



FOREIGN

International

UNITED STATES-ECUADOR FISHERY CONFERENCE: A conference to discuss fishery relations between Ecuador and the United States was held at Quito in late March and early April. The conference discussed the causes of the difficulties which have characterized fishery relations between the two countries in the recent past and recommended certain measures to minimize or obviate difficulties in the future. Among the measures recommended was a return to the practice of granting fishing licenses by radio, and a return to the practice of granting permission for foreign flag vessels to fish in Ecuadoran continental waters.

A tripartite fisheries conference between Ecuador, Peru, and Chile scheduled for mid-March has been postponed indefinitely, reports a May 28 U. S. Embassy dispatch from Quito.

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SWEDISH AND DANISH BALTIC FISHERMEN FISH INSIDE 20-MILE LIMIT OF COMMUNIST COUNTRIES: Since Stalin's death, Swedish and Danish fishermen in the Baltic have discovered that they are allowed to fish within the 20-mile limit claimed as territorial waters by the Soviet Union, Poland, and East Germany. According to merchant seamen, however, there is no easing of security measures in Baltic ports, reports the June 1953 World Fishing, a British trade magazine.



Australia

ALBACORE CAUGHT IN SOUTH AUSTRALIAN WATERS: A 9½-pound albacore, caught by the Commonwealth Scientific and Industrial Research Organization vessel Derwent Hunter about 50 miles south of Cape Wiles (near Port Lincoln), South Australia, is believed to be the first of this species ever recorded from that State. The albacore was taken on a trolling line when the Derwent Hunter was in South Australian waters in March on school-shark research, reports the May 1953 Fisheries Newsletter, an Australian trade magazine.



Canada

ANALYSIS OF FOREIGN MARKETS FOR FISHERY PRODUCTS, JANUARY-MARCH 1953: Canadian domestic consumption of fishery products during the first quarter of 1953 continued high despite increased competition from meat products; but foreign markets, which normally take half of the Canadian production, presented some problems.

The most significant development in the export trade in recent months has been the British Government's C\$4,250,000 purchase of canned B. C. salmon. With about 200 thousand cases of canned salmon expected to be shipped under this agreement, the inventory problem which British Columbia salmon canners have experienced since the large 1951 pack reached the market should be considerably relieved.

The United States market for fresh, frozen, and canned salmon was particularly good in 1952 and helped to provide a strong alternative outlet for Canadian west coast packers at a time when the large traditional market in the United Kingdom was closed. The level of sales to the United States is being maintained, but the volume of shipments after the second half of this year will be determined mainly by the catch from Alaskan and U. S. coastal waters this season. Prospects for maintaining a good volume of exports of canned salmon to the important Belgian market meanwhile remain encouraging.

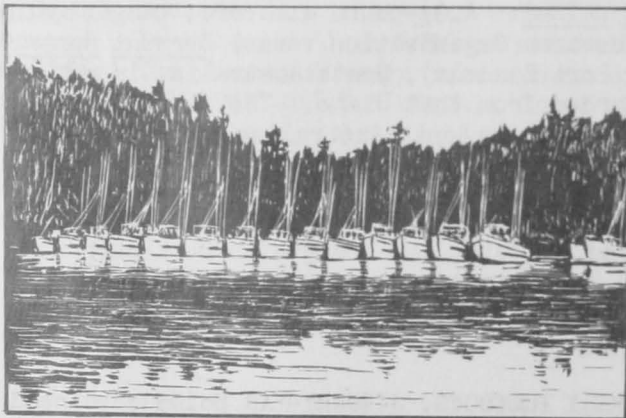
A very sharp decline in herring oil prices on the world market in 1952 precipitated a price dispute in the British Columbia herring industry that resulted in a tie-up of the herring fleet and the elimination of the 1953 winter herring catch. As a result, no herring oil or meal was produced on the Canadian west coast in the 1952/53 season.

On the East Coast, shipments of salted groundfish to many of Canada's important export markets were larger during the first quarter of 1953 than in the corresponding period of 1952.

At the start of the year inventories of frozen cod fillets in the Atlantic provinces were high, but increased exports should reduce stocks to a more normal level later in the year. Reports indicate that holdings of frozen cod fillets in the United States are being reduced. Shipments of Canadian cod to the United States market have been higher this year, although prices have been somewhat lower, according to the June 20 Foreign Trade, a Canadian Government publication.

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BRITISH COLUMBIA SALMON FISHERIES TRENDS, APRIL-JUNE 1953: Most of the major fishing companies in British Columbia operated at a loss in 1952, and at the end of the year had substantial carryovers of unsold canned salmon, a July 20 U. S. consular dispatch from Vancouver points out.



PART OF THE BRITISH COLUMBIA SALMON TROLLING FLEET.

With the loss of some export markets production of canned salmon is now in excess of demand and the industry is faced with the necessity of reducing costs in order to sell its products abroad. Packers on June 1, 1953, had approximately 247,000 cases of unsold salmon in warehouses from the 1952 pack and anticipate a normal pack of 1,500,000 cases this season, making a total of 1,747,000 cases. However, the domestic market only consumes about 900,000 cases and export markets take about 400,000 cases, or a total of 1,300,000 cases. As the British Government has agreed to spend C\$4,250,000 for British Columbia salmon this year,

combined domestic and export sales are expected to be in the neighborhood of 1,550,000 cases, which indicates that the carryover at the end of 1953 will be approximately 250,000 cases, if there is a normal pack of 1,500,000 cases this season.

In view of the unpromising marketing prospects, the British Columbia Fisheries Association, representing the operators, insisted that the United Fishermen and Allied Workers Union should agree to a reduction in the price paid to its members for salmon. On June 15, 1953, the union called a strike which lasted nine days and then agreed in behalf of its members to accept prices somewhat lower than those prevailing in 1952.

