FOREIGN

International

INTERNATIONAL NORTH PACIFIC FISHERIES COMMISSION

FIRST MEETING: The First Meeting of the International North Pacific Fisheries Commission was held at Washington, D. C., beginning on February 1, 1954. The Government of the United States was host, according to a January 20 release from the State Department.

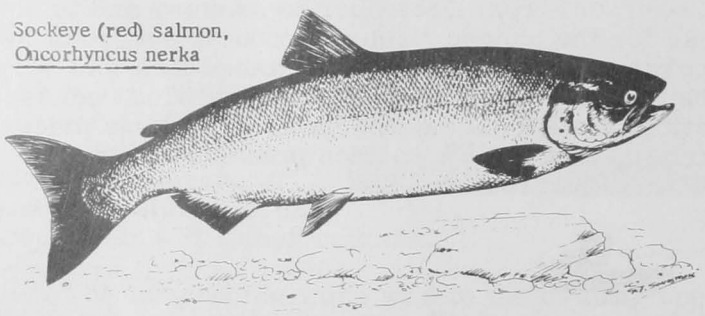
The establishment of the International North Pacific Fisheries Commission is provided for in the International Convention for the High Seas Fisheries of the North Pacific Ocean which was signed at Tokyo on May 9, 1952, on behalf of Canada, Japan, and the United States. It became effective on June 12, 1953, upon the exchange of ratifications by the three governments at Tokyo. The treaty was ratified by the President of the United States on July 30, 1952, with the advice and consent of the Senate, given July 4, 1952.

The participants are the Governments of Canada, Japan, and the United States. Invitations to send an observer were extended to the Food and Agriculture Organization of the United Nations, the International Pacific Halibut Commission, the International Pacific Salmon Fisheries Commission, the International Commission for the Northwest Atlantic Fisheries, the Inter-American Tropical Tuna Commission.

The purposes of the conference are to decide matters of organization, to prepare coordinated programs of research on stocks of fish that are of common concern to the three countries, and generally to carry out the commitments of the Convention.

PACIFIC SALMON FISHERIES COMMISSION

FRASER RIVER SOCKEYE SALMON INCREASE: The 1953 escapement of sockeye salmon to the Fraser River has been the largest on this cycle since 1913, reports the November 1953 Trade News, a Canadian Department of Fisheries publication. The cycle catch was the largest since 1917. Officials of the International Pacific Salmon Fisheries Commission report that the season's run totaled 5,250,000 sockeye with a catch taken from this number of slightly over 4,000,000 fish, equally divided between the fishermen of Canada and the United States. As a result of the increase in the 1953 run over the previous cycle in 1949, an additional C$7,000,000 was returned to the fishing industry of the two countries.



Sockeye (red) salmon, Oncorhyncus nerka

The run of sockeye salmon to the Fraser River this past season was a revival, in part at least, of the great 1913 run almost exterminated by the Hell's Gate slide of that year. All of the original races to the upper Fraser are now reviving as the result of the Hell's Gate fishways and scientifically designed regulations built and formulated by the International Pacific Salmon Fisheries Commission.

The outstanding features of the 1953 run were as follows:

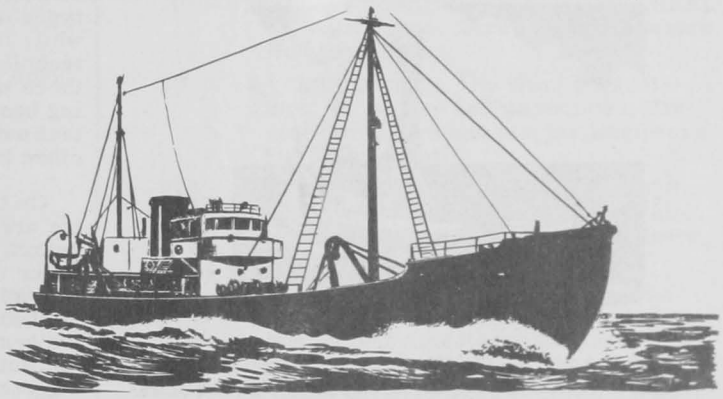
1. The Nechako River Watershed, including the Stuart and Fraser Lake districts, produced over 2,500,000 sockeye salmon or slightly over 50 percent of the entire 1953 run of Fraser sockeye. Closure of the Alcan's dam in late 1952 greatly reduced the stream flow in this system, but fisheries protective measures and a rainy season prevented any known losses to the escapement.
2. The run to the famous Quesnel district increased from 20,000 spawners in 1949 to 102,000 in 1953. Restoration of the area to its original status as a sockeye producer appears assured.
3. A total of 9,000 spawners appeared in the Driftwood River, northernmost tributary of the Fraser, located over 700 miles from Steveston. Only 450 sockeye were observed in this area in 1949.
4. Newly-revived runs were established to Pitt Lake and Portage Creek in the Seton Anderson Lake system.

Commission officials are particularly optimistic about the future of this cycle run and believe that on the basis of the 1953 escapement another increase is due when the run returns in 1957.

FOOD AND AGRICULTURE ORGANIZATION

INTERNATIONAL FISHING BOAT CONGRESS--MIAMI SESSION: The Miami (Florida) Session of the International Fishing Boat Congress was held November 16-20, 1953.

The Food and Agriculture Organization of the United Nations (FAO) arranged this meeting in cooperation with the Fish and Wildlife Service of the U. S. Department of the Interior. This was the second session of a similar congress arranged in cooperation with the Ministere de la Marine Marchande in Paris October 12-16, 1953.



At the Miami session 68 technical papers were submitted and a total of 114 participants from 17 different nations were registered. A representative from the United Nations Korean Rehabilitation Administration (UNKRA) was also in attendance.

The first day of the congress took the form of a joint meeting with the Sixth Annual Session of the Gulf and Caribbean Fisheries Institute.

