FOREIGN

International

UNITED NATIONS FOOD AND AGRICULTURE ORGANIZATION

MEDITERRANEAN FISHERIES COUNCIL: Spain Accepts Agreement: The Government of Spain has accepted the Agreement drafted in Rome, Italy, on September 24, 1949, for the formation of a General Fisheries Council for the Mediterranean. Notification was received by the Food and Agriculture Organization on October 19, 1953, and Spain became a member of the Council as of that date.

Tunisia Approved as Member: The Council in October unanimously approved Tunisian membership proposed by France, a November 10 U. S. Embassy dispatch from Rome reports.

UNITED NATIONS KOREAN RECONSTRUCTION AGENCY

KOREAN FISHERIES REHABILITATION MAKES PROGRESS: Improved fishing equipment and supplies provided by UNKRA have resulted in a six-percent increase in marine products production in 1952/53, reports a November 11 release from the United Nations. The Korean economy has improved but much remains to be done, according to a report by the Agent General of UNKRA to the United Nations Assembly.

UNKRA is charged with long-range rehabilitation of various Korean economic and welfare fields, including fisheries, and the Agency's plans are designed as follows:

1. To assist the Republic of Korea Government to restore production levels which will support the Korean people at a level equal to that of 1949-50;

2. To help that Government attain a level of exports sufficient to provide foreign exchange needed for imported goods and services;

3. To help the Republic of Korea develop economic policies conducive to the efficient development of the reconstruction program, and to help provide managerial, technical, and administrative talents necessary to a developed economy; and

4. To carry through the economic rehabilitation of the Republic in such a way as not to militate against economic union with North Korea.

Belgium

CONSUMPTION OF FISHERY PRODUCTS, 1952/53: Belgium's available supplies from domestic sources of fresh and canned fish for the fiscal year ending July 31, 1953, totaled 62,134 metric tons, a U. S. Embassy dispatch from Brussels dated November 4 points out. Net imports of fresh and canned fish amounted to about 27,000 tons. Since very little fish and canned fish is stored, apparent annual consumption of fresh and canned fish amounted to 89,000 tons. In addition, for fiscal year 1952/53 imports and consumption of mussels, oysters, and a small quantity of fresh and canned lobster totaled almost 25,000 tons (the mussels and oysters are included as weight in the shell). Since fresh fish is preferred in Belgium, fish consumption is governed largely by the fish catch.

A MODERN BELGIAN FISH PLANT AT OSTEND. NOTE CONVEYOR SYSTEM ON THE LEFT.

Net imports of fish oil for fiscal year 1952/53 totaled 13,565 metric tons. Domestic production and apparent consumption of fish oil is not available.

Actual imports for August 1, 1952-July 31, 1953, of fresh and canned fish amounted to 37,857 metric tons, while mussels, oysters, etc. totaled 24,891 tons. Exports during the same period of fresh and canned fish were reported as 10,798 tons, while mussels, oysters, etc. totaled merely 165 tons.

Burma

NEW IMPORT DUTIES ON FISHERY PRODUCTS: The Burmese Customs Tariff Act of 1953 was introduced in the Burmese Parliament on September 30, and became effective on October 1, 1953. New import duties on fishery products included in the Act are as follows:

Item No.	Name of Article	Rate of Duty
7	Fish, dried or salted	25 pyas per viss (1½ U. S. cents per pound)
8	Fish and fish products in airtight containers	35 percent ad valorem
9	Prawns, dried	50 pyas per viss (3 U.S. cents per pound)
10	Isinglass	25 percent ad valorem
11	Fish and fish products, not elsewhere specified--crustacea and molluscs and preparations thereof	35 percent ad valorem
48	Fish oils, animal oils, and vegetable non-essential oils, n.e.s.	15 percent ad valorem
98	Fishing nets	10 percent ad valorem
125	Fish hooks	15 percent ad valorem

Canada

NEW SHRIMP GROUND OFF PACIFIC COAST: A new shrimp-trawling ground was developed during the latter part of 1952 and the early part of 1953 off the Pacific Coast of Canada, reports the April 1953 Trade News, a Canadian Government publication. It is located in the region of Stuart Channel along the lower east coast of Vancouver Island. Preliminary statistics released by the Canadian Department of Fisheries show that during the months of December 1952 and January 1953 a total of 66,195 pounds of shrimp were caught in 183 trawling days. Most of the landings were landed and processed at Steveston, British Columbia.

Five species of shrimps have been taken for many years in commercial quantities by British Columbia fishermen. Examination of samples of the Stuart Channel catch by the Pacific Biological Station of the Fisheries Research Board of Canada at Nanaimo, B. C., indicates that the catch is almost entirely of a species not previously taken in any numbers. This species (Pandalus jordani) looks a good deal like the "pink" shrimp (Pandalus borealis). The new commercial shrimp differs, however, in that it lacks the "pink" shrimp's characteristic spines on the upper surface of the third and fourth abdominal segments. As yet no common name has been suggested for the species caught in Stuart Channel.

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FILLET CONVEYOR BELT TRANSFER ROLLERS: Two slightly differing transfer rollers for fillet conveyor belts have been in use successfully at the Atlantic Fisheries Experimental Station of the Fisheries Research Board of Canada, Halifax, N. S. These rollers serve to transfer fillets from one conveyor belt to another conveyor belt, or drum, running in the same direction at a slightly faster speed and at a slightly lower level, reports the October 1953 Trade News, a Canadian Department of Fisheries periodical.

One transfer roller (fig. 1) consists of a piece of ribbed one-inch rubber hose slipped over a piece of one-inch steel shafting. The hose is the same length as the width of the belt. This roller is placed close to the end pulley of conveyor belt number one with the shaft of the conveyor belt pulley and the shaft of the transfer roller in a horizontal plant. The other conveyor belt is placed slightly lower than the first belt to receive the fillets from the transfer roller.

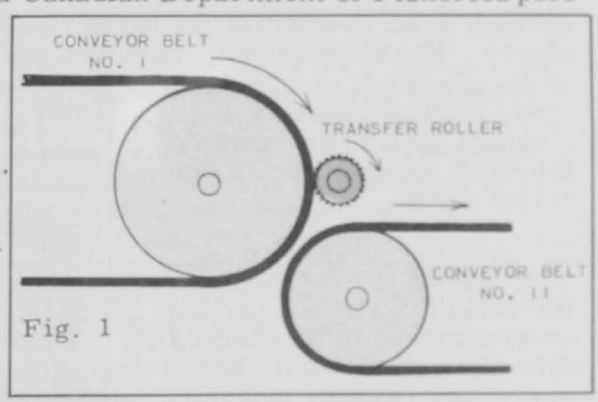

Fig. 1

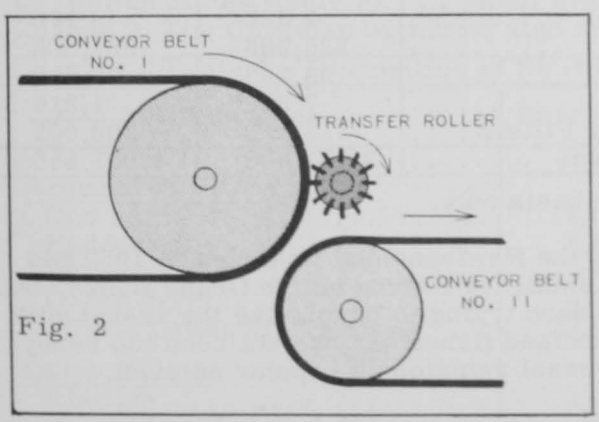

Fig. 2

The second transfer roller (fig. 2) differs from the first in that it consists of a wooden roller $1\frac{1}{2}$ inches in diameter and with its length equal to the width of the belt. It is slotted longitudinally with 12-1/16 inch wide slots, $\frac{1}{4}$-inch deep. In these slots are cemented rubber strips $\frac{1}{2}$-inch wide by 1/16-inch thick.

Both of these transfer rollers will satisfactorily remove a fillet from the first conveyor belt and place it on the second belt in the same relative position it had on the first belt, free from folds and wrinkles.

Even fillets which come off the first belt with ends doubled under are, for the most part, straightened out by this transfer roller and lie flat on the second belt.

The transfer rollers are positively driven from the drive of the first belt by means of roller chain and sprockets. The transfer roller must rotate a little faster than the first conveyor belt but slower than the second belt. That is, its speed must be fast enough to pull the fillet from the first belt and the speed of the second belt must be fast enough to pull the fillet from the transfer roller if wrinkling and folding are to be avoided.

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NEWFOUNDLAND'S FISH FILLET INDUSTRY, 1952: Production: The production of fish fillets in Newfoundland during 1952 totaled 36,929,673 pounds of which 33,048,494 pounds were groundfish fillets. Cod comprised the major portion of the production. In 1951 a total of 32,746,345 pounds of fillets were produced of which 28,581,705 pounds were groundfish fillets. (See table 1.)

Table 1 - Newfoundland's Production of Fish Fillets, 1951 and 1952

Type	1952	1951
	Lbs.	Lbs.
Groundfish Fillets:		
Cod	20,562,733	16,901,988
Haddock	3,744,504	2,020,601
Ocean perch	8,741,257	9,659,116
Total Groundfish Fillets	33,048,494	28,581,705
Other Fillets:		
Ocean catfish	97,068	119,784
Flounder	3,056,805	3,051,698
Gray sole	579,076	731,803
Halibut	148,230	261,355
Total Other Fillets	3,881,179	4,164,640
Grand total	36,929,673	32,746,345

Stocks of frozen fillets on hand in Newfoundland at the end of 1952 totaled 3,672,980 pounds (3,333,870 pounds were groundfish fillets) as compared with 1,061,855 pounds (662,853 pounds were groundfish fillets) in 1951. (See table 2.)

Vessels: Between 70-75 percent of all groundfish landed in Newfoundland are caught by vessels owned by the fillet plants. The fishermen operate on a percentage share of the catch, generally 37 percent of the gross value. The engineers on these vessels are on a salary plus a percentage of the catch agreed upon in individual cases.

Table 2 - Stocks of Groundfish Fillets in Newfoundland, December 31, 1951 and 1952

Type	Dec. 31, 1952	Dec. 31, 1951
	Lbs.	Lbs.
Groundfish Fillets:		
Cod	2,907,445	543,924
Haddock	64,986	17,013
Ocean perch	361,439	101,916
Total Groundfish Fillets	3,333,870	662,853
Other Fillets:		
Ocean catfish	1,680	160
Flounder	236,288	331,306
Gray sole	93,293	65,720
Halibut	7,849	1,816
Total Other Fillets	339,110	399,002
Grand total	3,672,980	1,061,855

It is estimated that in 1952 a total of 670 vessels including (7 refrigerated vessels) operated in Newfoundland directly and indirectly in support of the filleting industry. In 1948 there were about twice this number of vessels but less refrigerated vessels. The maximum capacity of the smaller fishing vessels is 5,000 pounds. Some of the vessels fish for filleting plants on a part-time basis only.

About 25 long-liner vessels were built for the Newfoundland fisheries in 1952 and the first half of 1953. These vessels are too small for fishing on the Grand Banks, but the Provincial and Federal Governments have been trying to popularize the vessel with the fishermen. However, the average Newfoundland fisherman has not been too ready to accept this innovation. The dragger-type vessel remains as popular as ever.

In 1951 the Government built a Danish seine-type vessel (25 feet in length) in order to experiment with the Danish seine. This type of gear utilizes a net which sweeps the sea floor, but it can be used only where a sandy or mud bottom exists. However, several different types of fishing gear can be used by this experimental vessel. Only a few of these vessels were in use by mid-1953, but the Government hopes that fishermen will adopt them more readily in the future.

