,786,014	1,184,078	3,315,418	42,179,083	118,101,432

NOTE: "WHITE FISH" INCLUDES ALL SALT-WATER FISH AND SHELLFISH EXCEPT HERRING, ANY OF THE SALMON SPECIES, OR ANY SPECIES OF TROUT WHICH MIGRATE TO AND FROM THE SEA.

the fact that the introduction of the scheme, coupled with the payment of a subsidy encouraged owners of near- and middle-water vessels to bring laid-up vessels back into commission. The scheme, by shortening the duration of voyages, led to an improvement in the quality of fish landed. There was also some recovery in consumer demand.

All of these factors affected the prices obtained by catchers generally in Great Britain. Prices in November-December 1951 were higher than for the same months in 1948, 1949, and 1950.

Table 2 - Number of Trips and Landings by Distant-Water Vessels, 1948-51.

Year	Trips	Quantities Landed	Percentage of Capacity
		Metric Tons	Percent
1951	3,783	413,000	59
1950	3,391	354,000	57
1949	3,512	422,000	65
1948	3,278	372,000	65

The Authority is satisfied, however, that the scheme as it was operated in 1951 was not prejudicial to the interests of consumers. It is undesirable, however, that the decision as to whether British catches should be restricted or not should rest with a small group of owners, whose interests may not always be identical with those of consumers generally. It is also open to question whether a restriction scheme is not an unduly expensive method of regulating the market in fish. As things were, in view of the irregularity of landings and the absence of a remunerative price for surplus fish, the owners had no alternative to restricting their catches.

Problems of Distant-Water Fishery: The main problems of the distant-water fishery arise from the distances of the fishing grounds from the British landing ports, the poor quality of the fish when caught at certain periods of the year on these grounds, the irregularity of landings because of the difficulties of anticipating the rate of catching and the time taken on the homeward voyage, and the lack of variety in the catch, which consists mainly of cod. The development of a method of freezing at sea is essential if the most is to be made of this fishery whereby the earlier portions of catches could be frozen.

It remains to be shown that factory ships are the practical answer to the problem. British distant-water vessel owners have close to £18,000,000 (US\$50,400,000) locked up in their existing fleet and it is of major importance that these vessels should be kept in commission. While suspending judgement, therefore, as to the future of factory ships, the Authority has come to the conclusion that some method should be found as soon as possible for installing processing plants in the existing vessels. Success will, however, depend upon an increased consumption of frozen fish, which should not be difficult to achieve as fish frozen at sea would be greatly superior to fish frozen at the end of a voyage.

Near- and Middle-Water Trawler Fleet: Regarding the distribution and age-grouping of the near- and middle-water trawler fleet, the report says that the question of rebuilding this fleet was causing some concern in 1934, when it was pointed out that the cost of building vessels of 110 feet and 125

feet was £12,000 and £17,000 (US\$33,600 and US\$47,600), respectively. The cost of such vessels today would be £60,000-£100,000 (US\$168,000-US\$280,000).

Fishing Fleet Replacement: The factors which kept the industry from rebuilding the fleet up to the year 1934 are still operative, and it does not appear that this fleet will be rebuilt if the industry is left to its own resources, particularly as 637 of the existing fleet of 817 were built before 1921 and the rate of replacement is low.

It is possible that some of the 20 new vessels ordered for 1952 and 1953 may ultimately be sold for export. At the present rate of building, it will take over 40 years to replace the vessels built before 1921. The Authority has placed these facts before Ministers and has suggested certain measures calculated to improve the rate of rebuilding. It should be noted that age is not necessarily a measure of a trawler's efficiency in catching fish.

However, if new vessels are not built, the day will come when large numbers of the fleet will no longer be in a fit condition to put to sea, while the utterly inadequate accommodations in the older vessels is acting as a deterrent to new entrants to the catching side of the industry and will go on doing so to an increasing extent.