On nomination of the United States delegation, the Congress on October 13 elected H. C. Hanson, consulting naval architect, Seattle, Washington, as Chairman, and the following were elected chairmen of the individual technical sessions:

Boat Types	Commander A. C. Hardy, London.
Hull Shape and Sea Behavior	G. C. Nickum, Consulting Naval Architect, Seattle, Washington.
Stability, Safety at Sea	Enrique R. A. Carranza, Argentine Naval Commission in the U. S. A.
Engines	R. T. Whiteleather, Branch of Commercial Fisheries, U. S. Fish and Wildlife Service.
Deck Gear	A. Labrie, Deputy Minister of Fisheries, Quebec, Canada.
Research Vessels	A. L. Prichard, Director of Conservation and Development Services, Department of Fisheries, Ottawa, Canada.
Factoryships	H. C. Hanson, Consulting Naval Architect, Seattle, Wash.

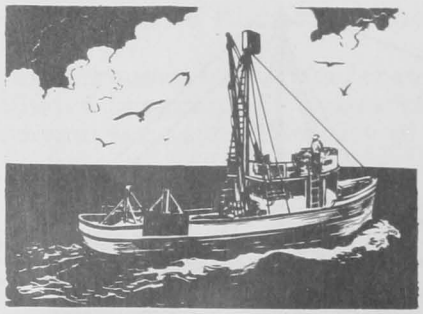
The papers, which had been distributed in advance, were summarized by rapporteurs in order to provide as much time as possible for discussions. Authors were given an opportunity to add to the rapporteur's summary. Several recordings

of contributions made to the discussions during the Paris session were transmitted to the participants in Miami.

Jan-Olof Traung, FAO naval architect, acted as rapporteur for the session on Boat Types on Monday and summarized 24 papers. The interesting discussion which followed centered on problems of general arrangement, construction methods, use of wood or steel, the advisability of using laminated wooden constructions, and the question of beach landing craft.

E. R. Gueroult, consulting naval architect and representative of the French Government, acted as rapporteur for the session on hull shape and sea behavior. In conclusion, the participants urged FAO to continue its work in collecting data on tank tests on fishing boats and to publish them in a uniform style for the benefit of fishing-boat designers in various parts of the world. It was also stressed that FAO should encourage and coordinate research, especially on the subject of sea behavior.

Commander Leonard E. Penso, Merchant Marine Technical Division, U. S. Coast Guard Headquarters, Washington, D. C., acted as rapporteur for the papers dealing with stability and safety at sea. The lack of stability and safety regulations for fishing vessels under 150 ft. (45.8 m.) in the United States was the cause of a lively discussion regarding the advisability of introducing certain minimum standards for fishing boats. A special committee was appointed to study this problem further during the time of the Congress.



Commander A. C. Hardy acted as rapporteur for the engine and propeller section. The discussion was divided into two parts. During the first, users, operators, naval architects, and a number of speakers were invited to contribute. General opinion was divided on questions such as 4-stroke versus 2-stroke engines; slow-running versus high-speed types; engine types (such as semi-Diesel versus Diesel); method of drive (such as direct drive, Diesel-electric drive, or controllable pitch propellers). During the second part of the discussion, in which engine manufacturers mainly participated, information was given about the design and characteristics of modern high-speed engines.

The papers on deck gear, summarized by Sidney Shapiro, U. S. Fish and Wildlife Service, dealt with the use of hydraulics for driving deck winches, the use of a drum for hauling purse seines, and the use of simplified containers for storing live bait for the tuna fisheries. The discussion centered on these items and also on the experiences that had been gained in using electric drive for trawl winches.

R. T. Whiteleather, Assistant Chief, Branch of Commercial Fisheries, U. S. Fish and Wildlife Service, reported on research vessels and supplemented his report with information about the design and operation experiences of the Service's Pacific Coast exploratory fishing vessel John N. Cobb. Additional information about research vessels was given by other participants.

A special session was arranged on the subject "Development of Fisheries in Underdeveloped Areas." The discussions were introduced by Mogens Jul, Chief Technologist, Fisheries Division, FAO, Rome, who compared the minute amount of money spent in technical assistance by all different agencies in the world with the expenses to build one single battleship. He made some general remarks about the difficulty of finding the right expert for the right place and discussed general experiences in the conducting of technical assistance programs in the past. Jan-Olof Traung gave some typical examples of FAO's work in the development of boats and gear. The valuable discussion emphasized the necessity of not carrying out technical assistance programs faster than they can be absorbed by the receiving country, and that only such methods or equipment should be proposed as had shown favorable results elsewhere.

Mogens Jul, FAO, reported on factoryships. He was rather doubtful of the immediate future of this type of fishing enterprise except in such conditions where distance from home port make other types of operation impossible. He pointed out that while factoryships could be made economically and technically successful under optimal conditions, there will always remain in use other kinds of fishing boats in varying sizes, and that it was important not to consider factoryships as superseding other kinds of fishing boats.

On October 14 the U. S. Fish and Wildlife Service arranged an excursion to visit one of their research vessels which was equipped with underwater television, and participants were also shown through the Marine Laboratory of the University of Miami. They were also invited to an Economics session at the Gulf and Caribbean Fisheries Institute dealing with the problem of financing fishing vessels.

The Congress adopted a resolution similar to the one adopted by the Paris Session, as follows:

"Whereas the Miami Session of the First International Fishing Boat Congress has taken note of the present state of experimentation and research in the design and construction of fishing boats, and in their safety and security in operation, and

"Whereas it finds that these subjects deserve a common further study in order to avoid the dispersion of efforts and to facilitate the comparison of the results obtained,

"Therefore it recommends that FAO should organize a permanent international cooperation on a wider basis with the effective assistance of the

Naval Architects, Marine Engineers, Boat Builders, Scientific Societies and Research and Other Organizations of the interested countries, and

That, for this purpose, a provisional Committee for the Americas should be formed to instigate the necessary contacts and to organize and supply vital impetus to this cooperation."

The following were nominated for this Committee: H. C. Hanson, Naval Architect - Chairman, 102 Colman Ferry Terminal, Seattle 4, Wash.; Wm. C. Miller, Marine Engineer - Secretary, 577 Spreckels Building, San Diego 1, Calif.; Geo. C. Nickum, Naval Architect, Polson Building, Seattle, Wash.; Francis Minot, Marine Fisheries Eng. & Res. Inst., Woods Hole, Mass.; Dwight S. Simpson, Naval Architect, 650 Centre St., Newton, Mass.; Howard I. Chapelle, Naval Architect, RFD 1, Cambridge, Md.; Jorge M. Sanchez A., Naval Architect, Presa Rodriguez 33, Mexico 10, D.F.; Carlos Santa Maria (Pro Tem for Chile), Corporacion de Fomento de la Produccion, 37 Wall Street, New York 5, N. Y.; Wm. S. Hines, Dept. of Trade and Industry, Halifax, N. S., Canada.