Prices: There is no information available on ex-vessel prices for company-owned vessels. Independent fishermen sold drawn cod to the fillet producers in 1952 at an average of $2\frac{1}{2}$ Canadian cents a pound. (It is generally agreed between fishermen and buyers that cod will measure not less than 18 inches in length.) Landings of haddock and ocean perch (rosefish) by independent fishermen are negligible and of little importance. During 1952 and the first part of 1953 the average ex-vessel price for drawn haddock was $2\frac{1}{2}$ Canadian cents a pound, and for ocean perch 2 Canadian cents a pound.

Processing and Packaging: Early in 1953 the precooking of cod and haddock was "given a try to see how the consumer would react." It is too early to judge results but the market is being watched carefully. Consumer-size packages of fillets were also tried. They were usually the one-pound cellophane-wrapped packages packed in "open-tray" containers. Fillets frozen in 16- to 20-pound blocks for the restaurant and hotel business were again introduced.

Distribution Facilities: There were no important changes in the transportation facilities during 1952 or up to September 1953. About 80 percent of all fillets exported to the United States from Newfoundland are shipped on producer-owned and operated refrigerated vessels. There are seven of these vessels at present (also one local commercial shipping line carries fillets on occasions to Boston and New York). These vessels are small, averaging 400 tons, and are maintained only by the larger producers. When space is available they also carry shipments for producers who do not own vessels. Most of the fillets shipped to the United States enter through the ports of Boston, Mass., New York, N.Y., and Providence, R.I.

There were no particular changes in freight rates during 1952 or up to September 1953, although Newfoundland longshoremen averaged a 10-percent wage increase during 1952 which raised transportation costs slightly over 1951. Fillets are shipped out of St. John's, Burin, Fermeuse, Gaultois, and Harbour Grace during the entire year. Summer shipments only go out of Bonavista, St. Anthony, and Englee.

Federal Fisheries Survey: The Canadian Department of Fisheries is presently carrying out three separate surveys to obtain data for use in future developments of all branches of the Newfoundland fisheries. One is an engineering survey of settlements on the Northeast Coast to determine the potential of various ports as centers for increased fish production. Another survey has started at Cape LaHune and will cover the Southeast Coast to Port aux Basques and the West Coast to Cape Norman. The third survey party is in Labrador examining the rivers. Information is also being collected by 27 different Fisheries Officers scattered through Newfoundland who submit monthly statistics on numbers of fishermen employed, boats, type of gear used, etc.

Exports: Almost all groundfish fillets shipped from Newfoundland are exported to the United States (table 3). (A small quantity is shipped to St. Pierre and Miquelon Islands.) The Canadian mainland also receives some Newfoundland fillets.

Table 3 - Disposition of Newfoundland's Fillet Production, 1952

Species	Exports to U. S.	Shipped to Canada Mainland	Local Sales 1/
	Lbs.	Lbs.	Lbs.
Groundfish Fillets:			
Cod	17,075,367	375,615	345,343
Haddock	3,812,967	35,600	2,330
Pollock	162,300	-	-
Ocean perch	8,390,101	78,314	-
Total Groundfish Fillets	29,440,735	489,529	347,673
Other Fillets:			
Flatfish	3,768,904	54,430	-
Ocean catfish	84,142	-	-
Halibut	89,921	-	-
Total Other Fillets	3,942,967	54,430	-
Grand Total	33,383,702	543,959	347,673

1/ ALL LOCAL SALES ARE NOT INCLUDED, ALTHOUGH THE DATA REPRESENT A CONSIDERABLE PORTION OF THE LOCAL SALES.

Marketing Conditions in 1953: January 1953 commenced a period of uncertainty for the Newfoundland groundfish fillet industry, in strong contrast to a year earlier when market conditions were generally very good. Conditions during the first six months of 1953 were described by fillet exporters as weak and very poor. As of July 1953 the outlook was not considered alarming but more uncertain with potential dangers. Producers were not building up inventories and produced only enough to fill orders. Low quotations on the United States market were offered by competitors elsewhere.

Although the Newfoundland frozen groundfish fillet industry takes a long-range view on the situation, it believes that market conditions in the United States will become more normal in the near future.

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GREAT LAKES FISHERIES RESEARCH COMMITTEE ESTABLISHED: In view of the serious decline in the Great Lakes fisheries, the Canadian Federal Government and the Ontario Provincial Government recently established a Great Lakes Fisheries Research Committee. This Committee will coordinate and expand fishery research in the Canadian waters of the Great Lakes, reports the October 1953 Trade News, a Canadian Department of Fisheries magazine. This Federal-Provincial Great Lakes program will give equal emphasis to general fisheries research and lamprey control.

The Ontario Government in 1953 provided one-half the total amount spent to further Great Lakes research generally through continuation of investigations and the loan of boats, equipment, and personnel. The Federal Government provided C$50,000, and this was to be spent on a new program to investigate the sea lamprey and establish devices to control its numbers in the Great Lakes. Both governments have also provided an additional C$10,000 each to cover administrative costs relative to the over-all Great Lakes fisheries research program.

In 1954 the Federal-Provincial committee is planning to expand fisheries research in all the Great Lakes. In Lake Huron there will be a continuation of the commercial fishery operation at South Bay, Ontario, along with investigations into the stocks of whitefish and lake trout. Hydrographic surveys will also be extended.

Experimental planting of lake trout will take place in Lake Superior, as well as investigations into the fishery for these stocks. In most of the Great Lakes, research will be conducted into the possible utilization of the less popular species which enter the nets of the commercial fishermen.

Sea Lamprey Control Program: As part of the 1953/54 sea lamprey control program, preliminary surveys were made in over 40 streams on the eastern shore of Lake Superior, from Sault Ste. Marie north and west to the Montreal River. A series of temperature tests and the measuring of water levels has been instituted in these streams.

Electric weirs are being installed on the Stokeley, Harmony, and Sable Rivers, while other types of lamprey barriers are to be constructed on Sawmill Creek and the Pancake River. A dam at Poplar Dale on Bennett Creek is to be repaired to provide a physical barrier to lamprey migration. To get to the sites of these installations, access roads are being bulldozed to facilitate the job of getting equipment to the areas and poles are being erected to carry line power where this is available. A field headquarters for lamprey work has been set up at Sault Ste. Marie, Ontario.

The first Canadian electric weirs were scheduled for completion in the fall of 1953. As migrant sea lampreys display little or no avoidance reaction to an electric field in the water, it is hoped that the installation of such weirs will eventually bring the lamprey under control. Other migrant fishes, however, react sensitively to very weak gradients at the fringe of an electrical field and have a tendency to avoid them. Thus these species can be directed through fish passes at the side of the barriers to reach normal spawning areas. The lamprey shows no such reaction. Characteristically, the lamprey swims into a field of increasing intensity, laboring against oncoming paralysis

until complete paralysis prevents any muscular movement whatsoever. These then drift with the current away from the barrier and are prevented from reaching suitable spawning areas.

Lampreys have now become plentiful in the extreme eastern end of Lake Superior, although first reported in this body of water only a few years ago. Fear has been expressed in some quarters that the lamprey is responsible for the collapse of the commercially-important lake trout stocks in Lake Huron and Lake Michigan, and that a similar fate awaits these stocks in Lake Superior. Observers point out that experience has shown that complete collapse of a fishery through lamprey attacks can come about in a few years.

As previously mentioned, the major portion of the lamprey budget of the Federal-Provincial committee for this year is being expended on a survey of streams and for the installation of control devices. However, about 10 percent of this is being utilized on experiments to discover possible methods of destroying "ammocoetes" (lamprey in the larval stage).

Extensive work will be done in 1954 also in streams along the eastern shore of Lake Superior on the installation of additional weirs and electrical devices. The parasitic sea lamprey has been able to adjust itself in the Great Lakes to spending its entire life cycle in fresh water. It is known to be native to Lake Ontario and some lakes of northern New York. In coastal areas the sea lamprey usually migrates to the ocean to mature, returning only to fresh water to spawn.

Injury by lampreys to other species of fish than lake trout is increasing to an alarming extent, according to biologists. Apparently as lake trout stocks dwindled the lamprey began to attack other species in both Lake Huron and Lake Michigan. Most commercial species are believed to be subject to some lamprey depredations.

The United States has been carrying out a sea lamprey control program. During the fiscal year 1953 sea lamprey control structures were installed or put under construction in all known or potential spawning streams tributary to the Michigan waters of Lake Superior. A new appropriation by the United States will make possible the completion of structures not yet finished in this area and the installation of barriers in Wisconsin and Minnesota streams as well. Research on new and more effective control measures will be centered on means of destroying larval lampreys in streams. In the development of larval controls the problem of destroying "ammocoetes" without inflicting undue injury to other fish and fish-food organisms in the streams will be tackled. Along with the sea lamprey research, investigations will be made of Great Lakes fisheries that have been affected directly by this parasite or indirectly as the result of shifts of fishing pressure.

Chile

FISHERIES PRODUCTION, 1952: Chilean production of fish and shellfish in 1952 amounted to 118,286 metric tons (see table), reports an October 21 U. S. Embassy

Chilean Production of Fish and Shellfish, 1952 and Comparative Data			
	1952	1951	1936-38 Average
		(Metric tons)	
Fish	94,370	73,106	26,824
Shellfish	23,916	19,931	7,216
Total	118,286	93,037	34,040

dispatch from Santiago. This is an increase of 27 percent as compared with 1951, and $3\frac{1}{2}$ times greater than the 1936-38 average annual production.

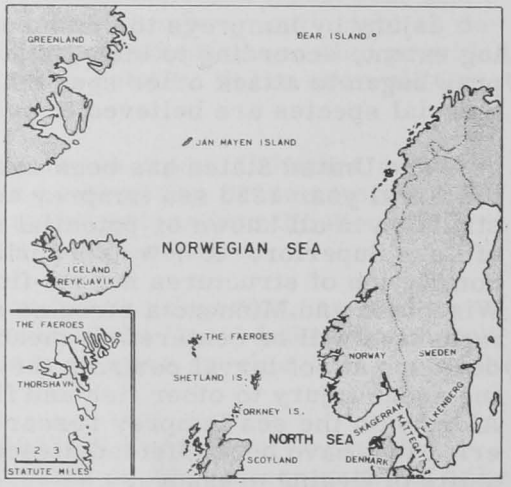
Colombia

U. S. PURSE SEINER TO FISH FOR COLOMBIAN FIRM: The Colombian Government has authorized a firm operating a Barranquilla fish cannery to contract with a United States firm to bring a U. S. purse seiner to fish in Colombian waters, a November 16, 1953, U. S. consular dispatch from Barranquilla reports. The catch of this vessel will be deposited with or divided with the Barranquilla cannery. This cannery recently built a refrigeration plant for storing fish; and the Government is looking into the prospects of increasing storage space for frozen fish in major cities of the interior for domestic consumption.

A considerable reduction in import duties on square tin cans (imported from the United States) was recently made by the Colombian Government, and the local fish-canning industry believes that this will be of substantial aid in producing canned fish.

Denmark

GOVERNMENT SEEKS TO EXTEND FAROE ISLANDS TERRITORIAL LIMITS: Denmark is seeking to extend the fishing limits of the Faroe Islands from three to four miles, reports the October 31 Fish Trades Gazette, a British fishery magazine. Denmark has approached the British Government with a view to a revision of the 1901 Convention, which defined international and Danish fishing limits round the Faroe Isles, and the question was to be discussed by fishery experts at an early meeting in London.