The Authority is of the opinion that, in view of the high price of new trawlers and the large capital now required if new vessels are to be acquired, it will be almost impossible for the owner of one vessel to earn enough to ensure its replacement within a reasonable number of years, and it would be desirable, therefore, for a certain grouping of ownership to take place in which each operating unit would possess a number of trawlers. There are exceptions to this proposition, but such cases will be unusual. The Committee appointed to report on the Aberdeen fishing industry came to a similar conclusion.

Overfishing In the North Sea: Although the prices obtained for fish from the near and middle waters are, as a general rule, considerably higher than those for fish landed from the distant waters, the earnings of owners and fishermen are much lower, since the scarcity of near- and middle-water fish more than offsets the higher prices. This scarcity of fish is an important factor in the cost of catching and is one over which the owners have no control.

In view of the extent of overfishing in the North Sea and other waters adjacent to the British coast, it is imperative that some international action should be taken to secure a rational exploitation of these waters. The figures are alarming not only for the catchers, but also for the consumers, who are faced with the prospect of a steady fall in the supplies of those varieties of fish which are most in demand. Representations have been made to Ministers drawing their attention to the need for action as soon as possible.

It is unlikely that any agreement could be reached which would have the effect of the British fleet continuing to take as much fish from these waters as formerly, and every effort should be made to arrive at an agreement which would, in the long run, enable a much smaller number of vessels to land

the quantities of fish likely to be allotted as the British catch under an international agreement. The result of this might be a greater catch per unit engaged and more economic fishing operations. It is doubtful whether owners can be induced to replace obsolete vessels unless they can see some prospect of the successful application of measures to reduce overfishing.

Subsidy Provided for Trawlers: The owners of near- and middle-water trawlers were hard hit by the slump in the fish prices which began in November, 1949, and lasted well into 1950. Many of their vessels were laid-up and as an inducement to keep them at sea a subsidy was paid by the Government from July 31, 1950, which for the year ending March 31, 1952, amounted to £722,353 (US\$2,022,588) in England and Wales and £348,690 (US\$976,332) in Scotland. This subsidy does not make losses good and is intended to do no more than reduce them to a limited extent. It does nothing to encourage the replacement of vessels. On the contrary, it may well act as a deterrent since some owners may be tempted to believe that they may be able to go on operating aging vessels by the aid of a subsidy.

The inshore section of the fishing industry produces smaller quantities than the other two sections, but in view of the high quality of the fish landed its importance cannot be measured by quantity alone. The inshore men are severely handicapped by the extreme individualism of their methods, a general shortage of capital, and the small and intermittent scale on which they work. All sorts of remedies, from subsidies to guaranteed prices, have been suggested as cures for their problems. The Authority has received complaints that the present subsidy does not always accrue solely to the advantage of the fishermen, and guaranteed prices, without a rigid control of marketing, might well result in the guarantor meeting losses while the profits went elsewhere.

The Committee of the Economic Advisory Council in 1932 expressed the view that cooperation or mutual trading in both buying and selling afforded the greatest hope for the future of the inshore fishery, and the Authority has come to a similar conclusion. The spread of cooperation or mutual trading may be slow, consequently the Authority has prepared the outline of measures calculated to mitigate the impact of some of the disadvantages recorded above and have decided to seek additional powers in a scheme to be promoted under Section 6 of the Sea Fish Industry Act, 1951.

Since the end of the war, the rebuilding of inshore fishing vessels has been encouraged by grants and loans under the Inshore Fishing Industry Act, 1945. This Act expires early in December 1952, and the Authority has made certain recommendations to Ministers concerning measures to replace those under the existing Act. The overfishing problem affects even more severely the inshore fishermen, who not only suffer from scarcity of fish, but also in the smaller sizes caught.

Cooperative Trading Advocated: A subsidy of 10d. per stone (almost .8 U.S. cents per pound) on fish landed has been paid by the Government to the inshore fishermen from July 31, 1950. For the year ended March 31, 1952, this amounted to £182,572 (US\$511,202) in England and Wales, £301,173 (US\$843,284) in Scotland, and £19,404 (US\$54,331) in Northern Ireland. There does not appear to be

any immediate prospect of their being able to carry on without it.