List of Papers:

Paper No.	Title and Author
1	SOME AMERICAN FISHING LAUNCHES, by H. I. Chapelle, Naval Architect, Cambridge, Md.
2	TANK TESTING TECHNIQUE, by W. P. A. van Lammeren, Superintendent, Wageningen Model Basin, Wageningen, Netherlands.
3	THE INFLUENCE OF OPERATIONAL FACTORS ON THE DESIGN OF A MODERN TUNA CLIPPER, by J. F. Petrich, Naval Architect, Western Boat Building Co., Tacoma, Wash.
4	MODERN IRISH FISHING BOATS, by John Tyrrell, John Tyrrell and Sons, South Quay, Arklow, Ireland.
5	STABILITY OF FISHING VESSELS, by George Nickum, Naval Architect, W. C. Nickum and Sons, Seattle, Wash.
6	THE DESIGN AND CONSTRUCTION OF BRITISH COLUMBIA FISHING VESSELS, by R. F. Allan, Naval Architect, Vancouver, B.C., Canada.
7	COMBINATION FISHING VESSEL OF THE PACIFIC, by H. C. Hanson, Naval Architect, Seattle, Wash.
8	THE TUNA CLIPPER OF THE PACIFIC, by H. C. Hanson.
9	THE TROLLING BOAT AND ITS OPERATIONS IN THE PACIFIC COAST, by H. C. Hanson.
10	THE GILL NET BOAT AND ITS OPERATIONS IN THE PACIFIC COAST, by H. C. Hanson.
11	FISHING VESSEL LIVE-BAIT EQUIPMENT, by C. B. Carlson, Fishery Engineer, Chief, Gear Developments and Research Program, U. S. Fish and Wildlife Service, c/o University of Miami Marine Laboratory, Coral Gables, Fla.
12	THE EXPERIMENTAL FREEZING TRAWLER "DELAWARE," by C. G. P. Oldershaw, Refrigeration Engineer, Fishery Technological Laboratory, U. S. Fish and Wildlife Service, East Boston, Mass.
13	SOME ASPECTS OF THE MOTORIZATION OF FISHING CRAFT IN CHILE, by Paul Ziener, Ingeniero Naval, Valparaiso, Chile.
14	HYDRAULIC DECK EQUIPMENT, by Hans Vestre Huse, Hydraulik A/S, Brattvaag, Norway.
15	PAKISTAN FISHING CRAFT, by M. R. Qureshi, Director, Central Fisheries Department, Karachi, Pakistan; H. Magnusson, Naval Architect, Goteborg, Sweden; J. O. Traung, Naval Architect, Food and Agriculture Organization, Rome, Italy.
16	LOADING AND CHANGE OF TRIM ON SMALL TRAWLERS, by W. J. McInnis, Naval Architect, Eldredge-McInnis, Inc., Boston, Mass.
17	SAFETY AT SEA FOR FISHING VESSELS UNDER NETHERLANDS ACTS AND REGULATIONS, by J. G. de Wit, Deputy Shipping Inspector, Scheepvaart Inspectie, The Hague, Netherlands.
18	HEAVY DUTY FISHING ENGINES, by R. G. Andersen, Manager, A/S Tuxham, Denmark.
19	BOMBAY FISHERMAN FORGES AHEAD, by S. R. Setna, Director of Fisheries, Bombay, India.
20	SAFETY AT SEA, by Wm. C. Miller, Wm. C. Miller and Associates, Marine Surveyors and Marine Engineers, San Diego, Calif.
21	CALCULATING THE STABILITY OF TUNA CLIPPERS, by D. W. Dickie, Naval Architect and Marine Engineer, Oakland, Calif.
22	THE DEVELOPMENT OF THE NEW ENGLAND TRAWLER, by D. S. Simpson, Naval Architect and Marine Engineer, Newton, Mass.
23	SOME UNUSUAL FEATURES IN THE EQUIPMENT OF A DEEP SEA TRAWLER, by Mario Costantini, Dottore Ingeniere, Direttore del Cantiere San Marco di Trieste.
24	THE OCEANOGRAPHIC RESEARCH VESSEL, by Francis Minot, Director, Marine and Fisheries Engineering Research Institute Inc., Woods Hole, Mass.
25	BUQUES DE PESCA ESPANOLES (Spanish Fishing Vessels), by Jose M. Gonzalez-Llanos y Caruncho, Ingeniero Naval, El Ferrol del Caudillo, Spain. (25A - Spanish Text; 25B - English Summary.)
26	QUELQUES NOTES SUR LES GRANDES CHALUTIERS (Some Notes on Large

Paper No. Title and Author

Trawlers), by H. E. Jaeger, Professeur de construction navale a l'Ecole Superieure Polytechnique de Delft, Pays-Bas.

27 - BEACH LANDING CRAFT USED FOR FISHING IN EUROPE, by Hans K. Zimmer, Naval Architect, Bergen, Norway.

28 - FIXED-BLADE AND CONTROLLABLE-PITCH PROPELLERS FOR FISHING BOATS, by J. A. van Aken, Head of Propeller-Design Department, Lips Propeller Works, Drunen, Netherlands.

29 - SEAWORTHINESS AND SAFETY OF TRAWLERS IN A SEAWAY, by W. Moeckel, Hamburgsche Schiffbauversuchanstalt, Hamburg, Germany. (29A-Abstract and Figures; 29B - Full paper without figures.)

30 - RECENT DEVELOPMENTS IN FISHING VESSEL DECK GEAR, by C. B. Carlson, Chief, Gear Development and Research Program, U. S. Fish and Wildlife Service, c/o University of Miami, Marine Laboratory, Coral Gables, Fla.

31 - THE USE OF MEDIUM SPEED DIESEL ENGINES ON BOARD FISHING VESSELS, by D. E. Brownlow, Technical Director, Mirrless, Bickerton and Day Ltd., Stockport, England.