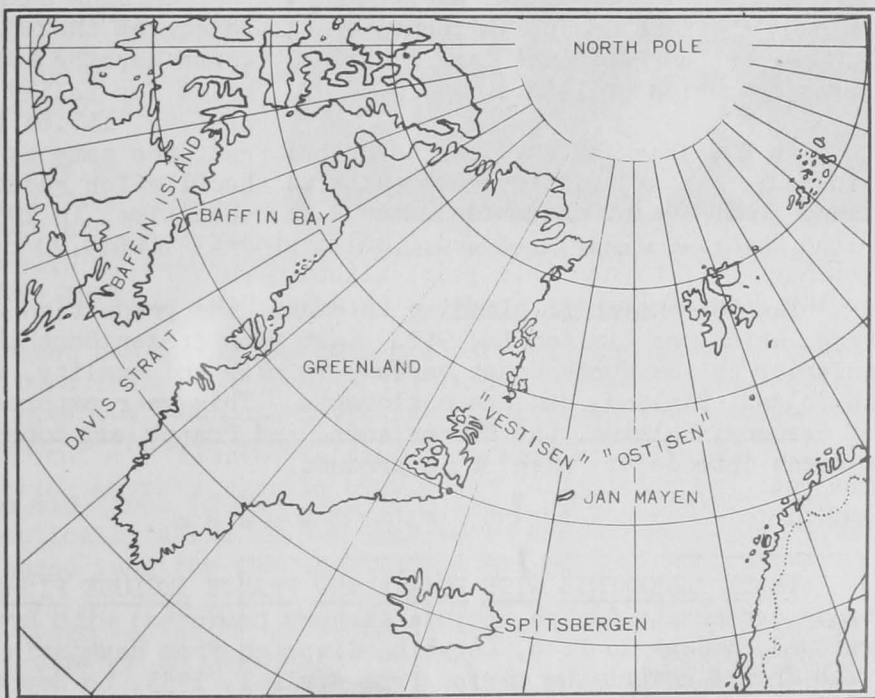
Despite the loss of nine days at the start of the fishing season due to the strike, initial reports of the pack show that it is on a par with the pack of previous seasons and that the catch of Fraser River sockeye salmon, which spawn in four-year cycles, will probably exceed that of 1949 by 35,000 cases.



Greenland

WORLD'S LARGEST SHRIMP BEDS REPORTED: The largest individual shrimp (prawn) beds in the world have been discovered over the last five years in Disko Bay, Green-

land, according to a report made by Dr. Paul Marinus of Denmark to the Northwest Atlantic Fisheries Commission recently. Disko Bay is well within the Arctic Circle. Each of the grounds is 10 miles long and 5 miles wide, reports the June 1953 World Fishing, a British trade magazine.



COD MOST IMPORTANT FISHERY: The cod fishery has succeeded in sealing as the most important industry in Greenland, and altogether there are now 150 fishing stations in that country.

The development of the cod fishery has been attributed to the increasing warmth in the Arctic climate. Possible causes of this are changes in solar radiation, continued melting of the last five of the Ice Age caps, and changes in open currents caused by the varying relative positions of sun, moon, and earth.

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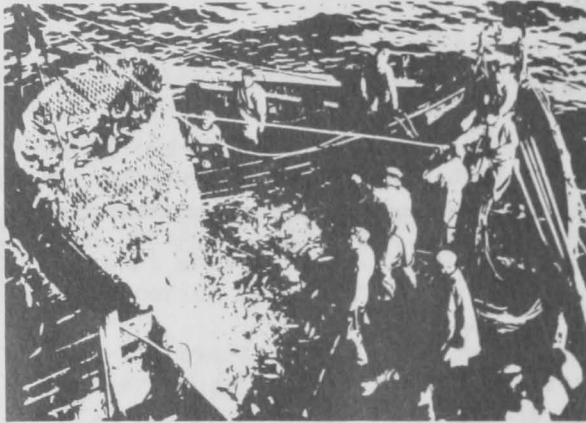
NEW LUMPSUCKER FISHERY FOR "CAVIAR:" A lumpsucker fishery is being developed in Greenland to obtain the spawn or roe for further processing as "caviar," reports a June 24 U. S. Embassy dispatch from Copenhagen. The spawn (the only part of the fish used) is salted, packed in barrels, and shipped to Copenhagen for further processing. A high quality "caviar" is obtained, most of which is exported, and is selling for about 20 kroner per kilo (US\$1.31 per pound) wholesale in Copenhagen.

For the first 5 months of 1953 Denmark received 26,000 pounds of spawn as compared with 29,500 pounds in 1952. Fishermen in Greenland fishing for lumpsucker are making about 100 kroner (US\$14.45) per day.



Iceland

SUMMER HERRING FISHERY: The summer herring season on the north coast of Iceland was due to commence late in June, and fishing circles anticipated another failure, a June 16 U. S. Legation dispatch from Reykjavik reports. Participation was limited to the largest boats capable of operating far off the coast where the herring shoals were reported. Also, the number of persons engaged in the herring fisheries both at sea and ashore would be considerably less than in 1952.



BRAILING A GOOD CATCH OF HERRING.

On June 8 the Herring Industry Board announced the prices to be paid for North Coast herring this year. The minimum price for salted dressed herring was set at I.kr. 157.68 (US\$9.66) per 300-lb. barrel, the same as last year. The price of herring for reduction was not announced at that time; in 1952 it was I.kr. 60 per "mal" (US\$3.70 per 300-lb. barrel).

The Government is planning to expand the production of frozen South Coast herring, which was limited in 1952. Last year frozen South Coast herring, somewhat inferior to the North Coast variety in size and quality, was successfully marketed in Poland, Finland, and Czechoslovakia. This year exports to the Federal Republic of Germany, Belgium, the Netherlands, and France are considered possible. The Government intends to "push" this product.

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TRADE AGREEMENTS WITH BRAZIL AND FRANCE INCLUDE FISHERY PRODUCTS: Icelandic trade agreements (which include fishery products) with Brazil and France have been renewed, a June 16 U. S. Legation dispatch from Reykjavik reports. The agreement with France covers the period from April 1, 1953, to September 30, 1953, and provides that France will import iced and frozen fish valued at I.kr. 8.9 million (US\$545,000), and various other fishery products valued at I.kr. 1.6 million (US\$98,000).

A barter-type agreement was signed with Brazil on June 6, effective for one year beginning July 1, 1953. It provides for the exchange of salted fish for coffee and other commodities valued at I.kr. 36.5 million (US\$2,240,000) during the period of the agreement.