Marketing and distribution difficulties which arise from time to time at the smaller ports appear to be due to the following causes: (1) the irregularity of landings; (2) the preponderance at certain ports of small fish in the catches; (3) the landing of ungutted fish; (4) inadequate or absence of sorting and grading; (5) inadequate supplies of ice, boxes, cold-storage and processing facilities; (6) high freight costs and inadequate transport facilities; (7) unsatisfactory marketing and low prices in respect to fish sent on consignment for sale at inland markets; and (8) absence of arrangements for dealing with surpluses.

Until cooperative or mutual trading can be developed, the Authority proposes to try the following measures, based on the recommendations of the industry and the conclusions of the Authority; (a) cooperative marketing where possible; (b) supplying market information; (c) arranging for landings to be sent direct to inland markets and multiple firms; (d) conveying landings to a central port for sale; (e) grading; (f) dealing with surpluses; and (g) technical instruction in handling, packaging, and marketing.

Price Stabilization Fund: A further desirable measure would be the operation of a price stabilization fund to secure for inshore fishermen a more uniform return for their catches than is at present possible. Its introduction would depend on there being a prevailing opinion among the fishermen at a port or group of ports that it would be advantageous.

Fishermen in the scheme would be required to pay a proportion of their receipts from the sale of their catches into a price stabilization fund from which sums would be taken to purchase fish for which a market could not be found at or above minimum prices, which would be fixed in consultation with the fishermen. This would spread the earnings of the fishermen more evenly by reducing them by a small percentage throughout the year and increasing them during times of glut. This would have the great advantage of encouraging fishermen to continue fishing at times when, because of heavy supplies, they might be tempted to remain in port. The fish so purchased would be processed, frozen, or converted into fish meal.

No one of these measures will effect a cure. The Authority will continue to use its powers of persuasion to the fullest extent in endeavoring to help the industry to provide its own solutions to its problems. At some ports it will not be necessary for the Authority to intervene save in so far as intervention may be necessary for guidance or instruction purposes.

Problem of Surpluses: The problem of dealing with landings of fish surplus to market requirements has always created difficulty in the fishing industry. Surpluses are dealt with by (a) freezing for storage and subsequent sale at times when supplies of fresh fish are scarce; (b) salting, mainly for export; and (c) converting into fish meal for animal feeding.

From 1946 onwards great impetus was given to the freezing of fish in this country, and since maximum prices were removed, a substantial improve-

ment has been effected in the quality of frozen fish produced. The Authority proposes to institute an inspection service which will insure that good-quality fish is frozen and the highest possible standards of quality maintained throughout distribution. A code of practice, setting out the ideal manner in which fish should be handled, processed, frozen, stored, and transported is in course of preparation, and discussions with the industry have already taken place.

At present the quantity of frozen fish consumed in this country is a very small proportion of the total supply of white fish, probably not more than four percent. There would, therefore, appear to be room for some expansion. Here the Authority must sound a warning note. If freezing is to be carried out economically and in a manner insuring the highest possible quality, the operation cannot be spasmodic and the plants must be insured of a satisfactory and continuous output. While freezing, therefore, may help to ease the position during periods of heavy landings, it is not the answer to problems created by surplus landings, as under present circumstances it would not be economic to provide freezing facilities capable of dealing with peak landings, and, moreover, much of the surplus fish from distant grounds is not of a sufficiently high quality for freezing.

Freezing Scheme Under Discussion: Nevertheless, the freezing of fish is a suitable method for creating reserve supplies of fish for release in the winter months. The Authority has, therefore, decided to promote a scheme to secure the freezing of substantial quantities of fish. Details are being discussed with the sections of the industry concerned, and it is hoped to get an agreed scheme in which the Authority will work in the closest collaboration with the freezers.