This proposal would have a serious effect on British fishing as a number of Grimsby trawlers fish the Faroe grounds.

A spokesman of the Danish Embassy in London stated that the reason for the proposed changes was to protect fish-breeding grounds and fishing banks near the coast for Faroe fishermen.

Commenting upon the situation, he said, "Norway had her dispute settled at The Hague Court last year and then the Icelandic people wanted to extend their limits. The Faroe Isles have the same interests and are suggesting a revision of the 1901 Convention. The British Government has agreed to have an experts' conference upon this matter."

He added that it was not a major case as it involved only small alterations to the treaty at the moment and that very little fish came into Britain from Faroe as not so many trawlers went to Faroe as to Iceland and West Greenland. No details of the proposed revision were available.

The president of the British Trawlers' Federation, commenting upon this latest development, said "I am pleased that the Danish Government are evidently prepared to negotiate on this rather than to take arbitrary action of the kind taken by Iceland." He added that any major revision of the fishing limits at Faroe would have a serious effect upon the British fishing industry, and that of Grimsby in particular.

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HERRING MEAL AND OIL INDUSTRY: Danish production of fish meal in 1953 was expected to reach about 20,000 metric tons as compared to 18,295 tons in 1952 and 14,680 tons in 1951, reports the September 1953 International Fish Journal, a Danish fishery magazine. Most of the meal is produced from herring although other species

are beginning to be utilized. For example, in the spring of 1953, 15 million pounds of sand eels were reduced to fish meal. It is reported that fish meal from sand eels is of very high quality.

About 6,000 tons of herring meal were exported in 1952, more than half of which went to the United States. West Germany and Belgium also took sizable quantities. Fish meal is the most important export product of the herring fishery. The capacity of the nine Danish fish-meal factories is not equal to the demand. The United States market is reported asking for more Danish herring meal than can be delivered.

Danish fish-meal factories cannot handle all the herring landed. As in previous years, the Norwegian floating fish-meal factoryship Clupea, anchored outside the port of Esbjerg in 1953 and again aided in processing the herring that could not be handled by the Danish factories. The Clupea pays the fishermen the same prices as the factories and retains the fish meal for export. In 1952 this vessel bought 8,400 metric tons of herring, valued at 1.5 million kroner (US$217,000) to the fishermen; and in 1951, 7,369 metric tons, valued at 1.7 million kroner (US$246,000). Fish-meal factories this year paid 0.21 Danish kroner per kilo (US$30 per metric ton) to the fishermen for herring.

The Danish fish catch in 1952 totaled 682 million pounds and 284 million pounds was utilized for reduction purposes.

Production of fish oil increased from 4,900 metric tons in 1951 to 5,820 tons in 1952. Fish oil was at one time the most important product of the herring fishery, but it has become more difficult to sell. However, business is still fairly good with most of the oil sold to German margarine producers. Holland and Spain were new buyers in 1953.

A Danish fish-meal factory in Skagan is reported to have found a method of producing the so-called "hermetikolie" (canned food oil). About 2,000 metric tons of this food oil are used in Denmark yearly. Previously only the Norwegians knew how to produce this oil.

Ecuador

U. S.-ECUADOR FISHERY CONFERENCE RECOMMENDATIONS: Senate Recommends Implementation: In a surprise move on October 2, 1953, the Ecuadoran Senate adopted a resolution recommending that the Minister of Economy immediately implement the recommendations formulated at the United States-Ecuador Fishery Conference held at Quito in March and April 1953. This resolution was printed in Registro Oficial No. 340 of October 15, 1953, reports a U. S. Embassy dispatch from Quito dated October 21.

The Ecuadoran Senate made this resolution after considering:

"That the total revenues collected as a result of taxes on fishing has suffered a deep decline thus gravely injuring the participants in such revenues, which are the Navy, the cities of Tulean and Macara, and all of the coastal provinces and the Galapagos;

"That according to the conclusions adopted by the International Conference on Fisheries which took place at Quito in the months of March and April of the present year (1953), this situation would be remedied by the adoption of the recommendations formulated in that same conference;

"That the Minister of Economy and Fisheries stated in his Report to the Nation his absolute conformity with such recommendations and the necessity to carry them into practice as soon as possible;

"That according to the Law on Fisheries and Maritime Hunting now in force, especially Articles 8, 11, and 12, the Executive Power has full legal authority to dictate the dispositions necessary in order that these measures and recommendations might enter into force."

Chamber of Deputies Also Recommends Implementation: On November 5 the Ecuadoran Chamber of Deputies also adopted a Resolution recommending that the Executive Branch implement the recommendations, reports a November 30 U. S. Embassy dispatch from Quito. The Chamber's Resolution was printed in Registro Oficial No. 364 of November 14, 1953, and the wording is similar to the Resolution passed by the Senate.

El Salvador

TECHNICAL ASSISTANCE AGREEMENT WITH U. S. FOR DEVELOPING FISHERIES CONTINUED: The Salvadorean Legislature has approved an agreement between the United States and El Salvador calling for continued technical assistance from the United States in developing the Salvadorean fishing industry, the November 20, 1953, Journal of Commerce reports.

Under Point Four, technical assistance for developing El Salvador's fishing industry has been available to that country since 1951 and has been extended since on different occasions. Administration of the program now is under the United States Foreign Operations Administration. The technical assistance mission is presently operating in Pacific waters off El Salvador with a modern fishing craft acquired in California by the Salvadorean Government.

El Salvador could produce a total of some 18 million pounds of fish and shrimp a year. The Salvadorean press attributes this statement to members of the technical assistance mission.

Meanwhile Salvadorean capital is reported to be planning an enterprise in which 5 million colones (US$2 million) would be invested for development of El Salvador's deep-sea fishing resources. Using the modern fishing vessel purchased by the Government, technical assistance specialists have been bringing in large catches from Pacific waters, according to reports.

France

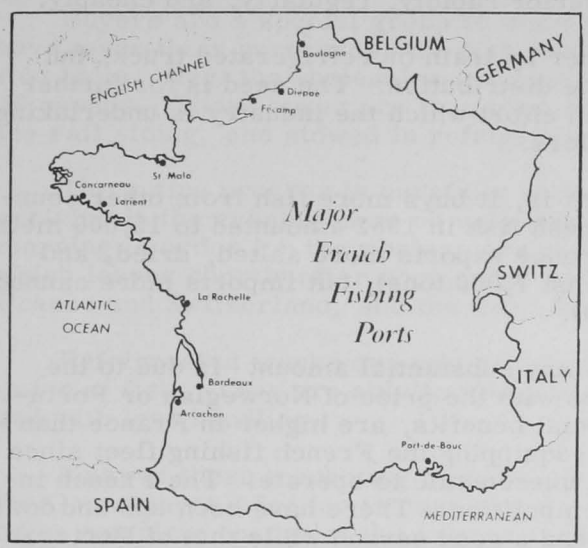
REVIEW OF FISHING INDUSTRY: The French fishing industry employs some 120,000 Frenchmen, directly or indirectly, making it the nation's fifth largest occupation, according to the August 17, 1953, France Actuelle, a French news bulletin.

The French fishing industry suffered extensive damage during World War II. Some 60 percent of its long-distance fleet, 66 percent of its steel trawlers, and 25 percent of its wooden vessels were destroyed in one way or another. Many of the chief fishing ports were heavily bombed, destroying docks, warehouses, and refrigeration plants.

Since the Liberation, the industry has made a strong comeback. New vessels and facilities have just about replaced those lost during the war. The tonnage of fish caught has regained the prewar level, and serious efforts are being made to increase it. New problems have also developed.

Many of the towns strung along the English Channel, the Atlantic Ocean, and the Mediterranean derive the greater part of their livelihood from the fishing industry.

Chief ports for commercial fishing are Boulogne, Dieppe, Fecamp, Saint-Malo, Concarneau, Lorient, La Rochelle, Bordeaux, Arcachon, and Port-de-Bouc. The port of Boulogne accounts for one-third of France's total catch. But a considerable aggregate comes from the thousands of fishermen whose small boats put out from every cover and inlet along the coast.



The fishing grounds extend from the coast to mid-ocean, but are concentrated in the North Sea, the Channel, the sea north and south of Ireland and, of course, the North Atlantic, from Newfoundland to Spitzbergen.

Large sailing vessels have all but disappeared, and coal-burning steam trawlers have given way to Diesel-powered boats. But there is still an un-economical large portion of coal burners in the fleet.

Of some 17,000 fishing vessels, France has only 300 heavy steel trawlers. The remainder are wooden vessels, of which 12,600 have a displacement of less than five tons. About half of the present fleet of steel trawlers has been built since World War II.

Still in service, however, are some 100 steel trawlers over 20 years old. And in the wooden fleet, 5,500 are at least 20 years old. These older boats are more costly to operate than modern types, and given the stiff competition in the fishing industry, many of them are unable to pay their own way.

One reason for this is the gradual depletion of nearby fishing grounds, which has forced French fishermen to seek out new grounds farther from home. Many of the older trawlers still in use do not have adequate power and other facilities to make these longer cruises economical.

The number of sailing vessels (including many small ones) has dropped steadily since 1936, from 12,500 to 3,500. But in the same period there has been little change in the total number of motor boats, the number being between 11,000 and 12,000. Indications are that many of these will go out of business as the distance to the fishing grounds increases.

Manning this diversified fleet are some 65,000 fishermen. They fall into two distinct categories: those who man the small fleet of long-range commercial vessels (6,000), and those who sail the much larger number of individually-owned boats of all sizes. Of the first group, crews receive a guaranteed minimum wage but also share in the proceeds of a good catch without taking any risks in the event of a poor catch. Their minimum wage is comparable to that of the merchant marine, which is better paid in France than in other European countries.

For the great majority of French fishermen, however, each sailing is a gamble. Shares in the catch are divided among the crew and owner, with some shares dedicated to amortization of the vessel and other equipment.

For the past few years, France's total catch has matched or slightly exceeded that of 1938. In 1952 it amounted to some 420,000 metric tons of fresh fish (including salt cod), valued at about US$100,000,000. The catch of the different kinds of fish has varied with the years, and there is some evidence that certain species are becoming less plentiful. Herring, cod, mackerel, tuna, and sardine make up a large part of the total French catch.

The annual per-capita consumption of fish in France is 23 pounds, while that of Norway is 127 pounds, Portugal 98 pounds, and England 52 pounds.

The industry recently launched a campaign to promote the consumption of fish throughout France. The main barrier to be overcome is the problem of distribution--how to get fresh fish from the coast to the interior rapidly, regularly, and cheaply.

The large cities are well supplied, whether by train or refrigerated truck, but many smaller communities do not get adequate distribution. The need is for further organization of transport and sales outlets, an effort which the industry is undertaking with the cooperation of wholesalers and retailers.

France is now a net importer of fish--that is, it buys more fish from other countries than it sells to them. The imports of fresh fish in 1952 amounted to 15,000 metric tons, while exports were only 1,100 tons. France exports more salted, dried, and smoked fish than it imports (26,000 tons against 7,000 tons), but imports more canned fish than it exports (29,000 tons against 3,400).

France's inability to increase exports by any substantial amount is due to the price of French fish. It is high in comparison with the price of Norwegian or Portuguese fish. Wages, together with various social benefits, are higher in France than elsewhere. Despite the progress made in re-equipping the French fishing fleet since the war, a large portion of it is overage and uneconomic to operate. The French industry has felt keenly the threat of foreign competition. There have been ups and downs from year to year, as when the French fleet had a good season while that of Portugal fell on hard times. But the cost-price factor remains the major handicap facing French fishermen who would like to see a greater demand for their catch both at home and abroad.