32 - MODERN PROPULSION PLANTS FOR FISHING VESSELS, by Kurt Schmidt and Theodor Schumacher, Klockner-Humboldt-Deutz A. G., Cologne, Germany.

33 - LES CHALUTIERS A MOTEUR FRANCAIS (The French Motor Trawlers) (In French and English), by E. R. Gueroult, Architecte Navale, Paris, France.

34 - INSTALLATION A BORD D'UN CHALUTIER DE GRANDE PECHE D'UN APPAREIL MOTEUR A GENERATEURS A PISTONS LIBRES ET A TURBINE A GAZ (Free Piston Generators and Gas Turbine Propulsion on Board of a Deep-Sea Trawler), by A. Augustin Normand, Fils, Directeur des Ateliers et Chantiers Augustin Normand, Le Havre, France.

35 - HELICES A AILES ORIENTABLES A BORD DES CHALUTIERS (Controllable Pitch Propellers for Trawlers), by Marcel Rouchet, President Directeur-General des Ateliers et Chantiers de Bretagne, Nantes, France.

36 - LA TRANSMISSION HYDRAULIQUE APPLIQUEE AUX TREUILS DE PECHE (Hydraulic Transmission applied to Trawl Winches), by Paul Guinard, Secretaire General des Etablissements "Pompes Guinard," Saint-Cloud, France.

37 - LA COMMANDE ELECTRIQUE DES TREUILS DE PECHE (Electrically Driven Trawl Winches), by Maurice Graftiaux, Chef des Laboratoires des Etablissements Sautter-Harle, Paris, France.

38 - REMARQUES SUR LES CHALUTIERS TYPE CORPORATION EQUIPES DE MOTEURS DIESEL a 4 TEMPS a VITESSE LENTE (Some Remarks on "Corporation" Type Trawlers Fitted with 4-Stroke Low-Speed Diesel Engines), by Jean Faure, Chef du Service Peche, Societe Generale de Constructions Mecaniques, La Courneuve, France.

39 - CONSIDERATIONS SUR LE PROBLEME DE LA PROPULSION DES CHALUTIERS PAR MOTEURS DIESELS a 2 et 4 TEMPS (Notes on the 2- and 4-stroke Diesel Engines as Trawler Propulsion), by Andre Dussardier, Ingenieur Civil du Genie Maritime, Compagnie de Construction Mecanique Sulzer et Atiliers et Chantiers de la Loire, Paris.

40 - DISPOSITIONS NOUVELLES CONTRIBUANT A L'AMELIORATION DES CONDITIONS D'EXPLOITATION DES CHALUTIERS (New Developments Contributing to the Improvement of the Trawler Operations), by P. Bain, Ingenieur Civil du Genie Maritime, Directeur Technique de la Societe Mac-Gregor-Comarain, Neuilly-sur-Seine, France.

41 - VIBRATION IN SMALL SHIPS, by James Whitaker, H. Widdop and Co., Ltd., Marine Diesel Engine Builders, Keighley, England.

42 - NEW MATERIALS IN FISHING VESSEL CONSTRUCTION AND OPERATION, by E. C. Goldsworthy, Marine Consultant, Weybridge, England.

43 - FISHERIES RESEARCH AND EXPERIMENTAL VESSELS, by G. L. Kesteven, Chief Marine Biologist, Food and Agriculture Organization, Rome, Italy.

44 - SOME ECONOMIC ASPECTS OF THE DESIGN OF FISHING CRAFT WITH PARTICULAR REFERENCE TO UNDERDEVELOPED AREAS, by C. Beever, Fisheries Economist, Food and Agriculture Organization, Rome, Italy.

45 - OUTLINE TO A CATALOGUE OF FISHING BOAT TANK TESTS, by Jan-Olof Traung, Naval Architect, Fisheries Division, Food and Agriculture Organization, Rome, Italy.

46 - COSTINGS AS A MEANS OF RATIONALIZED FISHING BOAT CONSTRUCTION, by A. N. Christensen, President, Ancas Traeskibsbyggeri, Oslo, Norway.

47 - MODERN DIESEL ENGINE TRAWLERS, by Robert Kolbeck, Maschinenfabrik Augsburg-Nurnberg AG, Augsburg, Germany.

48 - MODERN GERMAN FISHING VESSELS, by H. Kannt, Dipl. Ing., Director, Aktien-Gesellschaft "Weser" Seebeckwerft, Bremerhaven, Germany.