Japan

TUNA EXPORT QUOTAS PROPOSED: The Japanese Fisheries Agency has proposed the following export quotas for tuna for the fiscal year April 1, 1953, to March 31, 1954:

Frozen tuna - 36,000 short tons
 Canned tuna - 1,500,000 cases

Japanese industry and government agencies are discussing this proposal, but no decision has been made to date, reports a recent dispatch from the United States Embassy at Tokyo.

During the previous fiscal year the quota on frozen tuna was 21,000 short tons and on canned tuna the quota was 1,150,000 cases.

The United States is the principal importer of frozen and canned tuna from Japan.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, MAY 1953, PP. 52-53.

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FROZEN TUNA EXPORTS RESTRICTED FOR BRIEF PERIOD: A one-week restriction on licenses for export of frozen tuna was announced on June 22 by the Japanese Ministry of International Trade and Industry (MITI), a recent U. S. Embassy dispatch from Tokyo reports. This sudden announcement caused confusion among Japanese frozen tuna exporters who immediately voiced strong protests. The announcement meant that shipments of frozen tuna ready for loading aboard ships at Yokohama and elsewhere for export to the United States were to be held in abeyance. However, the restriction was removed almost as quickly as it had been applied.

By June 24 the shippers were informed by the appropriate Japanese Government agency that shipments of frozen tuna could be made on all contracts and export licenses which were complete and in order. The brief restriction apparently resulted from lack of coordination on administrative action between Government bureaus, and quick adjustments were made.

The Japanese Government has not as yet made any official announcement on its policy on the export of tuna (canned or frozen) for fiscal year 1953 which began on April 1. Unlike the previous year, no quotas have as yet been established for the export of either frozen or canned tuna.

For the period from mid-March to June 16, 1953, the exports of frozen tuna totaled 15,419 tons—practically all of it was shipped to the United States. Figures on the export of canned tuna for the same period are not yet available.

Recent inquiry disclosed little or no unsold stocks of canned or frozen tuna on hand at the principal centers in Japan.

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EXPORTS OF FISHERY PRODUCTS, 1952: Japanese exports of fishery products in 1952 totaled approximately 119,000 metric tons, valued at US\$61 million, reports a recent dispatch from the U. S. Embassy at Tokyo. This is an increase of 14 percent in quantity and 22 percent in value compared with 1951 exports of 85,000 metric tons, valued at US\$50 million.

Edible fishery products comprised 77 percent of the 1952 value of total Japanese exports, and nonedible products the balance. Of the edible products, canned fish was the leading item (US\$15 million), followed by fresh or frozen fish (US\$10 million). In the nonedible category, fish oils led with a value of US\$7.5 million. Additional important individual items in both categories included canned tuna, frozen tuna, canned sardines, canned crabs, dried cuttlefish, and cultured pearls.

About 58 percent of all Japanese fishery exports in 1952 were shipped to the United States.

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NORTH PACIFIC FISHING EXPEDITIONS REPORT GOOD CATCHES: Good catches are being made by the Japanese crab, salmon, and whaling expeditions in the North Pacific, a July 20 U. S. Embassy dispatch from Tokyo states.

Crab: As of June 16, the crab expedition reported a pack of 25,000 cases (48 cans, $6\frac{1}{2}$ ounces each) against an original target of 50,000 cases. The Japanese Fisheries Agency in early July announced the production limit had been raised to 57,000 cases because of good catches. Crab fishing began about April 20 and was scheduled to end in late August or early September. Previously the expedition had experienced poor fishing from rough weather and the nuisance of an abundant supply of a noncommercial species of crab, reportedly Chionectes. The principal effort is, of course, for the king crab, Paralithodes camtschatica. The expedition is operating with 1 factoryship and 12 catcher boats (6 small, averaging 7 gross tons; 6 medium, averaging 60 gross tons). Tangle gill nets and Danish seine trawls are being used.

During a 5-day period beginning June 1, an examination of 200 crabs by the Japanese Government observer aboard the mothership showed an average crab carapace width of 21.4 cm. (8.4 inches), length of 17.7 cm. (7 inches), and weight of 3.8 kg. (8.4 lbs.). The highest catch rates for the tangle nets were obtained off Port Moller, with a peak day's catch of 14,286 crabs for 771 shackles of net hauled.

Salmon: The salmon expedition, as of June 30, reported a catch totaling 2,455,904 fish, consisting of 1,595,195 chum (Oncorhynchus keta), 704,708 red (O. nerka), 154,511 pink (O. gorbuscha), 1,487 king (O. tshawytscha), and 103 silver (O. kisutch). The catch target is 5,500,500 salmon (including 40,000 cases of canned salmon). Drift gill nets are being used. Operations were expected to terminate in late August. The expedition is operating with 3 motherships and 85 catcher boats. Small-sized carriers are being used to transport frozen and salted salmon from the grounds to ports in Japan. At least two such loads have already been landed. Fishing has been west of 175° W. longitude and southwesterly of the Aleutian Islands. The expedition's position as of July 1 was in the area 50°50' N. latitude and 166°25' E. longitude. The two Government research vessels attached to the expedition engage in exploratory fishing. Catches from the research boats are sold to the motherships at the same prices which prevail for the catcher boats; these prices have been reported as 230 yen per kan (7.7 U. S. cents per pound) for red salmon, 230 yen (7.7 U. S. cents per pound) for king, 170 yen (5.7 U. S. cents per pound) for silver, 170 yen (5.7 U. S. cents per pound) for chum, and 70 yen (2.4 U. S. cents per pound) for trout (Oncorhynchus masou).

Whaling: The whaling fleet in the North Pacific is also making good catches. As of June 25, the catch totaled 240 whales of which 227 were fin whales. The target is 600 whales by September 30. Operations began about May 20. The fleet includes 1 factoryship (4,794 gross tons) and 4 catchers. In late June the catchers bagged more than 15 whales a day, taxing the processing facilities of the small mothership. Operations are north of 46° N. latitude in the North Pacific and Bering Sea. According to reports from the expedition, the Soviet Union is using 4 of the 8 former Japanese whaling bases in the Kurile Islands.