In a period when a strong effort is being made to lower all trade barriers, the French fishing industry sees no solution to its problems in the raising of further import restrictions. On the contrary, the industry is concentrating on ways and means of increasing production.

Estimated cost of replacing that portion of the fleet now overage is US$35,000,000. Even if spread over a period of four to five years, such a program is beyond the industry's own resources. Most likely source of new investment funds is the Government's second Modernization and Equipment Plan. If funds are provided, new construction is certain to make for more economical fishing.

The fish-canning industry is also due for overhauling. Average production for 1948-52 has been well below that of 1938, even though the number of cannery workers has almost doubled. An increase of two pounds or so in the per-capita consumption of fish would call for an increase of 40,000 metric tons in the annual catch--an expansion well within the capability of a fishing fleet that is being modernized. Such an increase in yield, if accompanied by real economy of operation, would help greatly to reduce the price of French fish.

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MARKETING THE FISH CATCH AT LORIENT: Lorient, on the southern coast of Brittany, has made a strong comeback since World War II and now ranks as France's second most important fishing port, after Boulogne, reports the August 17 France Actuelle, a French news bulletin. During the war its German-operated submarine pens attracted U. S. and British bombers, with the result that a good share of the port's facilities was destroyed. These have now been rebuilt. Last year Lorient handled 35,000 metric tons of fish.

Marketing of the catch in Lorient is typical of the process employed in most major French ports. Inbound trawlers announce the time of their arrival and the size of their haul by radio. When they dock, special crews go to work immediately unloading the holds.

Fish are dumped in large chests which are then trundled to sorting tables alongside the quay. There sorters segregate the fish according to variety and size. The

fish are then moved on to the auction halls, and when a sufficient number of chests have been collected a siren announces the sale.

Buyers are a special group of wholesalers, known as "mareyeurs." When they have made their purchases, the fish are moved to their warehouses adjoining the auction halls. Here the wholesalers carefully prepare and repack the fish in boxes of 40 to 50 pounds. These boxes are then placed on small carts, weighed, drawn by tractor to the rail siding, and stowed in refrigerator cars according to their destination.

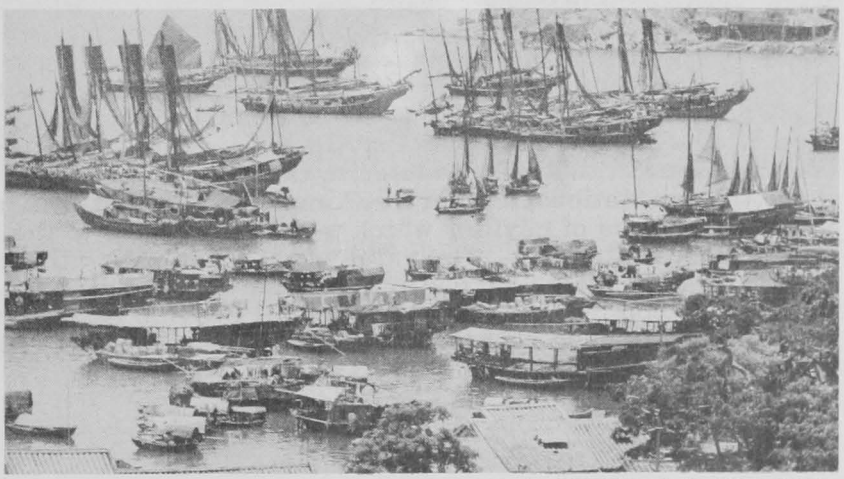
The entire process is carefully coordinated according to a tight schedule. Fish arriving in the evening must be unloaded and sold no later than 11 o'clock the next morning in order for the wholesalers to make the three daily fish trains, the first of which leaves shortly after noon. One heads for the Midi and Italy, another for eastern France and Switzerland, and the third for Paris.

Refrigerated trucks are now giving the railroads stiff competition in the transportation of fish. They are able to reach some markets more rapidly than the railroads and with less handling.

Many of these marketing steps are handled in Lorient by a concessionaire who pays the Government a fee for the use of public dock and warehouse facilities. This company takes complete charge of the catch as soon as a trawler docks.

Hong Kong

MORE FISHING VESSELS ARE MECHANIZED: Hong Kong's mechanized fishing fleet increased from 153 to 189 vessels (junks) from July to September 1953, reports an October 20, 1953, release from the Hong Kong Government. This indicates the keen interest shown by Hong Kong fishermen in the mechanization of their junks. Mechanization has been largely due to credit granted fishermen by local engineering companies. The credit scheme was made possible by the Fish Marketing Organization agreeing, at the request of the fishermen, to deduct money from the proceeds of fish sales to pay off these loans.



FISHING JUNKS AT CHEUNG CHAU, A FISHING PORT SOUTHWEST OF HONG KONG.

Landings at Hong Kong were poor during the summer months of 1953, which is the slack season in the local fishing industry. Landings were particularly poor during September 1953, when successive typhoon threats forced fishermen to take shelter for many days. By the end of September, however, there were signs that the better season was approaching. Yellow croaker fishermen were pleased with results achieved to that time and expected that the coming season would be a good one. Landings by purse seiners were not as good as the previous year, although there was a decided improvement towards the end of September. Long-line fishermen again complained of sharks attacking the long lines, and attributed their light catches to this cause.

India

NORWEGIAN EQUIPMENT FOR DEVELOPMENT OF FISHERIES ARRIVES: About 500 tons of equipment for the Norwegian-aided fisheries project at Neendakara, near Quilon, Travancore-Cochin, arrived at Cochin from Norway on October 11, 1953. The equipment is reported to include fishing nets, motors for a new type of boat made in Norway for inland fishing, materials for living quarters, medicines, etc., reports an October 22 U. S. consular dispatch from Madras, India. This equipment is part of the aid India's fisheries will receive from Norway in accordance with a tri-partite agreement among India, Norway, and the United Nations.

One of the Norwegian experts attached to the project reported that a workshop for boat building was now under construction. Plants for the drying of fishing nets have been erected and arrangements for the supply of drinking water had also been completed, he said. He added further that as soon as the equipment reached Quilon, the selection of local fishermen for training in inland fishing would start.

Preliminary arrangements were complete and the project was scheduled to begin operating in the early part of November 1953.

Iran

RUSSIA TO BUY FISH AND CAVIAR: Soviet Russia may purchase fishery products valued at up to 48 million rials (US$5 million) from the Iranian National Fisheries Company under the "Irano-Soviet Trade Quotas" for the year April 1, 1953, to March 31, 1954. The Iranian firm is successor to the Fisheries Company (Sherkat Shilat--a joint Irano-Soviet enterprise) which was dissolved following the expiration of the Soviet fisheries concession in January 1953.

The 48-million-rial quota was established following a prolonged series of meetings between representatives of the Iranian National Fisheries Company and representatives of the Soviet Government. It was finally agreed that the Soviet share (50 percent) of the value of the Caspian fisheries installations would be settled in kind. The first shipment of fishery products was scheduled to take place in October 1953. According to officials of the Iranian National Fisheries Company, the first transaction involves 10 metric tons of fish and 6 tons of caviar, which will be delivered to the Soviets at the Caspian Sea port of Bandar Pahlevi. The value of this shipment will be applied against the amount eventually determined as the total due the Soviet Union for its share of the installations. It is understood that the Soviet Union will provide its own transportation, although Iranian newspapers have reported that Iranian flag vessels will be used, states an October 22 U. S. Embassy dispatch from Tehran.

Italy

FISHERY PRODUCTS IMPORTS: Italy imported in 1951 a total of 1,117 metric tons of canned salmon and 55,620 tons of salted cod, reports the September 1953 World Fish Trade, a Danish fishery magazine. Of this, Canada supplied 1,015 metric tons of canned salmon and 9,075 tons of salted cod. In 1952 Italy reserved approximately C$3 million for the purchase from Canada of canned salmon and a similar amount for salted cod. However, the import of canned salmon from Canada was likely to decline in 1953 as Italy must import canned salmon from Japan in the value of approximately C$200,000 in accordance with a new trade agreement between the two countries.

Canned fishery products imported by Italy consist mostly of mackerel, tuna, anchovy, and salmon. Sale of canned salmon on the Italian market decreased after World War II

due to increased imports of canned mackerel from Norway and the Netherlands. In Italy salmon is normally considered a luxury food and usually limited to the less expensive chum salmon. Salmon is more popular than mackerel, but more expensive. It is estimated that the Italian market can consume about 80,000 cases of canned mackerel and 50,000 cases of canned salmon each year.

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LENT DOES NOT INCREASE FRESH FISH CONSUMPTION: Contrary to normal opinion, it has now been discovered in Italy that Lent does not cause an increase in the

MODERN ITALIAN RETAIL FISH MARKET.

consumption of fresh fish. During fasting periods there is, on the contrary, a tendency to eat fresh fish only on one weekday. A concentrated one-day demand influences quality, creates distribution difficulties, and on the whole affects the fresh-fish trade. This leads to a greater demand for cured fish, reports the September 1953 World Fish Trade, a fishery periodical.

Japan

CANNED AND FROZEN TUNA EXPORT QUOTA TO U. S. MAY BE RAISED: Only 2,000 short tons of frozen tuna and about 80,000 cases of canned tuna remain in the Japanese export quota to the United States for the year ending March 1954, according to the Japanese press (Nippon Suisan Shimbun, November 12). The 1953/54 winter albacore season began in December, and there were rumors about increasing the quotas.

Judging from past statistics, the winter albacore fishery was expected to produce about 15,000 tons of exportable tuna, so even if the remaining quota was taken to be 4,000 tons, it would be short by about 10,000 tons. The freezers hoped for a quota increase of around 8,000 tons, and the canners desired a considerable export quota. The canners did not plan on exporting their entire production before the end of the period, but planned to keep a "running stock" for export in April and May. In any case, they expected to find it difficult to get through to the end of the year with only the amount of the quota remaining in mid-November.

Because of the frozen tuna tariff problem, the Japanese Fisheries Agency had not reached any concrete decision as to whether to increase the quotas in this period or to permit an advance use of the next year's quotas. In either case it appeared that exports within the period of about 10,000 tons over the quota would be unavoidable.

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FIVE-YEAR PLAN FOR TUNA VESSEL CONSTRUCTION: The Japanese tuna fishery plans to build 230 steel vessels with a total tonnage of 61,500 tons, and 1,280 wooden vessels totaling 107,400 tons, in the period from 1954 to 1958, states the Japanese press (Suisan Shuho, November 1). At the end of 1952 there were 1,165 tuna boats (103,814 tons); and by the end of 1958 there will be 2,225 tuna boats (231,320 tons) in the Japanese fishery. The planned cost of this construction will be 2.1 billion yen (US $5.8 million) for the steel vessels, and 3.5 billion yen (US$9.8 million) for the wooden vessels, to be financed for the most part by the Japanese Government. The tuna production goal for 1958 is 552,775 metric tons as compared with 237,026 tons in 1952.

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AMERICAN SAMOA TUNA CANNERY REPRESENTATIVES VISIT JAPAN: Officials of the California firm which has leased the American Samoa tuna cannery from the Samoan Government visited Japan for two weeks early in November 1953 to study Japan's raw tuna supply potential and the prospects for the winter albacore tuna fishery. The party included the owner of a refrigerated mothership connected with the firm. It was anticipated that the party's trip would have as its objective negotiations with Japanese tuna fishermen in connection with the beginning of operations at the Samoan cannery. The industry watched this visit with interest, reports the Japanese press (Nippon Suisan Shimbun, November 16).