49 - PROBLEMAS EXISTENTES EN LA CONSTRUCCION Y PROYECTO DE EMBARCACIONES PESQUERAS (Problems

Paper No.	Title and Author
	of Design and Construction of Fishing Boats), by L. Fernandez Munoz, Ingeniere Naval, Asociacion de Ingenieros Navales de Espana, Madrid, Spain.
50 –	THE RELATION BETWEEN FISHING GEAR AND VESSELS, by A. V. Brandt, Dr., Oberreg. Rat, Institut fur Netz- und Materialforschung, Hamburg, Germany.
51 –	PROTECTION OF FISHING VESSELS AGAINST TEREDOS AND FOULING, by H. Kuhl, Federal Research Institute of Fisheries, Institute of Inshore and Freshwater Fisheries, Hamburg, Germany.
52 –	CONTROLLABLE PITCH PROPELLERS, by P. Stoffel, Dipl. Ing., Escher Wyss Maschinen GmbH, Ravensburg, Germany.
53 –	HIGH SPEED DIESELS FOR USE IN FISHING CRAFT, by W. C. Gould, Vice President and General Manager, Diesel Engine Corporation, New York, N. Y.
54 –	THE OWNER'S VIEWPOINT, by Basil Parkes, Managing Director, St. Andrew's Stream Fishing Co. Ltd., Hull, England.
55	DEEP SEA FACTORY SHIPS, by D. B. Cunningham, Naval Architect, General Manager, Brooke Marine Ltd., Lowestoft, England.
56 –	OIL ENGINES FOR TRAWLERS, by C. J. Hepton, Marine Engineer, Hepton Brothers, St. Andrew's Dock, Hull, England.
57 –	SEMI DIESELS VERSUS DIESELS, by Ivar Stokke, Dipl. Ing., Norges Tekniske Høgskole (The Institute of Technology of Norway), Trondheim, Norway
58 –	SOME DATA ON THE MOTORIZATION OF THE SMALL FISHING BOATS IN PORTUGAL, by Joaquim Gormicho Boavida, Fishery Research Investigator, Gabinete de Estudos das Pescas, Lisbon, Portugal.
59 –	SOME ASPECTS OF THE MOTORIZATION OF THE SCOTTISH INSHORE FISHING FLEET, by E. George Bergius, The Bergius Company, Ltd., Glasgow, Scotland.
60 –	FISHING BOATS IN ICELAND, by Bardur G. Tomasson, M.I.N.A., Consulting Engineer, Fiskifelag, Reykjavik, Iceland.
61 –	THE POST WAR RECONSTRUCTION OF THE DUTCH COASTAL FISHING FLEET, by W. Zwolsman, Naval Architect, Zaandam, Netherlands.
62 –	LA PROPULSION DES CHALUTIERS PAR MOTEURS DIESELS AVEC REDUCTEURS A DEMULTIPLICATION VARIABLE (Propulsion of Trawlers by Diesel Motors with Variable Speed Reduction Gears), by Alexandre Chardome, Directeur du Chantier Naval D'Ostende de la S.A. Beliard, Crighton et Co., Bruges, Belgium.
63 –	FREEZING AT SEA, by G. C. Eddie, Mechanical Engineer, Torry Research Station, Department of Scientific and Industrial Research, Aberdeen, Scotland.
64 –	CONTROLLABLE PITCH PROPELLERS FOR FISHING CRAFT, by K. G. Rosenthal, Ingenieur, Burmeister and Wain, Copenhagen, Denmark.
65 –	THE CONSTRUCTION AND USE OF JACKETED, COMPLETELY REFRIGERATED FRESH FISH HOLDS, by W. A. MacCallum, Development Engineer, Fisheries Research Board of Canada, Halifax, Nova Scotia, Canada.
66 –	REVERSABLE PITCH PROPELLER, by J. Højsgaard, Chief Engineer, A/S Hundested Motorfabrik, Hundested, Denmark.
67 –	STATEMENT, by H. E. Jaeger, Professeur de Construction Navale, Ecole Superieure Polytechnique, Delft, Netherlands.

All the papers and discussions are scheduled to be published by Arthur J. Heighway Publications Ltd., 68 Victoria St., London S.W. 1, England.

At the Paris Session of tne International Fishing Boat Congress 200 participants were registered from 24 different nations, and 65 technical papers were presented. These same papers with a few additions were presented at the Miami Session. Representatives from the International Labour Office, World Meteorological Organization, and the International Commission for the Northwest Atlantic Fisheries were also in attendance at the Paris session, and the meetings were conducted in the same manner as at the Miami Session.

NOTE: See Commercial Fisheries Review, December 1953, p. 31; August 1953, pp. 24-5.

(NORTH EUROPEAN) OVERFISHING CONVENTION

SECOND MEETING OF PERMANENT COMMISSION: The second meeting of the Permanent Commission set up under the International Fisheries Convention of 1946, known as the "Overfishing Convention," was held in London, England, November 3 to 6, 1953. Eleven of the twelve signatory governments--Belgium, Denmark, France, Iceland, the Irish Republic, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, and the United Kingdom--sent delegations, while Poland was represented by an observer. Observers from the Federal German Republic also attended upon invitation of the Commission and they indicated that their country might accede to the Convention early in 1954, reports a November 19 U. S. Embassy dispatch from London.

Several delegations put forward proposals for the alteration of the provisions of the Convention (due to come into force on April 5, 1954) affecting the size of the net meshes, the size limits of fish to be retained for landing and sale, and the extent of the waters covered by the Convention.

Two conclusions were reached on proposals to modify the provisions of the Convention on the minimum mesh size of nets:

(1) For a transitional period of not more than two years from April 5, 1954, the minimum size of mesh should be 75 mm. (3.0 inches) instead of 80 mm. (3.2 inches) in the waters for which 80 mm. is prescribed in the Convention (this includes inshore, near, and middle waters). This is a unanimous decision.

This means that the minimum size of trawl nets will be 75 mm. (3.0 inches) in inshore, near, and middle waters and 110 mm. in distant waters. The Fisheries Minister in the United Kingdom will soon issue an order to that effect.

(2) The minimum mesh for seine nets from April 5, 1954, should be 70 mm. (2.8 inches) in the waters for which the Convention at present prescribes a mesh of 80 mm. (3.2 inches) and 100 mm. (3.9 inches) in the distant waters for which it prescribes 110 mm. (4.3 inches). This is a conclusion accepted by all countries represented except one--Norway, who has still to determine its attitude.

The Governments adhering to the Convention are under an obligation to take steps by April 5, 1954, to bring into force the provisions of the Convention as modified by unanimous decisions of the Commission.

If this later proposal is unanimously agreed in the Commission, the minimum size of seine mesh will be 70 mm. (2.8 inches) for inshore, near, and middle waters and 100 mm. (3.9 inches) for distant waters; if it is not, the minimum size of mesh for seines will be the same as for trawls, i. e., 75 mm. (3 inches) in inshore, near, and middle waters and 110 mm. (4.3 inches) in distant waters. A further announcement will be made on the subject as soon as the position becomes clear.

Denmark sought to have two changes made in the Convention on the grounds that there had been two important changes in Denmark's fishing since 1946, reports a November 30 U. S. Embassy dispatch from Copenhagen, First, the importance of the catch for industrial purposes has increased tremendously; and second, the catch of common sole is now of significant economic importance whereas it was not in 1946.

About 20 to 25 percent of the fish (mainly herring) caught by Danish fishermen for industrial purposes is made up of whiting. According to the Convention agreed in 1946 the minimum length of whiting permitted is 20 cm. (8 inches). In order to comply with this requirement, the fishermen would need to sort out all those below

20 cm. This would mean greatly increased work, and according to the Danes would make industrial fishing unprofitable. The Danish delegates suggested that the Convention be amended so as to permit whiting below 20 cm. up to 20 percent of the weight of the catch. The suggested amendment was not passed.