Japan's coastal whaling fleets operating from land bases in Hokkaido and northern Honshu are producing relatively good catches this season. The fleet is limited to 25 catcher boats ranging from 91 to 417 gross tons.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, JULY 1953, PP. 53-55; JUNE 1953, PP. 54-56; APRIL 1953, PP. 49-51.

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SECOND PEARL-FISHING FLEET TO ARAFURA SEA: A second fleet of Japanese pearl-fishing boats was expected to sail for the Arafura Sea early in June, reports a recent dispatch from the U. S. Embassy in Tokyo. This fleet will operate independently of the fleet which left on May 14. The dispatch of the second fleet developed from a recent talk between representatives of an Indonesian firm and a Tokyo pearl company.

According to Japanese sources, the fleet will consist of at least 6 diver boats, 48 divers, and 10 technicians skilled in pearl culture. Plans include operations from a land base at Buton, Celebes. Pearling would be in "Indonesian waters" for the black-lip pearl. The technicians would train Indonesians in the culture of pearls, using the pearl-oyster for this purpose.



Mexico

LAWS PROTECTING TERRITORIAL WATERS TERMED ANTIQUATED AND INADEQUATE: The recent fines imposed upon United States shrimp-fishing vessels arrested in Mexican waters off Campeche and Tuxpan were believed to be low, according to a recent Mexican press report (El Universal, June 26). The Mexican Ministry of Marine in rebuttal stated it was not possible to impose greater fines since the Fishing Law of Mexico does not contemplate the presence of foreign operations in Mexican waters; and no penal sanctions exist for such cases.

The fines against the United States shrimp-fishing vessels were imposed solely for the lack of a license to fish in Mexican waters. The maximum fine is set at 5,000 pesos (US\$578) according to the Fishing Law. The persons involved were guilty of a first offense and a fine of only 2,500 pesos (US\$289) could be imposed. However, the large shrimp catches of several of the vessels were seized and sold, and the proceeds were turned over to the Federal Revenue Office; no deduction was made in the amount of the fine.

Mexican maritime and fishery circles believe the Fishing Law is deficient and urgently needs revision and amendment as soon as Congress convenes. It is understood that in December 1952 the Secretary of the Navy ordered a draft of a new law, and that several lawyers have been working on it. Plans call for submitting the new law to Mexico's Congress when it convenes.

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GUAYMAS SHRIMP FISHERY IMPROVED AS SEASON ENDED: The Guaymas shrimp fishery improved considerably from April to June. The shrimp industry took a new lease on life as the 1952/53 fishing season ended, and boat operators are optimistic over prospects for the next season starting in October, a June 30 U. S. consular dispatch from Guaymas reports.

The shrimp fishing fleet did most of its winter fishing 1,500 miles away from Guaymas--off the Isthmus of Tehuantepec. The total catch of the Guaymas fleet for the 1952/53 season will probably exceed 2,000 metric tons, somewhat less than the previous season's catch. However, prices in the United States--where most of the shrimp are exported--have been so high that operators have done much better than in 1951/52. The price of shrimp landed in Guaymas, before packing, was about 15,000 pesos (US\$1,734) per metric ton or 79 U. S. cents per pound.

Boat operators are experiencing some difficulty with the fishermen's cooperatives through which all the crews are hired. The cooperatives are pressing to get

a price increase. They have made three demands: (1) that the Mexican Government take over the boats, give them to the cooperatives, and compensate the owners with Government bonds; (2) that the cooperatives operate the boats while the owners retain actual possession; and (3) that the operators increase the cooperatives' share to a flat 15 percent of the value of all shrimp landed, the percentage to be based on prices prevailing the previous season. These demands are naturally considered fantastic by the boat owners. These demands on the part of the cooperatives are an indication that the shrimp industry of Guaymas is reviving after two disastrous seasons. A firm in Santa Rosalia, Baja California, which operates a shrimp-freezing plant has decided to move its plant to Guaymas and to consolidate it with others there. Plans have also been made to add a new freezing boat to the fleet. It will reportedly be the largest on the west coast of Mexico.

The main result of the 1952/53 season is that it has saved some of the Guaymas boat operators from bankruptcy. While many of them are still in debt, they are still in business and optimistic about the future.

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SINALOA SHRIMP FISHERY TRENDS, APRIL-JUNE 1953: Sinaloa shrimp exports to the United States for April-June 1953 totaled 3,725,797 pounds, 18 percent less than the shipments in the same period of 1952 (see table), a July 1 U. S. consular dispatch from Mazatlan reports.

At the end of the quarter 70 percent of the boats had stopped fishing for the season. Scarcity of shrimp during the beginning of the season (October 1952) was offset by high prices in U. S. markets; but catches increased during the latter part of the season.

Sinaloa Shrimp Exports to United States, 1951/52-1952/53 Seasons				
Period	Mazatlan		Topolobampo	
	1952/53 Season	1951/52 Season	1952/53 Season	1951/52 Season
	Lbs.	Lbs.	Lbs.	Lbs.
Oct.-Dec.	2,743,795	2,264,380	1,814,770	2,724,750
Jan.-March	1,638,583	1,625,135	735,310	475,750
Apr.-June	3,400,303	3,077,534	325,494	1,461,004
Total	7,782,681	6,967,049	2,875,574	4,661,504

Lack of railroad refrigerator cars during the month of June caused the freezing plants to become overstocked with shrimp. Shippers were further handicapped because when the cars were available United States buyers had already withdrawn from the market. The processing plants, consequently, found themselves with several cars of shrimp on hand and no ready market. The shrimp had to be shipped to the United States on consignment. Despite everything, this season was better than last. The fishermen and processing plants not only were able to pay their debts but also derived profits.

This season (from October 1952 through June 1953) 10,658,255 pounds of shrimp were exported to the United States by Mazatlan and Topolobampo freezing plants as against 11,628,553 pounds during October 1951-June 1952.