The Japan Tuna Boat Owners' Association had earlier made a formal bid to the U. S. company concerning the sale of raw tuna and hoped that a new route for its Japanese tuna business would be established. However, it was said that a Tokyo Fishing Company was already carrying on negotiations with the U. S. company and it is thought that perhaps the present visit may have as its objective the closing of a formal contract with the Tokyo firm. Nothing is generally known about the scope of the transaction.

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TUNA MOTHERSHIP EXPEDITION TO INDIAN OCEAN: The first Japanese tuna mothership expedition to the Indian Ocean was scheduled to sail from Hakodate the latter part of December 1953, contingent upon receipt of a license from the Japanese Fisheries Agency. The fleet consists of 10 catcher boats, 2 small fishing vessels, 2 launches, and 1 research vessel. Included among these vessels is a 3,650-ton refrigerator ship (Ginyo Maru). The production goal is 1,860 metric tons. The expedition plans to operate principally in the area of Timor in the Indian Ocean and will spend some time en route fishing in the vicinity of Formosa. Operations will continue for approximately two months, reports a November 12 U. S. consular dispatch from Sapporo. The plan is to fish in the Indian Ocean around 10° S., 118° E. for yellowfin tuna, albacore tuna, marlin, sharks, and Indian tuna, according to the Japanese press (Nippon Suisan Shimbun, December 14, 1953).

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"SAIPAN" COMPLETES ITS FIRST JAPANESE TUNA MOTHERSHIP EXPEDITION: The Japanese tuna mothership Saipan Maru (purchased from a United States firm early in 1953) returned to Tokyo on November 7, 1953, with 1,655 metric tons of long-line caught fish, 580 tons over its original production goal, according to the Japanese press (Nippon Suisan Shimbun, November 16). The Saipan Maru fleet was reported to be operating in the Gilbert Islands area.

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CANNED FISH EXPORTS INCREASE IN JANUARY-JUNE 1953: There was a substantial increase in Japanese exports of canned fish during the first six months of 1953, reports the Japanese press (Suisan Shuho, November 1). The principal items were tuna in brine which increased by 151,000 cases over the January-June period in 1952, crab meat by 31,000 cases, oil-packed tuna by 82,000 cases, sardines in tomato sauce by 100,000 cases, and saury in tomato sauce by 125,000 cases. Other canned goods exports declined slightly, but there was an over-all net increase in exports of all canned goods.

The problem of United States inspection of canned sardines has been brought closer to a solution, and future export prospects for this product look bright, according to Japanese reports.

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SODIUM ALGINATE PRODUCTION INCREASE PLANNED: A North Japan firm was established in May 1949 to manufacture sodium alginate from low-grade tangle, a November 12, 1953, U. S. consular dispatch from Sapporo reports. Tangle (an edible seaweed) abounds in the waters surrounding Hokkaido, The better grades are sold for domestic consumption and export to other Asiatic countries and the poorer grades are presently utilized as fertilizer or discarded. The Hokkaido Prefectural Government has assisted the company by the loan of machinery.

Due to poor management and production difficulties, the actual production of sodium alginate is not expected to begin until the spring of 1954. The company expects to receive a 25,000,000-yen (US$69,000) loan from the Development Bank (a central government agency) to facilitate the construction of a factory in Semani, Hokkaido. Annual production of powdered sodium alginate is expected to amount to 120 metric tons per year, principally for export to the United States, the largest consumer of sodium alginate. According to estimates made by the company, the purchase price of low-grade tangle will be 160 yen per kan (US$116 per metric ton), and five metric tons of tangle will yield one metric ton of sodium alginate. The total production cost of sodium alginate is estimated at 550,000 yen (US$1,525 per metric ton) and the domestic selling price at 800,000 yen (US$2,215 per metric ton).

The total estimated Japanese production during 1952 was 182 metric tons of powdered sodium alginate and 200 metric tons in the paste form.

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RUSSIA SEEKS FISHING VESSELS IN EXCHANGE FOR FISH: Soviet Russia desires to barter trade with Japan. Fish and fishing vessels are included in the preliminary arrangements, reports an October 27, 1953, U. S. Embassy dispatch from Tokyo. This information was obtained on a trip to Moscow by officials of a Japanese fisheries firm and a coal firm. Arrangements include the Russian export of fish to Japan in exchange for Japanese fishing vessels and other items.

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JAPANESE-KOREAN TALKS ON FISHERY QUESTION BREAK DOWN: Japanese-Korean discussions, which included a discussion of the seizure of Japanese fishing vessels by Korean authorities, were discontinued on October 21, 1953. These talks had been resumed on October 6, 1953.

Statements on the breakdown of the talks were issued by a Japanese Foreign Office Spokesman and by the Korean Minister Kim Yong-Sik.

In his statement, the Korean Minister indicated that Japanese explanations of certain statements made by the Japanese Chief Delegate in the meeting of the Property Claims Subcommittee held on October 15 were not satisfactory. The Korean Minister closed his statement as follows: "...He also stated in today's (October 21, 1953) ple-

nary session that those statements were made in his capacity as the Japanese Chief Delegate. The Korean delegation demanded that he withdraw the absurd statement and admit his previous statement was wrong. Unless he does so, the Korean side will find it impossible to continue to attend the talks since his statement is utterly unacceptable."

The statements attributed to the Japanese Chief Delegate had no reference to fisheries matters.

On October 22, 1953, a Japanese Foreign Office spokesman issued a statement regarding the breakdown of Japanese-Korean negotiations. Pertinent excerpts from this statement follow:

"The Japanese-Korean talks unfortunately broke down yesterday. This seems to have been a premeditated scheme of the Korean side.

"How did the talks get started? On September 6 of this year the Korean Government launched an indiscriminate and wholesale seizure of Japanese fishing boats. The boats thus seized illegally up to now number as many as 41, and their crews total 484 persons. On top of that, a Japanese Government vessel belonging to the Fishery Agency was also captured....

"Dr. Syngman Rhee in January last year drew a line on the high seas between Japan and Korea, and called it the Syngman Rhee Line.... The sea area so delineated was termed "Korean waters." At one spot, this line extends as far out on the high seas as 170 nautical miles from the Korean coastline.

"Japan proposed a Japanese-Korean conference on the fishery question, in order to put an end to such indiscriminate seizure. The Korean side declined to limit the subject to the fishery question alone, but insisted that it should be discussed in parallel with other issues pending between the two countries.... However, we accepted the Korean proposal without complaint.

"The agenda of the conference included mainly (1) the fishery question, (2) establishment of formal relations between the two countries, (3) the status of Koreans in Japan (numbering about 600,000), and (4) claims....

"...Japan does not find itself in a position to implore the Korean delegate to continue the talks, although the indiscriminate seizure of Japanese fishing boats by the Korean Government is still going on.

"The Koreans contend that the so-called Rhee Line is necessary for the conservation of fishery resources. They say that their fishermen cannot catch enough fish because Japanese fishing boats are catching all the fish in the sea. (Ironically, fresh fish sold by the Republic of Korea to Japan amounted to about a million U. S. dollars last year. This shows that they are catching more fish than they consume at home.)

"It is true that the Japanese fishing fleet is overwhelmingly larger than that of Korea. This is attributable to the initiative and industry of the Japanese for which they are not to be blamed. Their annual catch before the War averaged approximately 4.5 million metric tons, and is now about 4.1 million metric tons. Most of the catch is consumed at home.

"It is necessary in the waters between Japan and Korea, as in other waters throughout the world, to conserve fishery resources. The Japanese side is prepared to adopt measures of restraint as provisional steps, with regard to the methods of fishery (for example, the brightness of fish-luring lamps) and the area of fishery, as provisional steps until such time as scientific data are collected and exact measures of restraint are determined on the basis of such data. It is further prepared to furnish the Republic of Korea with fishing boats and nets to correct the imbalance between the Japanese and Korean fishing fleets. The Japanese believe that there are plenty of fish for both the Japanese and Koreans to catch in the waters of Japan and Korea...."

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GOVERNMENT STATEMENT ON FAILURE OF JAPANESE-AUSTRALIAN FISHERIES NEGOTIATIONS: The Japanese Government submitted the following statement to the Australian Government on September 10 after the fisheries negotiations between the two governments failed, reports a September 29 U. S. Embassy dispatch from Canberra, Australia:

"1. The Japanese-Australian negotiations for a fisheries agreement, which were begun on April 13 in Canberra, have failed after the deliberations of more than 4 months. Both sides were agreed on the necessity for conservation measures regarding pearl-shell resources in the Arafura Sea, but no agreement could be reached on provisional measures concerning the operational areas and the size of catch for Japanese and Australian luggers owing to the attitude of the Australian Government that it could not recognize the participation of Japanese luggers on an equal footing in the southern part of the Arafura Sea and adjacent waters, despite their pre-war activities. The Japanese Government desires to state its basic position and to make clear the course of the negotiations.

"2. It is an established principle of international law that the fisheries resources on the high seas are common property of all nations, and

should be open for development and utilization by all nations. In case regulation should become necessary in order to ensure the maximum sustained productivity of the resources, such regulation must be made equally applicable to the nationals of all countries who participate, or may participate in the future, in the development and utilization of those resources. The most appropriate precedent in this respect is, in the opinion of the Japanese Government, the International Convention for the Regulation of Whaling. The formula adopted in this Convention provides for limitations on total catch, physical size, operational areas and length of season, and permits the participating countries to compete freely on an equal footing within these common restrictions. With regard to pearl-shell fishing, because of its sedentary nature, it is possible to determine regulations based on more scientific grounds as further research is made on the pearl shell resources. If only the participating countries were willing to co-operate, the enforcement of the regulations could be carried out without difficulty.

"3. The initial Japanese proposal, based on the above principles, envisaged a convention, providing for (1) the establishment of an international commission, composed of the representatives of the signatory Powers; (2) the formulation by this commission of regulations based on scientific research; (3) the development and utilization in the Arafura Sea of pearl shell resources by the luggers of the interested countries under regulations designed to ensure a maximum sustained productivity. The Australian Government, claiming a paramount position on the grounds of geographical propinquity, proposed to reserve the known rich fishing grounds on the high seas off Thursday Island and Broome exclusively for Australian luggers, allocating to the Japanese luggers some pearling grounds in the areas to the west and to the east of Darwin. Even with regard to the latter areas, the majority of known banks were to be pearled exclusively by Australian luggers. In addition, the luggers of each country were to be excluded from pearling within the fishing grounds allocated to the other country. In the Australian proposal no consideration has been given to the possibility of luggers of nationality other than Australizan or Japanese operating within the areas to be covered by the convention. This proposal purports to establish substantially exclusive Australian jurisdiction over the pearl shell resources outside Australian territorial waters, and rejects the principle of multilateral international co-operation on an equal footing for the conservation and development of such resources on the high seas.