For the catch of common sole, nets of 60-65 mm. (2.4-2.6 inches) mesh size have been used. The Convention, however, requires nets of 80 mm. (3.2 inches) mesh size. The Danish delegates maintained that the increased mesh size would reduce the catch by one-third and also make this type of fishing unprofitable. They suggested that the Convention be changed to permit a mesh size of 70 mm. (2.8 inches). An agreement was reached that for a trial period of two years Danish fishermen be permitted to use mesh-size nets of 75 mm. (3 inches).

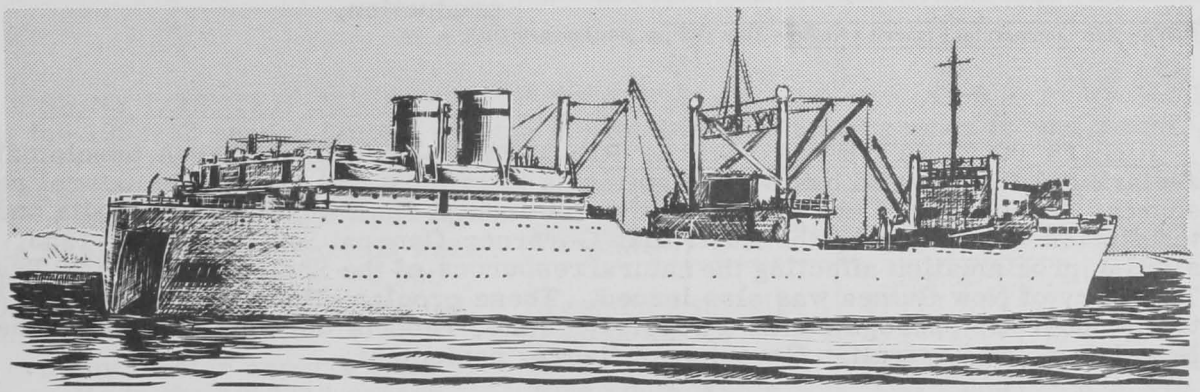
The remaining proposals are to be the subject of further scientific study and consultation among the countries which proposed them for further discussion at the next meeting of the Commission in Copenhagen in May 1954. Before that time the Commission wished to be informed of the measures being taken by all member countries to enforce the requirements of the Convention so that consideration could then be given as to whether any further steps should be taken.

The United Kingdom Government also informed the Commission that it intended to lay before all the other signatories its proposals for a revised Convention which would resolve the difficulties consequent upon the different interpretations which had been put upon the scope of their powers at the first meeting. This would meet what was believed to be the general desire that conservation measures need not necessarily be restricted to the size of the net meshes and the size limits of fish.

Note: See Commercial Fisheries Review, June 1953, p. 42.

WHALING

FACTORYSHIPS TO USE MORE HELICOPTERS: Experts believe that the whaling factoryship fitted with a turntable flight deck for the helicopter will soon be standard equipment on most Antarctic whale hunts, reports the November 1953 South African Shipping News and Fishing Industry Review. Orders have recently been placed by a



Modern Whaling Factoryship

number of British and Norwegian whaling operators for the Westland S-55 helicopter, an indication of the increasing use of helicopters for whale-catching operations.

A whaling expedition usually consists of the factoryship and a dozen or more catcher boats which hunt in a wide arc around the factoryship, covering some 50 to 100 miles ahead of it. When a whale is sighted, the catcher boat's crew kill it, inflate it with compressed air, and tow the whale back to the factoryship for processing.

With the helicopter stationed on the factoryship and flying off from a small turntable deck fitted to its stern, the area of search can be extended considerably. The

helicopter ranges well beyond the catcher ships, radios them directions to their target, and searches for "flagged" whales.

The helicopter pilot also keeps a good lookout for ice, and in an emergency can transfer sick men from the small catcher boats to the factoryship.

During a recent season, a helicopter sighted 1,334 whales in 185 flying hours. It has been estimated that a helicopter with an endurance of 9 hours, flying 300-500 feet above the sea, could survey an area of 13,500 square miles during one flight, as against a catcher vessel's 20 hours to cover a third of this area. The added speed of the helicopter also means that a higher proportion of the whales sighted are eventually killed.

For the future, experts believe there is a possibility that helicopters may go further than their present search role and actually attack the whale. The suggestion is to equip a helicopter with a harpoon gun and inflation equipment so that it would be possible for more than half the catcher vessels to be replaced by six or eight large helicopters operating from the factoryship, with only a few tow boats needed to bring the whales back to the factoryship.

Australia

Australian Canned Fish Pack, 1951/52-1952/53

Species	1952/53	1951/52
	Lbs.	Lbs.
Australian salmon ..	3,938,021	3,089,803
Barracouta	2,629,439	3,269,900
Tuna	386,230	142,057
Whitebait	73,623	50,577
Other	550,136	520,096
Total	7,577,449	7,042,433

CANNED FISH PACK, 1952/53: The total pack of Australian canned fish in 1952/53 amounted to over 7.5 million pounds--7 percent more than the 1951/52 pack, reports the October 1953 Fisheries Newsletter, an Australian Government fishery periodical. Barracouta and Australian salmon (Arripis trutta), as usual, comprised the bulk (87 percent) of the production.

NOTE: See Commercial Fisheries Review, July 1953, p. 44; January 1953, p. 38.

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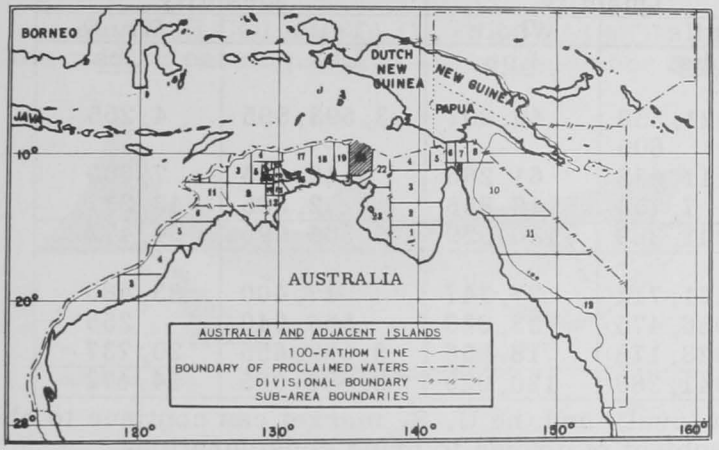
RIGHTS TO CONTINENTAL SHELF RESOURCES PROCLAIMED: A proclamation declaring that Australia has sovereign rights to explore and exploit the natural resources of the sea bed and subsoil of the Continental Shelf adjoining Australia and its territories was issued by the Australian Governor-General September 11, 1953. A similar proclamation affecting the natural resources of the Shelf adjoining the Trust Territory of New Guinea was also issued. These proclamations were issued by Australia under its prerogative as a sovereign state, reports the October 1953 Fisheries Newsletter, an Australian Government fishery periodical.