Norway

NEW FISHERY-TYPE SONAR PROVES SUCCESSFUL: The new type ASDIC, especially developed for locating fish schools, is being placed in production in Norway, according to the June 10 Fiskets Gang, a Norwegian trade paper. The device has been constructed by the ASDIC division of the Defense Research Institute in Horton. It is built on the basis of the Institute's experience with the ASDIC it installed earlier on the Norwegian fishery research vessel G. O. Sars. A model of the device was tested on the herring fishing grounds during the past season and gave promising results that volume production is getting under way. The production rights have been turned over to Simonsen Radio A/S, Oslo. This firm has had experience with similar production in the manufacture of depth finders.

The device, which can also be used as a depth finder, takes little space. It is easy to service and can be mounted in a vessel as short as 80 feet. During the winter herring fishery it located herring schools at distances of 1 to $1\frac{1}{4}$ miles. It is anticipated that the equipment can be made so cheaply with volume production that the price will not hinder widespread use in the fishing fleets. The excellent results which have been obtained have aroused international attention.

Orders and requests for information already are on hand from a number of countries. The device is the result of intimate cooperation between the Defense Research Institute, the Directorate of Fisheries Ocean Research Institute, and Norwegian industry.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, APRIL 1953, P. 53.

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AUTOMATIC BAITING MACHINE PROVES SUCCESSFUL: An automatic baiting machine for line fisherman was tested this past winter by a Norwegian fishing vessel with good success, according to the June 10 Fiskets Gang, a Norwegian trade paper. The device was invented by Nils Sonderland of Roald in Sunnmore. Ola H. Faerovik, who tested the device in his fishing vessel, reported that it worked very well with fresh bait, even in rough weather. With good bait it was about 90 percent effective. There was no waste of bait and no apparent difference in the catch of hand-baited and automatically-baited hooks. It saved much time and labor, and with a few improvements should be well accepted, especially in the cusk and ling fisheries.



Panama

U. S. TUNA VESSEL CONFISCATED--LATER RELEASED: The U. S. tuna vessel Star Crest was ordered confiscated by the Panamanian Government in Resolution No. 39 of June 9, for anchoring in Panamanian jurisdictional waters without the required permit, reports a June 16 U. S. Embassy dispatch from Panama. The vessel's master was fined US\$2,500 for: (1) not entering a habilitated port, (2) not presenting legally required ship documents, and (3) permitting crew members in the ship's motor launch to communicate with other persons.

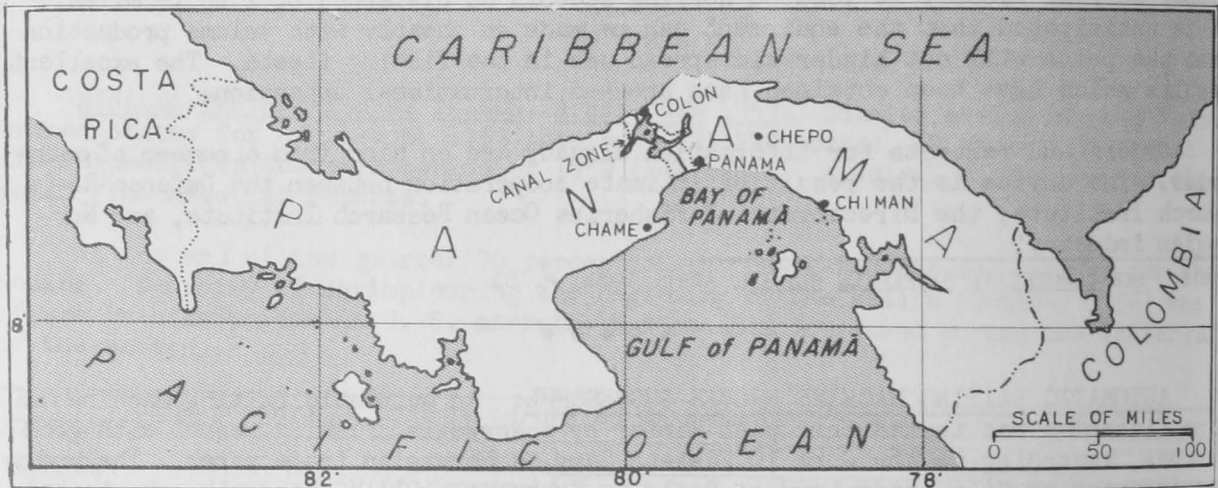
The Star Crest was freed from confiscation on July 3 by Panamanian Resolution No. 43, a July 6 U. S. Embassy dispatch from Panama reports. The fine of US\$2,500 against the vessel's master was confirmed. The Resolution stated: (1) the vessel would not be confiscated on this occasion because (a) the owners and master had already been fined, (b) no record existed of previous violations of Panamanian law by the vessel, (c) doubt existed as to the Port Captain's confiscatory authority; and

(2) the conduct of the Panamanian fiscal officials handling the case was correct at all times but the defense attorney had hampered the proceedings.

The Resolution warned that any future similar violations by the vessel would result in her confiscation. The Panamanian authorities released the vessel on July 3 and it left for San Diego, California, its home port, on July 4.

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GOVERNMENT ISSUES STATEMENT ON TERRITORIAL WATERS: Panamanian Resolution No. 43 which freed from confiscation the U. S. tuna vessel Star Crest, also contained a statement regarding territorial waters. The resolution in question quoted Article I of the Convention between the United States and Panama for the Prevention of Smuggling Alcoholic Liquors, which was proclaimed January 19, 1925, and which established the three-mile limit as the extent of Panama's territorial waters, and



which consequently is believed to be the law of the land. But the resolution pointed out that this Article of the Treaty was agreed upon during the famous Prohibition Era in the United States "...and that it has lost all effect (vigencia) by removal of this basis." Further, the resolution continues: "In the present epoch all countries of the world consider that the Continental Submarine Shelf, and consequently the waters that cover it, form part of their territory and is under their sovereign jurisdiction."



Spain

FISHING INDUSTRY SEEKS GOVERNMENT AID: Commissions from several fishing ports in the Vigo district of Spain were reported to have visited Madrid during May to seek financial assistance from the Spanish Government, states a recent U. S. consular dispatch from Vigo. According to local views there have been indications that the Government is showing some interest in the poor economic state of the fishing industry.