Salting serves a useful purpose in clearing surplus fish off the market at a price higher than that which can be secured by sending fish to the fish-meal factories, though lower than the cost of catching. There are, however, many days in the year when salters are unable to buy fish in competition with wholesalers who sell fresh fish. This has prevented the salters from extending their factory capacity and has made it necessary to depend on imported supplies of wet salt fish. These two facts reduce the usefulness of the salters as an outlet for surpluses, though they make a substantial contribution to the problem. In 1951 the exports of salted and smoked fish amounted to 11,569 metric tons.

Reduction Plants: Fish-meal factories produced some 75,000 metric tons of meal in 1951. The small ports are not well served in this respect, and the Authority proposes to take each of the small fishing centers in turn, with a view to determining whether it will be possible to construct fish-meal factories at suitable points which would have a possibility of operating economically.

Imports: The importation of foreign-caught fish has, for many years, presented problems to the British fishing industry on which opinions are divided. The catchers have all along taken the view that they would like imports of fish to be regulated, if not eliminated, but the distributive section of the industry regards imports of foreign-caught fish as being a valuable addition to the catch by British vessels and of considerable assistance in keeping

consumers supplied at times when British catches fall below their normal level.

In 1949, imports represented 17 percent of the total supplies of white fish, but in 1950, because of the fall in prices, imports declined to 10.4 percent, but have since risen to 15.1 percent in 1951. Powers to control importation are vested in Government departments, and the Authority could take no action unless invited to do so as their agents. Imports of foreign-caught fish are at present subject to a 10 percent ad-valorem duty, but not to any quantitative control by the British Government.

Spacing Landings: The biggest problem facing the British industry in respect of supplies of fish for the British market lies in the irregularity of the landings. In response to a suggestion by the Authority that the trawler-owners should consider whether it would be possible to obtain a more even flow of supplies by spacing arrivals of British vessels, the owners stated that everything that could be done was already being done towards this end, and they did not think that any scheme, whether operated by the Authority or themselves, would achieve any better results than those now being obtained.

It will be appreciated, therefore, that so long as the catches landed by British vessels are liable to fluctuations, it would be difficult for any organization, and still more difficult for private traders to so arrange landings of foreign-caught fish to avoid those periods when too-heavy supplies are landed at British ports. The Authority does not support the view that there should be a blind cutting-down of foreign exports and, in any case, this would not be possible in view of the commitments of Her Majesty's Government. The Authority takes the view that a regulation of the times of arrival and of the quantities of foreign-caught fish is desirable.

Marketing: Suggestions have been made at various times over the past 20 years that a marketing scheme for fish should be prepared on the lines of the schemes contemplated by the Agricultural Marketing Acts. One of its essential features must, of necessity, include an arrangement for equalizing the cost of transporting fish from the ports as it would be otherwise administratively impossible to apportion to the various catchers their proper share of the transport costs.

The Authority believes that the introduction of changes in the marketing system of fish should be gradual and so designed that they can, if necessary, be stopped at a point when they have achieved their purpose. The Authority proposes, therefore, to promote a scheme for equalizing the transportation cost of fish and they believe that it will ultimately be to the advantage of the whole of the industry and consumers generally.

In the long run, the cost of all transport of fish is borne by consumers generally, and the Authority believes that a transport-charge equalization scheme will lead to a wider distribution of fish throughout the country than is possible by the present system, and will help to put the consumption of fish on a broader and much sounder basis.

It will be of great value in times when landings are heavy, as the equalization scheme will then make it possible for supplies to be sent to as many destinations as possible, rather than be channelled