PEARL FISHERIES ACT AMENDED IN ACCORDANCE WITH CONTINENTAL RESOURCES PROCLAMATION: The same week the Australian House of Representatives passed without opposition the Pearl Fisheries Bill amending the Pearl Fisheries Act 1952/53 to provide for the definition of Australian waters extending to the limits of the Continental Shelf, the proclamation of the boundaries of the Continental Shelf, and the application of the Act within proclaimed waters to all operators irrespective of nationality. The Bill passed the Senate unopposed the next week. The Act was assented to on September 17, 1953, and effective October 12, 1953.

In a speech on the Bill, the Minister for Commerce and Agriculture, said:

"The Pearl Fisheries Act, introduced in 1952 to permit a system of licensing and control of pearl fishing in waters over Australia's Continental Shelf, as amended, will be brought into operation. The licensing system and control measures introduced under the Pearl Fisheries Act will be enforced on all pearlers and ships engaged in pearling in Australian waters irrespective of nationality. Any infringement of the licensing provisions will be enforced in the normal manner in our Courts."

In a later statement (November 9, 1953), the Minister made it clear that the Australian Government did not accept the Japanese contention that the Pearl Fisheries Act does not affect Japanese vessels in waters outside of the territorial limits of Australia, a November 17 U. S. Embassy dispatch reports. He pointed out, however, that subject to an undertaking from the Japanese that they would conduct their pearling operations in conformity with the Australian policy of regulation and conservation pending the Court's decision, the Government would be willing to submit the question to the International Court of Justice.



Shows Australian pearling waters proclaimed September 25, 1953, under the Pearl Fisheries Act 1952-53. The five divisions and subareas are shown: Western Australian Division, 6 subareas; Northern Territory, 23; Queensland, 12; Papua, none; New Guinea, none. The shaded Northern Territory subarea 20 is exempt from the proclamation and the Japanese may fish in this area without a license for the current season. Licensing came into force on October 12.

The Minister called attention to the fact that the Japanese Government has not been accepted as a party to the Statute of the International Court. Rather than invoke measures to delay submission of the question to the Court, however, the Australian Government had agreed to proceed as soon as possible with such submission, being of the opinion that it was in the interests of friendly international relations to encourage the settlement of differences by recognized judicial bodies, rather than by resort to measures of enforcement.

* * * * *

SPINY LOBSTER INDUSTRY, 1952/53: The spiny lobster catch in Australia during the 1952/53 season (July 1 to June 30) totaled 15,626,560 pounds (round weight), reports the October 1953 Fisheries Newsletter of the Commonwealth Director of Fisheries (table 1). Of this total, 12,280,000 pounds were packed for export and 3,346,560 pounds for domestic consumption.

Table 1 - Australian Spiny Lobster (Crayfish) Catch by States, 1951/52 and 1952/53 1/

State	1952/53	1951/52
	Lbs. 2/	Lbs. 2/
Western Australia .	8,098,602	7,790,946
Tasmania	2,744,390	2,052,129
South Australia	3,500,000	3,000,000
New South Wales ...	528,000	655,470
Victoria	755,568	504,000
Total	15,626,560	14,002,545

1/Fiscal Year July 1 to June 30.
2/Round weight (landed weight).

Spiny lobster exports from Australia in the 1952/53 season totaled 3,941,368 pounds of tails and 130,029 pounds of whole lobster (table 2), with a total value of ŁA1,444,450 (US$3,236,000). As in the past, the United States received the bulk (98 percent) of these exports, nearly all in the form of frozen tails. In the previous season foreign shipments totaled 3,606,095 pounds of tails and 54,472 pounds of whole spiny lobsters, with a total value of ŁA1,777,880 (US$3,940,000).

Export earnings increased 23 percent from the 1951/52 season due to a rise in both the quantity exported and in prices. During the year export prices increased

from 7s. (77 U. S. cents) per pound to 7s.6d. (84 U. S. cents). This increase in dollar earnings is considered important in Australia's national economy.

As in the Union of South Africa, Australia had to adopt conservation measures. Unless new grounds are opened up, it seems likely that exports from both countries

Table 2 - Australian Spiny Lobster (Tails and Whole) Exports by Country of Destination and State of Origin, 1951/52 and 1952/53

Item	1952/53 Quantity		1951/52 Quantity	
	Tails	Whole	Tails	Whole
	Lbs.	Lbs.	Lbs.	Lbs.
By Country of Destination:				
United States	3,921,558	49,907	3,593,595	4,255
Hawaii	605	-	-	-
Canada	11,455	61,266	10,195	7,000
Singapore	7,750	18,856	2,305	43,217
Total	3,941,368	130,029	3,606,095	54,472
By State of Origin:				
Tasmania	161,715	77,347	17,400	33,480
South Australia	956,475	33,826	556,040	255
Western Australia	2,823,178	18,856	3,032,655	20,737
Total	3,941,368	130,029	3,606,095	54,472

will not rise much above the present level; and the U. S. market can continue to absorb the total quantities available, subject of course to price considerations.

NOTE: See Commercial Fisheries Review, January 1953, pp. 38-40.

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WHALING SEASON, 1953: Australian whaling stations received a total of 2,000 whales in 121 days during the 1953 season that ended on September 18. There were four stations operating during the season. The whale oil production from this season's catch was valued at £A1,520,000 (US$3,405,000), reports the October 1953 Fisheries Newsletter of the Commonwealth Director of Fisheries.

NOTE: See Commercial Fisheries Review, May 1953, pp. 46-7.