"4. The Japanese Government is convinced that an international partition of high seas fishing grounds not only contravenes the established principles of international law concerning the freedom of the high seas but also runs counter to the objective of the conservation and development of fisheries resources. However, desirous of facilitating an amicable conclusion of the negotiations, the Japanese Delegation submitted on July 2 as its maximum concession a proposal, effective for the first three years, to permit Japanese luggers to operate in the areas to the west and to the east of Darwin, excluding the two major fishing grounds around Thursday Island and off Broome. Moreover, it was made clear that, as in the initial Japanese proposal, there was no objection to Australian luggers operating with Japanese in these areas. This proposal was made with the understanding that it would be the joint responsibility of all participating parties to make investigation and research for pearl shell resources within all areas covered by the convention. The period of three years was stipulated because it was anticipated that within this period it would become possible to establish reasonable limitations on the catch in each area based on new scientific data. Moreover, it was made clear that the Japanese Government was prepared to discuss "limitations by countries on catch" in order to prevent overfishing in the areas where Japanese and Australian luggers intermingled.

"5. While this Japanese proposal of July 2 permitted operations by Australian luggers in all areas, it indicated that Japanese luggers would operate only in limited areas, and in fact Australian luggers were to be given a far more advantageous position. Nevertheless, the Australian Government rejected the Japanese proposal, insisting that Japan should concede to Australia "the major responsibility" in the areas where intermingling would take place. This, in the view of the Japanese Government, would actually amount to treating the southern part of the Arafura Sea as if it were Australian territorial waters insofar as pearl shell fishing was concerned. The attitude of the Australian Government disregarded totally the contributions made in the past by Japanese divers in the development of the pearl-shell resources in the Arafura Sea.

"6. It would be appropriate here to describe briefly the pearlshelling activities of Japanese luggers in the Arafura Sea in 1953. The Japanese plans were communicated to the Australian Government through the Ambassador in Tokyo on October 30, 1952. The proposed areas of operation were made clear also on February 16, 1953. These Japanese plans called for the dispatch of 25 luggers during the period from March to November to areas including the fishing grounds to the west and to the east of Darwin and off the Aru Islands for pearling and research. Since it was the first Japanese operation in more than 10 years, the pearling was planned on a modest scale, fixing the maximum catch at a low figure of 1,250 tons. It may be added that in the peak pre-war period, as many as 165 Japanese luggers operated, with a catch amounting to over 3,000 tons. In March, the month in which the departure of the pearling fleet was scheduled to take place, the Australian Government proposed to open negotiations for a fisheries agreement in Canberra on April 13, but said that it would not enter into negotiations unless the departure of the Japanese luggers was delayed for at least one month, because the presence of Japanese luggers in the waters near Australia would hamper the negotiations. The Japanese Government had consistently entertained the view that, in the absence of an international agreement, it was free to permit fishing by Japanese vessels in any area on the high seas, and the Japanese Government was convinced that the pearling by Japanese luggers on such a limited scale as mentioned above would not prejudice the negotiations in any sense. However, in its earnest desire for an early conclusion of an international agreement regarding pearl-shell fishing in

the Arafura Sea, the Japanese Government disregarded the tremendous economic loss and agreed to the Australian proposal. Thus, the departure of the pearling fleet was postponed until the middle of May. Operations, which were commenced early in June, were confined to only two banks and the catch totalled 311 tons, after two months, at the end of which it was evident that, unless the luggers moved to other banks, the above two banks would be depleted. On the other hand, there was no formal response to the Japanese proposal of July 2 concerning pearling by both Australian and Japanese luggers on the three banks within the area west of Darwin, and the areas to the east of Darwin. The Japanese Ambassador in Canberra informed the Australian Government on August 10 that the Japanese luggers would commence operations on the above-mentioned three banks in the middle of August, and would then move to the fishing grounds east of Darwin in the middle of September. According to this plan, the entire fishing area for the Japanese luggers this year excluded the fishing grounds near Thursday Island and Broome, where pre-war Japanese luggers had operated; it also excluded the two banks closer to Australian territorial waters, and, since it was the first post-war operations, instructions were issued not to pearl within 10 miles of the coast throughout the areas to be fished. The Japanese Government is convinced that the Australian Government will readily understand that this Japanese plan was quite modest and would in no way constitute a threat to Australian luggers operating from Darwin.

"7. Unfortunately, the conference has been called off by the Australian Delegation. The Japanese Government wishes to declare that, being deeply interested in the conservation of pearl-shell resources in the Arafura Sea, it is prepared to resume at any time negotiations based on a fair and reasonable basis. The Japanese Government also declares that, despite the absence of an international agreement, the Japanese Government will voluntarily undertake that:

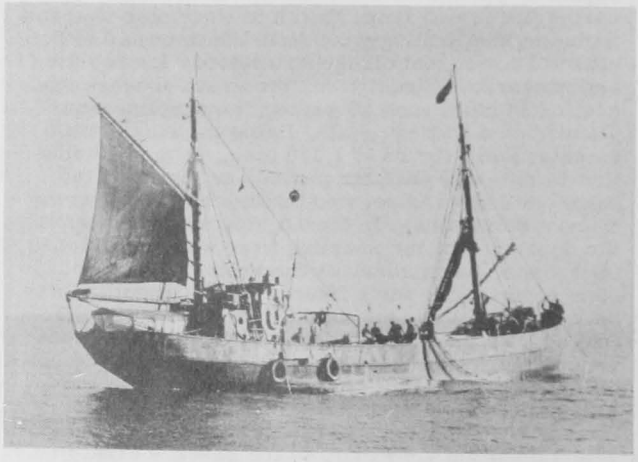
a. The conservation measures such as minimum size of shell, maximum total catch, number of vessels, etc., will be strictly observed by Japanese luggers;

b. Japanese luggers now operating will not pearl within ten miles of the coast;

c. All possible measures will be taken to prevent complications between Japanese and Australian fishermen."

Netherlands

U. S. AID FOR FISHERIES: The United States and the Netherlands Governments recently reached agreement on a grant of florins (equivalent to US$1.5 million) from the so-called Moody fund (counterpart funds), reports the October 1953 Holland Fish Trade, a Netherlands trade magazine. This raises the total available amount for the Netherlands to US$3 million (in Dutch currency). Of this amount, about fls. 2 million (US$526,000) is destined for improved marketing and distribution of fishery products--fls. 1.5 million (US $395,000) in the form of loans.



A TYPICAL LUGGER-TRAWLER OF THE NETHERLANDS.

It is planned to provide for a training center for retailers and wholesalers, which can at the same time serve as a demonstration center for housewives.

The sale of ready-to-eat products and of frozen fish will be encouraged by the development of modern packing methods. The project provides for the establishment of a number of cold storages in the eastern and southern parts of the country; and to make loans available for retailers to improve shops and purchase containers and other selling equipment for frozen fish.

Another part of the program aims to raise efficiency in the fish canneries and to provide demonstration facilities on modern smoking processes in the Laboratory for Fishery Research. Finally, it is intended to make the necessary funds available for building an installation for the mechanized unloading of fish.

To carry out the project, a Central Control Board will be set up composed of representatives of the fishing industry; the labor unions; the Marketing Board; the Ministry of Agriculture, Fisheries and Food; the consumers; and the Bank for the Middle Classes. The funds will be mainly supplied through the above-mentioned bank. The vast program will be carried out within three years.

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GOVERNMENT PROPOSES AID TO FISHERIES: The Netherlands Government has introduced a bill, under which one million guilders (US$263,000) is to be appropriated to improve the production, distribution, and processing of fishery products, states the October 1953 Holland Fish Trade, a Netherlands fishery magazine. A sum of fls. 550,000 (US$145,000) will be made available for the building of a new research vessel. It is planned to have about a 100-foot cutter built specially fitted for scientific and technical work on board.

The Government believes that the Netherlands should take part in the international investigation of the North Sea with an up-to-date and well-equipped vessel, the more so because the Netherlands has great interests in the herring catches in these waters.

The present research vessel Antoni Leeuwenhoek, a small cutter, was originally built for the fishery in coastal waters, and has only a limited range. Therefore, it could only be used in the southern part of the North Sea below the line Den Helder-Yarmouth.

In order to acquire technical installations and to fit out the Central Laboratory for Fishery Research, an amount of about fls. 200,000 (US$53,000) is thought to be necessary. The further outlay required for the development of the fish-canning industry is estimated at 150,000 guilders (US$40,000).

Norway

FISHERIES TRENDS, AUGUST-OCTOBER 1953: Norwegian fishing activities were normal during the third quarter of 1953, a November 2 U. S. Embassy dispatch from Oslo reports. The sardine catch was good. The tuna catch, on the other hand, was only about 7,000 metric tons as compared with about 11,000 tons during the corresponding period in 1952.

Export possibilities for klipfish (dry-salted cod) were not favorable. Stocks were reported to total about 40,000 tons, or more than at any time since the end of World War II. Because of high prices paid to domestic fishermen, Norway is having difficulty in competing with Iceland for foreign markets, especially Brazil. World market prices for dried fish have declined about 20 percent during the past few months.

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COASTAL HERRING FISHERY FUTURE UNCERTAIN: The future of the Norwegian coastal herring fishery is uncertain, warns the Director of the Norwegian Fisheries Directorate's Ocean Research Institute in Bergen. The big question is whether the present period of abundant herring shoals every winter is nearing its end, according to a November 19 release from the Norwegian Information Service.

The Director commented that the volume of the spring herring catches in waters around Karmoy Island already has been sharply reduced. The herring appears now to be spawning on banks in the North Sea and Skagerak, rather than along the west coast of Norway. These and sundry problems will be thoroughly investigated during the winter cruise of the research vessel G. O. Sars. The findings will be studied with keen interest.

The Institute in Bergen has in recent years conducted extensive investigations centered on the habits and migration paths of the herring. As the result of large-scale tagging, it has been established that the Iceland herring and the fat and spring herring off the Norwegian coast all belong to the same family.

Panama

LEGISLATURE TO CONSIDER NINE-MILE TERRITORIAL LIMITS BILL: A bill setting nine miles as the territorial limits off the coast of Panama was recently presented to the Panamanian Legislative Assembly, according to the Panama press (La Hora, October 9, 1953). The press release states:

"The nation has the faculty," the bill says, "to fix the continental and insular marine shelf of the Republic which is limited in either ocean by the isobar to 200 meters, in other words, the line joining the points at this depth. The nation also reserves the right to establish the demarcation of our territorial waters and the zones under whose protection, control and surveillance marine life comes, and to change or alter these demarcations in accordance with circumstances or conveniences that might arise as a result of new discoveries, or extensions that might appear in the future, or as a result of international agreements regulating this matter, to which the nation might be a signer.

"By territorial sea is understood to mean those waters bordering on our coasts up to nine marine miles, from the point of lowest tide over the firm and insular coast, in lakes and river banks flowing into the sea."

The bill was sent to the Legislating Commission of Territorial Limits for study. It is possible the deputies will ask for an opinion from legal advisers.

Peru

SHRIMP FISHING OPERATIONS: There are four companies operating shrimp fishing vessels in offshore waters from Puerto Pizarro, Peru, the U. S. Embassy at Lima reported recently. These companies operate a total of 16 fishing vessels, mostly former tuna purse seiners with a beam trawl having a spread of 22 feet. In addition, there are two freezerships with freezing capacities of 6 to 10 metric tons of shrimp a day and a storage capacity of about 200 metric tons. This shrimp fishery began in June 1953. Puerto Pizarro is near Tumbes and practically on the Ecuador border.

The average catch per vessel is about 220 pounds of shrimp per day. There are two species of shrimp caught--a small one averaging 30 to the pound (heads off), and a large species averaging 12 to the pound (heads off). Only the larger species is exported. Shrimp are usually packed in 5-pound containers. October production amounted to about 60,000 pounds.