Union of South Africa

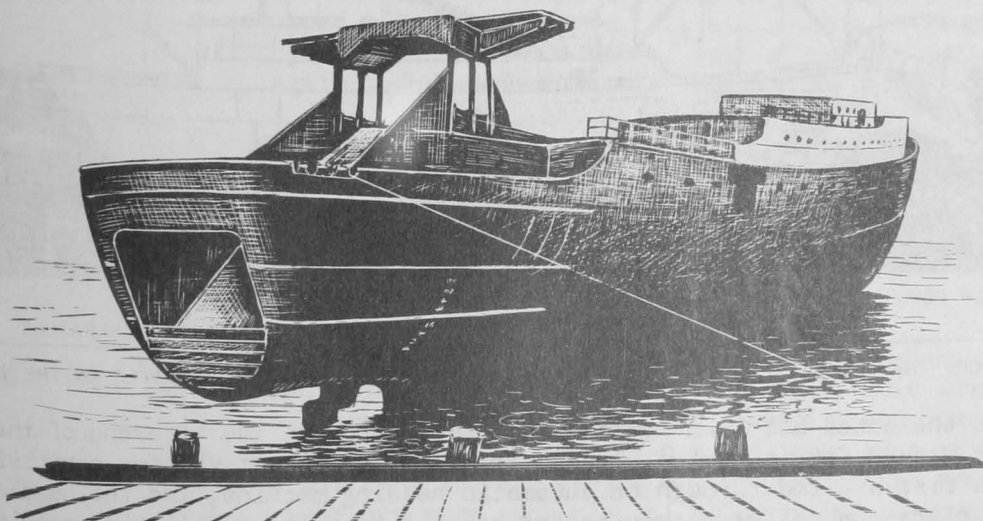
WALVIS BAY PILCHARD CATCH INCREASED IN 1952: The pilchard catch off Walvis Bay, South-West Africa, totaled 250,000 metric tons in 1952, an increase of 39 percent over the 180,000 metric tons caught in 1951, reports a June 5 U. S. consular dispatch from Cape Town. These data were revealed by the Administrator of South-West Africa in his recent budget speech. It is felt that the 1952 catch is the maximum that could be safely taken from the sea until further information is available from scientific surveys and research on the resource potential.



United Kingdom

NEW DEEP-FREEZE FACTORY TRAWLER "FAIRTRY" LAUNCHED: The new fish factoryship, the Fairtry, launched at Aberdeen, Scotland, late in June is reported to have the characteristics of an ocean-going tug, a trawler, and a U. S. Pacific coast tuna clipper, according to The Fishing News of July 4.

The Fairtry differs from a conventional trawler in a number of respects: (1) the engine (an opposed-piston, two-cycle type, direct-reversing, and direct-coupled to the propeller) and the auxiliary generating equipment are situated amidships; (2) trawls over the stern, the net being hauled up through a stern chute similar to



THE FACTORY TRAWLER FAIRTRY--2,500 TONS GROSS--LAUNCHED AT ABERDEEN, SCOTLAND, RECENTLY. NOTE STERN CHUTE FOR TRAWL NET AND UNUSUAL ATHWARTSHIP GALLOWS.

that found in a whale factoryship; (3) the net is emptied on the deck and the fish pass through the hatches in the deck to pounds in 'tween decks, where the processing commences; and (4) the navigating bridge is at the afterend (over the top of the stern chute). With the exception of the chute at the stern, the vessel is a graceful, flush-deck vessel, with a marked line of sheer, a raking soft-nosed stem, and a cruiser-spoon stern.

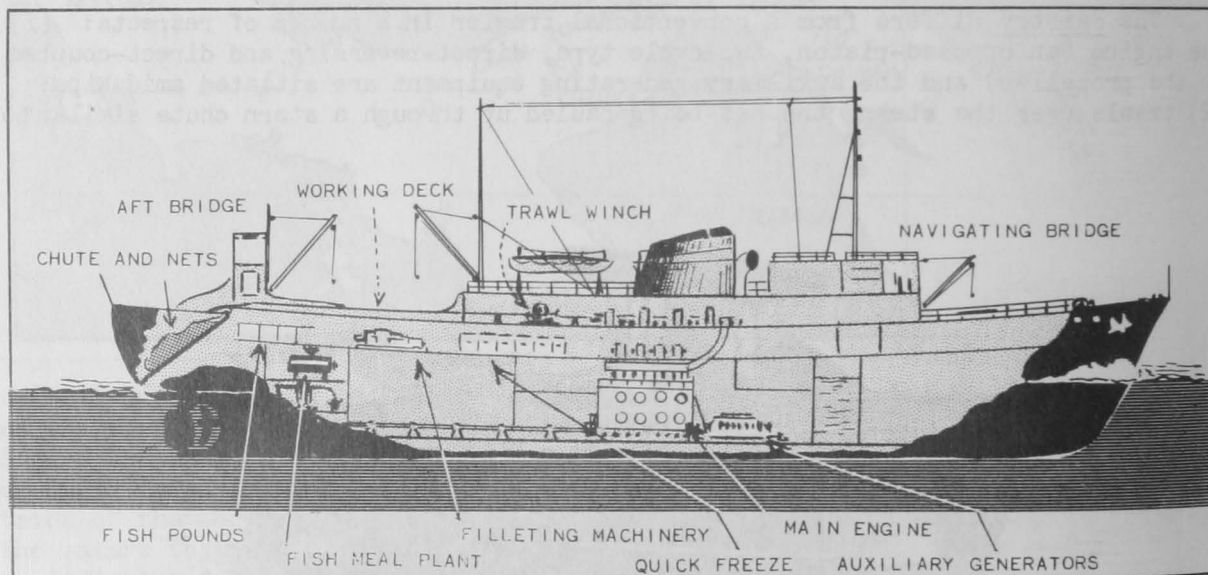
The superstructure (slightly forward of amidships) is about one-third of the length of the ship and is surmounted by light metal lifeboats, gravity davits, a modern flat-oval funnel, and a navigating bridge at the forward end on which is stepped

a tripod mast. The derricks attached to the forward end of the superstructure serve a fore hatch. Derricks attached to the main mast at the afterend of the superstructure and the derrick posts at the forward end of the after bridge handle loading and discharging of the fish deck.