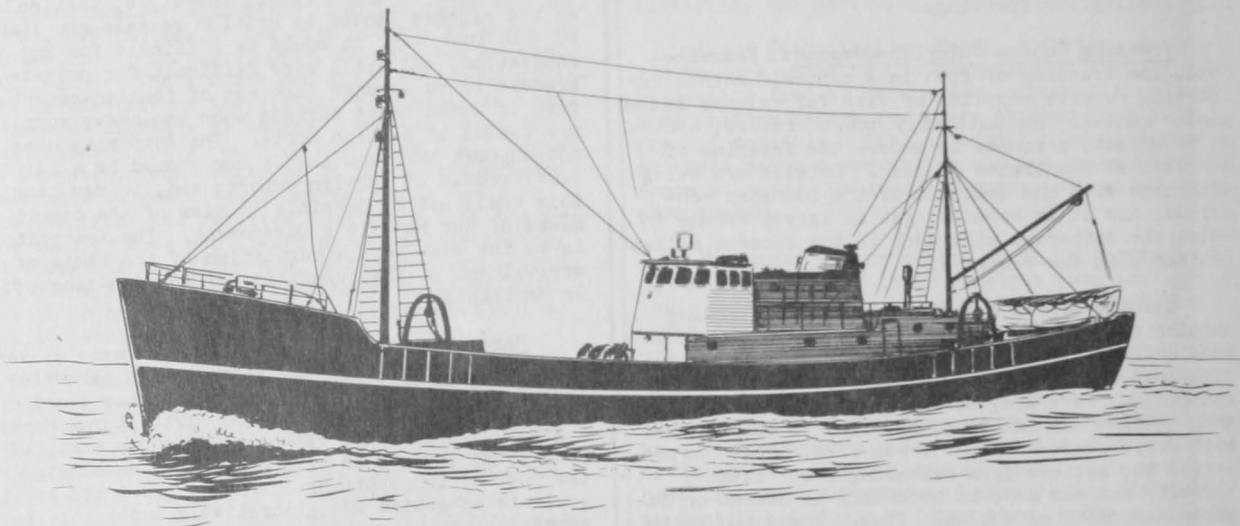
to those areas to which transport rates are lowest and on which senders concentrate because their costs will be kept as low as possible. There is in operation to a certain degree a transport equalization at some point along the chain of distribution, since fish from Aberdeen or Grimsby or Lowestoft is not sold to consumers at prices varying according to the transport charges incurred.

Minimum Price System: The trawler-owners have recently increased the minimum prices below which they are not prepared to sell their catches for human consumption. These prices are substantially below the cost of production. From the trawler-owners' point of view the minimum price system is not a very effective instrument as on days of heavy landings the weight of fish to be sold depresses the price of all fish on the market and it is only after this has happened that the unsold fish is withdrawn from sale. On the other hand, some of the fish which cannot be sold is not so fresh as it might be and to this extent the system acts as a quality test and prevents fish from being sent inland which on arrival would not be favorably regarded by consumers.

Few things puzzle consumers more than the apparent discrepancy between prices realized for fish at the ports and those charged in the retail shops. Much confusion is caused by the effect on prices of filleting and this may be avoided to some extent if it is borne in mind that fish which costs 6s. per stone (6 U.S. cents per pound) at auction in the round form would cost 13s. 3d. per stone (13 U.S. cents per pound) in filleted form at the port of landing without any allowance having been made for the cost of filleting.

In some quarters the belief appears to be held that production would go on unchecked irrespective of the price level on landing. This is contrary to all experience. After the severe fall in prices which took place in November 1949 and lasted well into 1950, British landings reacted sharply and landings of foreign-caught fish were also affected.

Cost Investigations: In view of the difficulty of finding exactly what is happening to prices and profits in this very complex industry, the Authority has started a series of cost investigations which in course of time will furnish them with much more accurate information than is at present available.