Republic of the Philippines

MODIFICATION OF TRADE AGREEMENT WITH U. S. PROPOSED: On May 5, 1953, the Government of the Philippines submitted to the United States certain proposals for modification of the 1946 Philippine Trade Agreement. According to reports contained in the Department of State Bulletins of September 7 and October 19, 1953, these proposals provide:

1. that the present agreement be modified to provide for limited and reciprocal free trade between the two countries in such a manner that full duties would be imposed on all imports of each country except for those commodities which by agreement of the two Governments would be included in duty-free lists;

2. that the provision of the present agreement with respect to currency matters be eliminated, leaving the Philippine Government in complete control of its currency, subject only to control and regulations pursuant to its commitments to the International Monetary Fund; and

3. that provisions of the present executive agreement covering immigration and the rights and privileges extended to citizens in the fields of public utilities, land ownership, and exploitation of natural resources be made reciprocal.

In view of the importance of this matter and the careful study given it by the committees designated by the President of the Philippines, the United States as a necessary first step is making a careful examination of the proposals and other aspects of current economic relations between the two countries.

For this purpose the United States Government has established an executive committee consisting of representatives of the Departments of Agriculture, Commerce, Interior, Labor, State, and Treasury, the Foreign Operations Administration, and the Tariff Commission. This committee, which will coordinate its activities with the President's Commission on Foreign Economic Policy, is actively studying the Philippine proposals, including the additional information made available in the Philippine note of August 24 with respect to the various commodities which the Philippine Government suggests for inclusion in the selective free trade list.

The Philippine Government has provided lists of items which it proposes for selective free trade, and has given an indication of its attitude with regard to the period to be covered by the revised Agreement. Fishery products were not on the selective free trade list. Information on duties to be imposed on imports from the United States not included on the free list will have to wait the tariff revision now in preparation by the Philippine Tariff Commission. This was expected by the end of November 1953.

The Committee will first be required to determine whether, in its opinion, a basis exists for renegotiation of the 1946 Philippine Trade Agreement. The position of the United States on the Philippine proposals must await the conclusions of this Committee.

Under the Philippine Trade Act of 1946 and the exclusive trade agreement between the United States and the Philippines, "United States articles" are exempt from Philippine custom duties. Fishery products of United States production, such as canned salmon, sardines, mackerel, or herring are free of duty. The free provisions of this Act are due to expire on July 4, 1954, when duties would be applied to United States products at percentages of the basic duties, increasing in increments of 5 percent yearly until at the end of 20 years the full basic rates of duty would apply. Basic duties are those applied to products of other countries. Canned salmon, sardines, mackerel, and herring are dutiable at 15 percent ad valorem. Other fishery products are dutiable at rates up to 25 percent ad valorem.

Saudi Arabia

FISHERY DEVELOPMENT PROJECT: A large-scale fishery project administered by the Food and Agricultural Organization of the United Nations (FAO) will be carried out along the Red Sea coast of Saudi-Arabia and in the Persian Gulf, reports the September 1953 World Fish Trade, a Danish fishery periodical. It is likely that modern Danish fishery methods will be applied to the primitive fishery now carried on in the area. An Egyptian fishery biologist has been assigned as leader of the project and he has visited Denmark to study its fisheries.

The project will cost about US$3 million and will consist of 12 ultramodern fishery centers with quick freezers, ice-making plants, and fresh-water distilling layouts along the 1,000-mile coastline. Also, it is possible that Danish cutters will be exported later.

South-West Africa

FISHERY RESEARCH: The South-West Africa Administration has two scientific research vessels, one stationed at Luderitz and the second at Walvis Bay, an October 28, 1953, U. S. Consular dispatch from Cape Town reports. Both vessels are specially equipped to do research work on spiny lobster and pilchard. The research projects conducted by these vessels are as follows: density of the shoals; finding the spawning areas; checking on breeding habits; checking on rate of depletion due to commercial fishing; and checking on subsequent rate of replenishment.

The scientists on board take water temperatures in various areas and at different depths during day and night; and it has been found that water temperatures have a definite effect on the habits of fish. Currents and the salinity of the water also determine the activities and whereabouts of the fish, although this applies less to spiny lobster than to pilchard which rely on plankton for their food. It is now claimed that the amount of plankton in the ocean increases gradually north of the Cape until it reaches a height at Mossamedes, Angola.

In addition, there are two land-based laboratories to complete the work on final analyses. There are indications that there is at least one breeding area for pilchard outside and to the north of Walvis Bay. The Officer in charge of Fisheries stated that no more than the six licenses to fish and process pilchard will be granted until it has been established that the resources are such that more licenses are warranted. At Walvis Bay, however, two licenses were granted recently for the processing of white fish (any fish other than pilchard and spiny lobster). These plants will be engaged in smoking, freezing, cleaning, and dehydrating white fish, as well as producing fish meal. One of these is erecting a £32,000 (US$90,000) factory with capital raised locally.

The Administration is seeking more scientists for fishery research work. They require "university trained men, who have majored in zoology and chemistry."

The value of the fish products of the South-West Territory has increased from £400,000 (US$1.1 million) in 1948 to nearly £5 million (US$14 million) in 1953.

Spanish Morocco

FISHERY PRODUCTS IMPORTS-EXPORTS, 1952: Total imports of fishery products into Spanish Morocco in 1952 amounted to 1,548 metric tons, valued at 2,450,998 pesetas (US$62,200), an October 28 U. S. Embassy dispatch from Tangier reports. Spanish Moroccan exports of fishery products in 1952 totaled 2,952 metric tons, valued at 54,282,734 pesetas (US$1,378,000).

Surinam

GOOD SHRIMP FISHING POSSIBILITIES REPORTED: Large quantities of fair-size shrimp are available along the entire coastline of Surinam, a recent experimental shrimp fishing survey revealed. Between 200 and 300 pounds of shrimp could be caught in an hour, according to the survey made with trawlers over an area of 200 square miles. There is reason to believe that shrimp can be caught practically throughout the year, reports the September 1953 Caribbean Commission Monthly Information Bulletin.

The main problem is to find a market for the shrimp. Surinam itself consumes about 30 tons of dried shrimp, or about 600,000 pounds fresh weight. If there are export possibilities, considerably larger quantities could be caught.

Now that more is known about the shrimp fishing possibilities in Surinam, private firms might perhaps be interested in the sale of dried as well as frozen shrimp.

In addition to shrimp, the experimental fishing also yielded catches of scalefish, skinfish, sardines, rays, and sharks.

Sweden

CONSUMPTION OF FISHERY PRODUCTS, 1952/53: The total production of fishery products in Sweden during the fiscal year ending July 31, 1953, amounted to 292,600 metric tons, reports a November 16 U. S. Embassy dispatch from Copenhagen. In the same period imports totaled 32,000 metric tons. The available supply of fishery products totaled 324,600 tons. Of this total, 72,100 tons were used for domestic human consumption (a drop from the previous year), 136,700 tons in domestic industrial consumption, and 115,800 tons were exported. The supplies on hand as of August 31, 1953, were not known but were estimated to be very small. The amount of fishery products utilized for human consumption in 1951/52 totaled 86,900 tons.

Union of South Africa

PILCHARD CONSERVATION RECOMMENDED: As the result of a recent survey of the South African pilchard-maasbanker fishery, the Director of Fisheries made the following recommendations for the conservation of the industry, reports the October 1953 issue of The South African Shipping News and Fishing Industry Review, a South African trade magazine:

(1) The combined annual catch of pilchards and maasbankers for the purpose of canning and/or the production of fish meal, fish oil, or fertilizer be limited to 250,000 metric tons; in pursuance thereof, a closed season of September 15 to December 31 be imposed, provided that if by August 15 it is estimated that not less than 250,000 tons will be landed, and/or spawning will be in full swing, by the end of August, the closed season shall commence on September 1, otherwise fishing may continue up to September 23 at the discretion of the Director of Fisheries.

(2) The number of boats in the pilchard-maasbanker fishery be limited to those in commission, building, and/or firmly ordered and accepted for building as of January 31, 1953; no increase of this number to be permitted without the prior approval of a Boat Limitation Committee consisting of four fishermen's representatives and four factories' representatives under the chairmanship of the Director of Fisheries.

(3) Section 4 of the Sea Fisheries Act, 1940 (Act No. 10 of 1940, as amended) be amended to provide for powers to (a) prescribe the quantities of fish, or any one or more species of fish, that, in any one year, may be treated in any one factory, (b) limit the number and capacity of plants that may be used generally or in any defined area for the canning of fish, and/or for the manufacture of fish meal, oil, or fertilizer, (c) prohibit any person from using in any area any vessel for manufacturing fish meal, oil, or fertilizer, or for the freezing of spiny lobster tails or for the canning of fish, (d) prescribe the quantities of canned fish, fish meal, fish oil and/or fish fertilizer that may be produced in any one year by any one factory, and (e) by notice in the Government Gazette or in writing call upon any person to furnish any required information relevant to the purposes of this Section.

(4) The schedule to the Sea Fisheries Act, 1940, be amended to provide for an additional fee of £5 (US$14) per year for every fishing boat engaged in catching pilchards and/or maasbankers for canning or the production of fish meal, oil, or fertilizer.

The highly-mechanized and heavily capitalized South African pilchard-maasbanker fishery and industry started in the Union in 1943/44 with a seasonal catch of 7,500 metric tons. In nine years the industry advanced with giant strides to a production of 543,000 tons. This production for the 1951/52 season was divided as follows: 294,000 tons was produced by the Union of South Africa and 249,000 tons by South-West Africa.

The Director's recommendations were accepted by the Fisheries Development Advisory Council and are now covered by the provisions of the Sea Fisheries Act of 1940 Amendment Bill, which was passed in the Union House of Assembly in September 1953.

United Kingdom

FISHING INDUSTRY CONCERNED OVER MOVES OF VARIOUS COUNTRIES TO EXTEND TERRITORIAL LIMITS: Following the lead set by Norway and Iceland, countries in various parts of the world are attempting to impose bans, controls, and restrictions on fishing in waters outside present three-mile limits. This has caused some concern to the British fishing industry, according to the October 31, 1953, issue of The Fishing News, a British fishery magazine.

Following are the latest proposals:

(1) Faroe Islanders have asked the Danish Government to negotiate with Britain a "four-mile" offshore limit to fishing around the Islands.1/

(2) The Australian Government has imposed strict territorial control over pearl fishing in the waters of the Continental shelf.

(3) Six Scottish M.P.'s have tabled a motion in the House of Commons to close to foreign trawlers (as they are closed to British fishermen) the fishing grounds of the Moray Firth, Minch, and Clyde.

(4) Fishermen at Harwich and Whitstable are urging that a 12-mile limit should be imposed to keep out French fishermen or, failing that, a line should be drawn from Harwich to Dover to protect the Thames Estuary.

(5) British trawlermen are expressing fears that Greenland will be the next to seek an extension of territorial limits.

(6) President Syngman Rhee has imposed the "Rhee line," 60 miles off the South Korean coast, inside which only Korean vessels are allowed to fish.

1/SEE PAGE 36 OF THIS ISSUE.

The Faroese move may have extremely serious consequences for the British fishing industry. It has been made by the Faroe Social Democratic Party in the Danish Parliament, who have asked the Danish Government to negotiate with Great Britain with a view to extending Faroese territorial waters from three to four miles.

The President of the British Trawlers' Federation said recently: "This move is not entirely unexpected after what Iceland has done, but we do welcome the fact that the Danish Government has been asked to negotiate with us. As long as we have the opportunity of considering these questions on the basis of friendly negotiations then we shall be satisfied. It is satisfactory to see that Denmark is going about the matter in a proper manner."