Every cubic foot within the ship has been utilized. Accommodation is provided for a dual crew: the crew which navigates the ship and operates her main and auxiliary machinery, and the crew which works the fish factory. The vessel can carry enough fuel (in double-bottom and cross-bunker tanks) to remain at sea for 80 days.

The basic idea behind the Fairtry is to utilize all that it catches. The edible portions of the fish are cleaned, filleted, deep-frozen, and packaged ready for distribution ashore; and the waste, offal, and livers are manufactured into by-products.

The trawling net is hauled up through the stern chute by means of an electric trawl winch, which is protected from the weather by being housed at the afterend of the superstructure in approximately the same position as that which would be occupied by the automatic towing winch in an ocean-going tug.



FACTORY TRAWLER FAIRTRY. SKETCH SHOWING ARRANGEMENT OF THE FACILITIES ON THE VESSEL.

When the catch has been emptied into the pounds at the afterend of the 'tween decks and washed, it is gutted, headed, and the livers removed for conversion into oil. The fish are fed through an automatic heading machine, and the headless fish are then placed on roller conveyors and carried to a large filleting machine into which they are fed one by one as they come off the roller conveyors. The filleting machine (situated fore and after on the centerline of the ship) skins, fillets, and wraps, while at the same time the offal is ground in a fish-meal concentrator. The wrapped fillets are placed on a belt conveyor, weighed, put into quick-freezers, and frozen in two hours. Finally, they are spray-glazed with a thin ice film, packed in cartons, and stored in refrigerated holds of the ship. The fish-meal concentrator is arranged underneath the filleting machine.

This completely mechanized vessel is 245 ft. in length, has a beam of 44 ft., and the refrigerating machinery is so arranged that it will quick-freeze approximately 30 tons of fish per day and maintain a temperature of -5° F. in the hold.

The refrigerating machinery is electrically operated, taking current from the auxiliary generator sets. It is stated that the holds have a capacity for 600 metric tons of frozen fillets or 450 tons of frozen whole fish.

The fish-meal plant is rated to take 12 tons of offal per day, and there is a storage capacity of 100 tons of dried meal directly underneath the deck on which the filleting machine is fitted.

A standard set of four liver boilers will operate with tankage to take about 50 tons of liver oil and, in addition, there will be capacity for the residue remaining after taking out the oil and other byproducts.

The crew of the Fairtry is expected to total some 75, as opposed to a conventional deep-sea trawler's complement of between 20 and 30. The lifeboat capacity is stated to be 100 and, in order to save topweight, the lifeboats themselves are of aluminium alloy. The main engine is rated for 1,900 hp. and is coupled to a four-bladed, right-handed propeller weighing about 3-3/4 tons. When proceeding to and from the fishing grounds it is expected that the ship will have a speed of about 12 knots, and it is expected to trawl at about 5 knots.

The Fairtry is patterned after its predecessor the Fairfree. The Fairfree, a converted minesweeper, was rebuilt in 1947 not only upon unconventional lines, but to employ the parotter, an unconventional method of fishing based upon a minesweeping device invented during World War I. Although the Fairtry is a development of the Fairfree, the new vessel is modified on the basis of the experience gained from the operation of the Fairfree.

One of the designers of the vessel states that during the North Sea tests of the Fairfree catches obtained per drag were about 1½ times those of ordinary trawlers operating in the same vicinity, and the width of each of the two nets used was approximately 60 feet as against the 80-foot single net used by the other trawlers.

Early tests were made with the parotter gear. During those tests it was found that the handling of the otter boards presented no difficulty with stern trawling, and shooting and hauling of the gear were carried out with ease from the first attempt with only six men (including the winchman).

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BRITISH DISTRIBUTOR AGREES TO HANDLE ICELANDIC FISH: A Birmingham, England, businessman has been granted sole distributorship rights to Icelandic fish landed in Britain under the recent agreement signed by a British financier and Iceland. About £4 million (US\$11.2 million) worth of fish will be handled in an area with a population of 6,000,000, reports the June 20 Fish Trades Gazette, a British trade magazine. Landings by the Icelandic trawlers were scheduled to commence in mid-August.

In a statement to the press the Birmingham businessman stated that the scheme should lower the retail price of fish by 10 percent. This will be achieved by cutting out middlemen and will give the British financier who initiated the scheme "a reasonable profit" and the distributor a five-percent profit.

Birmingham fish wholesalers claim that if this venture succeeds it will result in a price-cutting war.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, JULY 1953, PP. 62-63.

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TRAWLER OWNERS' CAMPAIGN TO SELL MORE FILLETS: Concurrent with the White Fish Authority advertising program, the distant-water section of the British Trawlers' Federation has launched an independent advertising and public relations campaign to sell fish fillets--fresh, smoked, and fried--to housewives and industrial caterers. An outline of the program was carried in the April 18 Fish Trades Gazette, a British trade journal.

Posters carrying the slogan "Buy fillets--all fish and no fuss" will be displayed on more than 5,000 poster sites. The sites have been chosen so that they will be seen by 90 percent of the population of Great Britain; and the poster has been directed both to the housewife who buys from the fishmonger and to the customers of the fried-fish shop.

During periods of peak supplies, the campaign will be backed up by special announcements in the national daily papers. Special arrangements have been made with the newspapers so that these advertisements can be inserted on very short notice.

The fish retailer and the frier will be kept aware of the campaign by a series of advertisements in the trade press. Advertisements of an educational nature, stressing the food value and other advantages of fillets, will appear in the journals of women's organizations.

The theme of another series of advertisements--in the trade press read by buyers and managers of canteens--will be the ease and simplicity of using fillets when cooking for large numbers.

The public relations campaign on behalf of the Distant Water Section will operate independently of the British Trawlers' Federation campaign and will seek the cooperation of the established women's organizations and industrial caterers.

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FISHERY CODES OF PRACTICE ISSUED BY WHITE FISH AUTHORITY: The White Fish Authority in mid-July issued codes of practice for the freezing of fish and for the handling of fish on shore. These codes were issued preparatory to the introduction of statutory regulations based on the experience gained from the working of the codes, states the July 18 Fish Trades Gazette, a British trade periodical.