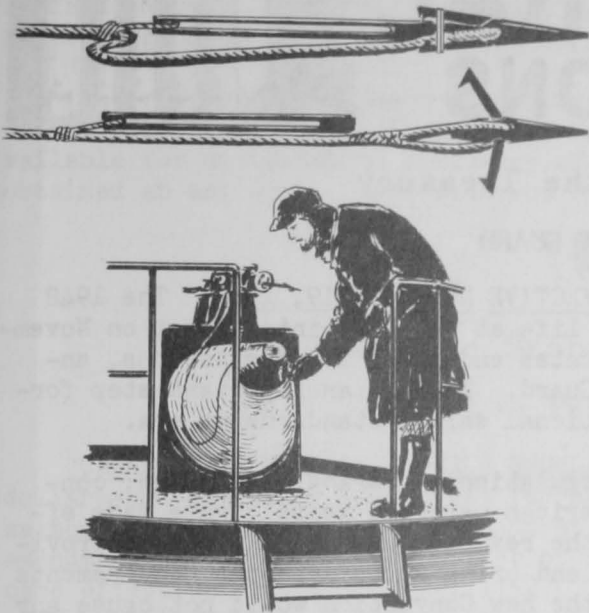
THE SHERIFFMUIR--BRITAIN'S FIRST OF THREE ALL-WELDED TRAWLERS BEING CONSTRUCTED FOR VARIOUS FISHING FIRMS. MAIN FEATURES: 100 FEET IN LENGTH; FISH-HOLD CAPACITY OF 5,450 CU. FT.; A 350-B.H.P. DIESEL ENGINE; SPEED OF 10½ KNOTS; LATEST FISHING AND NAVIGATIONAL AIDS.
NOTE: ALL VALUES CONVERTED TO AMERICAN CURRENCY ON THE BASIS OF £1 EQUALS US\$2.30.

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ELECTRIC WHALING HARPOON DEVELOPMENT WORK CONCLUDED: A recent expedition off the Norwegian coast successfully concluded the work of establishing the economic superiority of the electric harpoon over the present explosive-nose harpoon for modern whaling. Investigation and development work has been carried on for the past five years by the General Electric Co., Ltd., in close cooperation with United Whalers, Ltd., reports the October 25 issue of The Fishing News, a British fishery periodical.

The Chairman of the whaling company, who accompanied the expedition with a representative of the electric company, stated on his return: "We are entirely satisfied with the principle of the electric harpoon and the electrical equipment." Orders have been placed for further complete sets, and the development of their use will be pushed forward as training facilities and equipment become available.

The recent expedition killed the largest fin whale of the season, 65 feet in length and weighing approximately 70 metric tons. This whale was brought alongside the catcher, inflated with air, and left floating with an identification flag flying, within 10 minutes of the firing of the harpoon.



TOP: DETACHABLE LEG WHALING HARPOONS.
 BOTTOM: FORERUNNER COILED ON A CONE, TO PAY OUT WITH THE MINIMUM DRAG ON THE WHALING HARPOON IN FLIGHT.

The system appears to kill almost instantaneously, or in a matter of a minute or so at the most. A whale thus hit is undoubtedly unconscious and paralyzed in a rigid state immediately after the harpoon penetrates, and comes to the surface in this state even if hit at the moment of sounding.

From the commercial viewpoint, the saving in time is great. There is no need to "play" the whale by feeding out hundreds of fathoms of heavy line, since the mammal when struck lies in the water without struggling and fighting to escape. In addition, the saving in oil and meat products is quite considerable, apart from the very much lower risk of infection such as frequently follows the internal destruction caused with the explosive-nose harpoon. Another advantage

is the latitude allowed to the gunner since the harpoon head need only penetrate the blubber layer in any part of the body to be immediately effective.



THE MEXICAN FISHERIES INDUSTRY

According to the most recent statistics available from the Mexican Fisheries Department (1947), there were 125 legally-recognized fishing cooperatives in various parts of the Republic of Mexico.

There are 7,639 fishermen listed as members of these cooperatives and, in addition, it is estimated that there are fully 4,000 independent or free-lance fishermen working commercially who are not members of any of the legally organized cooperatives. Of the cooperatives listed, 64 percent have a membership of less than 50, 20 percent have a membership of between 50 and 100, and only 16 percent have over 100 members.

Over 60 percent of Mexico's local fish catch is obtained by these organized cooperatives, which are nothing more than groups of local fishermen banded together and registered with the Government, thus being eligible for certain tax exemptions and other privileges granted cooperatives. The free-lance fishermen, accounting for the remaining percentage of the catch, often sell to and work through local cooperatives.

--Fishery Leaflet 339