The chairman of the Hull Fishing Vessel Owners' Association commented: "I am afraid this is the modern trend. It seems to be the policy of these countries to push a British ship off the seas wherever possible and that is why we are fighting Iceland so strongly...."

"This is just one more attempt to throw the British fisherman right off the seas," said the secretary of the Grimsby Trawler Officers' Guild. "It was obvious after the extension of Icelandic territorial waters that others would follow suit and we fear Greenland may be the next. We do not know yet whether the Faroese want a simple increase of a mile or whether base lines will be involved."

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NEW TYPE PLASTIC NET FLOAT: A new fishing net float made of an expanded plastic material and possessing unusual buoyancy has recently been put on the market by a Surrey firm, reports the October 31, 1953, issue of The Fishing News, a British trade journal. No repairs or maintenance are needed for the new float which is very light in weight, verminproof, odorless, noninflammable, resistant to gasoline, oil, and most chemicals; also, it will not support the growth of molds or bacteria.

Tests were carried out by the Norwegian Fishery Directorate with various floats sunk to depths of about 400 feet. It was found that cork floats became waterlogged, that Norwegian plastic floats were compressed to less than half size, and that the new British plastic floats were the only ones to be completely unaffected.

Tests have shown that one of these floats of one cubic foot will support a weight of 60 pounds in water indefinitely. After two weeks' complete immersion in water of 65° F. the moisture absorption was only 0.15 percent by volume.

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ICELANDIC TRAWLER LANDS CATCH AT GRIMSBY: The Icelandic fishing trawler Ingolfur Arnarsson landed a catch of 462,000 pounds of fish at the port of Grimsby on October 14, 1953, the first such landing since the British ban on Icelandic trawlers at British ports, reports the October 17 issue of The Fishing News, a British trade periodical. This vessel was brought to Grimsby by the London financier who plans to bring many Icelandic trawlers to British ports, and market most of the fish through his own organization. The financier purchased most of the trip as there was only one bid of 56 boxes by one other firm. Another Icelandic trawler was scheduled to arrive at Grimsby late in October. Also, Icelandic trawlers were to land at two other ports, one of which will be Fraserburgh.

Talking of the future, the London businessman said: "I have already secured a one-million-pound (US$2.8 million) order for frozen fish from a foreign country, and in the coming year I may have orders for six million pounds worth from this one government alone. It is not an Iron Curtain country. I hope to do most of this business through Grimsby, and in that case a lot of Grimsby fishermen and others in the industry, now out of work, will be in employment by this time next year."

It has been reported that there was a substantial loss on the first trawler and that subsequent landings would be handled differently and no fish offered for sale at the auctions. The financier diverted several vessels to Germany since then and it was believed that the market there affords a better price and provides ready buyers. The small merchants who would like to participate successfully agitated for meetings to be held both at Grimsby and London to consider "the rescinding of the ban on the buying of fish landed by Icelandic-owned vessels; the release of all members of the association from the effect of the ban in forbidding them to handle the catches of the Icelandic vessels; and the notification 'to all interested parties' of the result of the meeting." Moreover, one of the groups of trawler owners also suggested lifting the ban on Icelandic landings to permit two vessels to land each week for the period of one month. During this time negotiations could be carried on for a settlement of the original dispute. The Icelandic Vice-consul then stated that a temporary easement of the ban would not suffice--it must be unconditionally lifted. He further pointed out that Icelandic trawler owners have agreed to supply the London man and that commitment would have to be honored in any case. The prompt reaction of dissenting trawler owners and officers to this proposal has been outright rejection.

One group of trawler owners has announced plans to develop and improve their transport service throughout the United Kingdom by opening eight new depots in the south of England for their specially insulated aluminum trucks. This announcement has been countered by an offer from British Railways to reduce fish transport rates from the port of Hull to 28 of the main receiving centers by 40 percent, if all of the fish goes by rail beyond a 12-mile radius.

Other phases of the London Businessman's activities which may be significant are that he has established himself in an office building in London and that he is seeking a site at a dock in Grimsby to build a factory and cold storage so that fish can be landed direct for cold storage and processing, an October 30 U. S. Embassy dispatch from London points out.

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VESSEL OWNERS TO CONTINUE ADVERTISING PROGRAM: Directors of the British Trawlers' Federation, representing the distant-water section of the industry, decided at a London meeting early in October 1953 to continue their advertising campaign for another year, according to the October 10 Fish Trades Gazette, a British trade magazine. Special effort will be directed towards the sale of cod and cod fillets and the estimated cost is in the vicinity of £50,000 (US$140,000).

The Federation also agreed to contribute towards the expense of the hydrographic survey shortly to be undertaken by the White Fish Authority at a cost of £16,000 to £17,000 (US$44,800-45,600).

The British Treasury is also contributing towards the cost of the trip. Already the White Fish Authority chartered the British trawler Sletnes, which was scheduled to sail in mid-October.

In its last annual report, the WFA stated that it was difficult to get cooperation from various sections of the fishing industry to provide figures of costs and profits.

The Federation has decided that it shall not be liable to criticism on this score. Directors of the distant-water section have offered the WFA facilities to inspect the accounts of more than 300 distant-water vessels for a period covering the most recent two-year period.

The meeting also considered the bringing into operation of the 1946 North Sea Over-Fishing Convention. It is the Federation's view that the provisions laid down by the Convention must not be altered in any way before they are due to become effective in April 1954. It considers that in the interests of conservation the mesh sizes agreed upon in

1946 and subsequently affirmed at the first meeting of the signatory countries, after all had ratified the Convention, should not be modified in any way. This course should be maintained until the permanent commission has had an opportunity of considering the effects of the agreed provisions upon the fish stock.

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FISHING VESSELS SOLD TO WEST GERMANY: A fleet of 48 fishing vessels has been sold to West Germany by the British Government, reports the October 31, 1953, issue of The Fishing News, a British trade magazine. These vessels are the so-called "war cutters" captured from Germany during World War II presently being used by the German fisheries in the Baltic. They were originally naval vessels, but after 1945 the British authorities chartered them to Germans to help build a new German fishing fleet.

The German Ministry for Economic Affairs granted a loan of about £100,000 (US $280,000) to finance the purchase. The German authorities plan to resell the vessels to individual fishermen.

The vessels are to be modernized at an additional cost of about £100,000 (US $280,000). Motors are to be improved, and among other things the vessels will be equipped with new echo sounders.

Apart from the 48 British vessels, the German Baltic fisheries are using about 25 ex-United States naval vessels. Whether the Germans will buy these vessels is not clear.

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FROZEN WHALE MEAT PRODUCTION, 1952/53: Production of frozen whale meat on United Kingdom whaling vessels was estimated at 5,000 metric tons for the 1952/53 season, reports a May 20 U. S. Embassy dispatch from London. Almost the entire output was on the Balaena[1]/ which produced 4,845 tons compared with 2,530 tons in 1951/52. This meat is mostly consumed as animal food.

Several years ago the British whaling expeditions made an effort to place whale meat on the United Kingdom market for human consumption and produced a substantial quantity of frozen and canned whale meat. The poor reception to the product and the problems associated with producing meat suitable for human consumption resulted in abandoning this type of production. Although there is a large amount of protein food potential available in whale meat, consumer acceptance of this food in the United Kingdom is very limited and so far it has not proved profitable for the companies to produce it. With an improving supply of conventional meats, the prospects for greater use are limited. The small supply of whale meat used for human consumption in the United Kingdom now originates from land stations in Norway and Iceland.

United Kingdom imports[2]/ of humanly edible and other frozen whale meat in 1952 amounted to 7,700 metric tons, compared with 6,270 tons in 1951. The bulk of this was used for animal food.

1/ OTHER PRODUCTS PRODUCED BY THE BALAENA WERE 4,215 METRIC TONS OF DRIED MEAT AND LIVER MEALS, COMPARED WITH 3,568 IN 1951/52; LIVER OIL 30 TONS, COMPARED WITH 29 TONS; MEAT EXTRACT 134 TONS, COMPARED WITH 53 TONS.

2/ INCLUDING PRODUCTION OF UNITED KINGDOM EXPEDITIONS.

Venezuela

FISHERIES PRODUCTION AND IMPORTS, JANUARY-JUNE 1953: Production: The total production of fishery products in Venezuela during the first six months of 1953 on the basis of product weight amounted to 31,104 metric tons (table 1), reports an October 5 U. S. Embassy dispatch from Caracas. This is a 2-percent increase when compared with the 30,600 tons produced in the similar period of 1952. Total production in 1952 amounted to 49,554 metric tons.

Table 1 - Venezuelan Fishery Products Production (Product Weight), January-June 1953 and Year 1952

	January-June		Year 1952
	1953	1952	
	..... (Metric tons)		
Fresh ..	19,409	19,489	31,867
Salted ..	5,948	5,469	10,200
Canned .	5,747	5,642	7,487
Total .	31,104	30,600	49,554

Supplies of fishery products in Venezuela are ample for the demand. Canned fish was considered to be in surplus supply in 1952.

Imports: Venezuelan imports of fishery products during the January-June 1953 period amounted to 806 metric tons (table 2), valued at 2,284,506 bolivares (US$681,940). Leading items imported into Venezuela were cod (bacalao), tuna, and salmon, in that order.

Table 2 - Venezuelan Imports of Fishery Products, January-June 1953 and Year 1952

Species	Imports From All Countries						Imports From the United States		
	January-June 1953			Year 1952			January-June 1953		
	Quantity	Value		Quantity	Value		Quantity	Value	
	Metric Tons	Bolivares	US$	Metric Tons	Bolivares	US$	Metric Tons	Bolivares	US$
Cod (bacalao), salted	316	642,652	191,836	480	931,559	278,077	27.5	74,688	22,294
Cod (bacalao), unsalted	6	18,270	5,454	13	30,650	9,149	1.2	2,642	789
Herring, salted	10	13,111	3,914	24	30,752	9,180	4.3	7,629	2,277
Herring, other	14	23,453	7,000	40	54,775	16,351	9.9 1/	17,785	5,309
Salmon, unsalted	132	337,613	100,780	174	536,339	160,101	74.2 1/	224,627	67,053
Sardines, salted	2	2,931	875	13	18,144	5,416	-	-	-
Sardines, other	9	22,249	6,641	522	615,889	183,843	3.8 1/	11,958	3,570
Tuna, except dried and salted	163	545,757	162,912	265	909,175	271,396	42.0 1/	146,619	43,767
Caviar	1	32,154	9,598	2	55,494	16,565	.5	7,777	2,321
Miscellaneous fish, salted ..	21	75,061	22,406	73	482,549	144,044	11.8	50,808	15,167
Miscellaneous fish, unsalted	71	253,983	75,816	166	624,628	186,456	19.5 1/	46,440	13,863
Miscellaneous shellfish	62	317,272	94,708	125	621,668	185,572	38.2	177,221	52,902
Total	806	2,284,506	681,940	1,897	4,911,622	1,466,150	232.9	768,194	229,312

1/ PROBABLY MOSTLY CANNED.

United States shipments of fishery products to Venezuela in the first six months of 1953 totaled 233 metric tons, valued at 768,194 bolivares (US$229,312). The largest item was salmon (74.2 metric tons), followed by tuna (42.0 tons), and salted cod (27.5 tons).

INFRARED DRYING OF FISH IS TOO EXPENSIVE

Comparison of fish drying by means of infrared lamps, hot air, and sunlight showed that infrared drying is practicable but uneconomical for low-priced products, according to Japanese experiments.

--World Fisheries Abstracts, March-April 1953.