After dealing with the general principles in the handling of fish on shore, the code on the handling of fish states that during landing and on quays, to protect against temperature rise, fish should be iced if it is practicable; shielded from direct sunlight; fish in containers should be arranged in compact stacks rather than in exposed thin layers; the time interval between landing and removal from the market should be as short as possible; boxes should be as clean as possible.

At wholesalers' premises all fish should be iced as soon as possible after receipt, and should be kept in ice at all times. All fish should be adequately cleaned, but fish for filleting should not be immersed in washing water for longer than is necessary. Washing water should preferably be iced.

Fish which is packed for transport should be iced in layers. Sufficient ice should be used to insure that some ice will remain in the container at the time of arrival at consignee's premises. The quantity of ice required will range from one-sixth to two-fifths of the weight of the fish in the container, according to seasonal conditions and length of journey. The ice should be in layers below, between, and above the fish, and whole fish should be laid in the containers head to tail.

Overnight storage of fish should be avoided whenever possible. If storage is necessary, fish should be either (1) chilled and stored in a refrigerated chamber at a temperature of not more than 35° F. nor less than 29° F., and kept surrounded with crushed ice at least sufficient to prevent surface drying; or (2) mixed and surrounded with an adequate amount of crushed ice (say 1 lb. of ice to each 3 lbs. or 4 lbs. of fish) sufficient to cool and keep it cool until required.

Care should be taken to avoid exposure of the fish to warm conditions at any time, e.g., direct sunlight should not be allowed to fall on fish or fish containers; fish or fish fillets should not be stacked near radiators or other sources of heat.

During transit, boxes containing fish should be handled carefully and carried in a flat position; boxes should not be dropped or upended; fish containers should at all times be protected from direct sunlight; delays in transport should be avoided; all vehicles used for the transport of fish should be covered; where possible, measures should be adopted to prevent a rise in temperature of fish during transport. Suitable means are the use of insulated vehicles and the provision of additional cooling by solid carbon dioxide or sprayed ice, etc.

At inland wholesalers' premises, fish should be inspected and if necessary, rejected to prevent temperature rise during transit to the retailer.

The code concluded with: Cool the fish—keep it cool. Clean the fish—keep it clean—handle it with care. Keep clean everything the fish touches—kits, boxes, filleting benches, and human hands.

The code on the freezing of fish states that fish which has not been subjected to the recognized process should not be described or offered for sale as "quick-frozen." Fish for quick-freezing should be of such a quality as could reasonably be expected after storage and transport to provide good wholesome food when defrosted. Fish should be thoroughly iced while awaiting processing or packing for freezing and should be frozen with the minimum delay.

All fish intended for quick-freezing should be made available on the dock or quayside and at the premises of the processor for inspection by an officer duly authorized by the Authority, who should also be given facilities for the examination of the fish at any reasonable time for the purpose of ascertaining whether its quality and the conditions under which it is handled, processed, frozen, and stored are satisfactory and conform in all respects to the conditions laid down in this code.

Where quick-frozen fish is packed for sale either by wholesale or retail in a wrapper or container, the wrapper or container should either enclose a slip of paper carrying a code mark or should itself be marked with a code mark. In cases where fish is frozen without a wrapper, a slip of paper carrying the code mark should accompany the fish. The code mark should enable the processor to be identified and his records of code marks should be such as to enable him to detail particulars of purchase, freezing, and storage.

In respect of the weights of consumer packs, there is appropriate legislation. In respect of the weights of all other packages, the net weight at the time of packing before freezing should not be less than the weight at which the package is reported to be sold.

All quick-frozen fish should be stored at a temperature not higher than 0° F. and a lower temperature where possible. Immediately after quick-freezing, the fish should be placed in cold storage. A pipe-cooled store should be preferred and a steady temperature should be maintained to prevent drying.

All fish should be tightly wrapped in a water-and-moisture-proof material or should be glazed. Double glazing is desirable. Glazing water should be at a temperature not higher than 40° F.

If fish which has not been tightly wrapped in water-and-moisture-proof material is kept in cold store for more than six months, it should, where practicable, be reglazed at intervals of not more than six months reckoned from the date at which the fish is first put into storage.

All consumer packs and any type of frozen fish intended for subsequent storage should be transported in insulated containers, preferably precooled.

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BILL ENACTED TO ASSIST WHITE FISH AND HERRING INDUSTRIES: The "White Fish and Herring Industries Act, 1953," which provides for financial assistance to both industries, was passed by the House of Commons on May 20, 1953, a U. S. Embassy dispatch from London dated June 12 reports.

The main objective of the Act is to assist the white-fish and herring industries by providing for: (1) financial assistance in the form of grants for the acquisition of new vessels and engines; (2) a white-fish subsidy; (3) the extension of the power to make loans by the White Fish Authority and the Herring Industry Board; (4) grants for the promotion of herring sales; (5) a White Fish Marketing Fund. It reflects the serious concern felt in Government circles at the accelerated rate at which vessels of the near- and middle-water fleets have been going out of service.

The fishing industry of the United Kingdom has received this Act with mixed feelings. While certain sections, namely, the distant-water trawlers and the boats engaged in fishing for shellfish, are left unaided by this Act, other groups directly benefited feel that mounting costs will soon dissipate any advantage they may derive from it.

NOTE: SEE COMMERCIAL FISHERIES REVIEW, MARCH 1953, PP. 66-67.



CANNED FISHERY PRODUCTS PRODUCTION, 1952--U. S., ALASKA, & HAWAII

DO YOU KNOW:

That the pack of canned fishery products in the United States, Alaska, and Hawaii in 1952 amounted to over 815 million pounds, valued at about \$306 million to the packers. This was an increase of 2 percent in quantity and 2 percent in value as compared with the 1951 production. These increases resulted principally from larger packs of tuna and Maine sardines. Canned fishery products were packed in 445 plants in 25 states, Alaska, and Hawaii during 1952.

--Canned Fish & Byproducts - 1952,
C. F. S. No. 882