Barbados Island (British West Indies)

FISHERIES PRODUCTION, JANUARY-JUNE 1953: Barbados Island's total estimated fisheries production during the first six months of 1953 amounted to almost 15 million pounds, valued at about BWI$2.3 million (US$1.3 million), reports the October 1953 Caribbean Commission Monthly Information Bulletin. In the entire year of 1952 the total catch was just over 9.2 million pounds, and in 1951 it was 6.4 million pounds. The value in 1951 was estimated at BWI$1.0 million (US$0.6 million). This substantial increase in 1953 is attributed to the wider use of gill nets for catching flying fish. It is believed that there is enough fish in Barbadian waters to justify setting up a freezing and cold-storage plant.

Canada

VIEWS ON TERRITORIAL WATERS: Canada has been studying the question of territorial waters and it is the personal opinion of the Canadian Minister of Fisheries that a territorial ocean belt extending seaward 12 miles is better than the present one extending seaward 3 miles, according to a report in the Japanese press.

The Canadian Minister of Fisheries visited Tokyo early in December 1953. The subject of territorial waters was brought up during his visit there when he was questioned on the controversy between Japan and Korea over Korean restrictions on Japanese fishermen. On that matter the Minister is reported to have stated that while he did not wish to become involved in the controversy, it was Canada's view that establishing a fishery line on the high seas beyond a nation's territorial waters could not be effected unilaterally by one nation.

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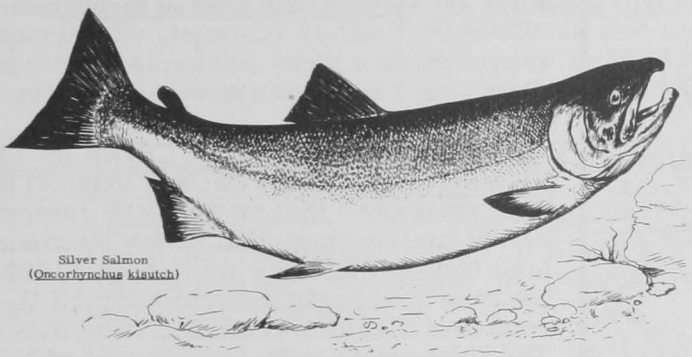
BRITISH COLUMBIA CANNED SALMON PACK, 1953: The 1953 British Columbia salmon canning season ended December 5 with a total pack of 1,821,269 cases (48 1-lb. cans), the Canadian Department of Fisheries reported on December 9 (see table). This was 41 percent more than the 1952 pack of 1,293,435 cases, and is the second largest pack in recent years (1951 pack was 1,955,475 cases). In 1953 increased packs were reported for sockeye (red), chum (keta), pink, and coho (silver) salmon.



Silver Salmon
(Oncorhynchus kisutch)

At the beginning of November, salmon net fishing was restricted to the Fraser River and certain limited areas in District 3. Other areas were closed to net fishing in the interests of conservation on November 3 and by the end of the month all net fishing ceased entirely. In view of the fact that fall salmon spawning requirements had been fulfilled in most of the southern coastal areas, salmon fishing by trolling was authorized on December 1 to carry through until the regular opening of trolling in 1954.

British Columbia Canned Salmon Pack, 1948-53
(In Standard Cases of 48 1-Pound Cans)

Species	1953	1952	1951	1950	1949	1948
	Cases	Cases	Cases	Cases	Cases	Cases
Sockeye (red)	510,100	449,174	428,217	408,041	259,880	260,050
Blueback	2,055	5,581	13,224	7,371	6,876	19,893
Spring (king) .	12,177	9,064	13,631	9,133	21,065	16,251
Coho (silver).	108,115	58,514	300,521	109,272	208,063	193,587
Pink	793,382	675,836	735,494	446,516	709,217	321,514
Chum (keta) .	392,716	91,514	460,740	498,984	226,241	496,928
Steelhead	2,724	3,752	3,648	3,243	2,381	5,686
Totals	1,821,269	1,293,435	1,955,475	1,482,560	1,433,723	1,313,909

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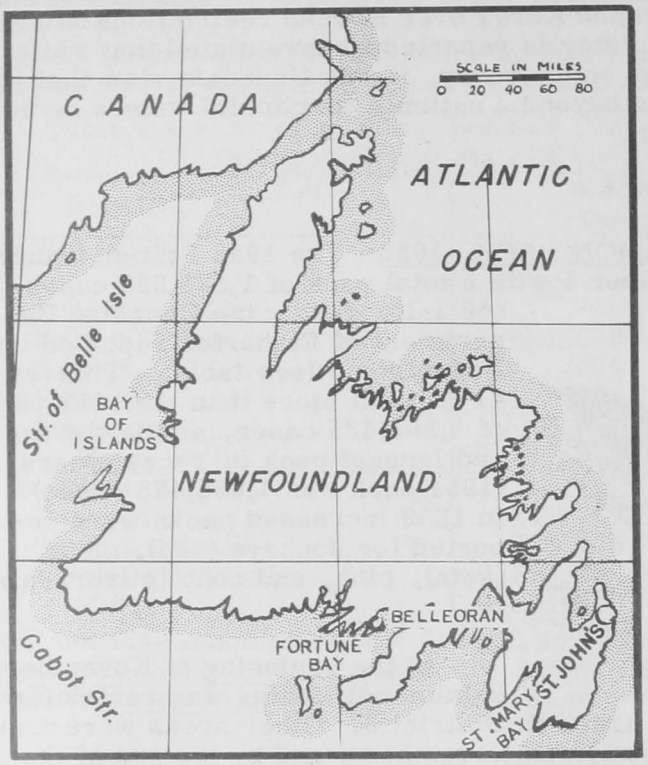
NEWFOUNDLAND MAKES ADVANCE PAYMENTS TO SALT-COD PRODUCERS: The Newfoundland Government November 27, 1953, began making advance payments of C$1.50 per quintal (112 pounds) to producers of salt cod, reports a December 2 U. S. consular dispatch from St. John's. An office for this purpose was opened in St. John's where these advances were available to producers in an effort to meet the monetary difference between 1952 prices and 1953 opening prices. Some sixty Provincial agents elsewhere on the island are likewise receiving applications for these advances. Payments are being made on the strength of buyers' receipts issued to fishermen. Payments will be made on the following basis:

C$1.50 per quintal for dried cod; C$1.50 per 140 pounds for heavy-salted bulk fish; C$1.50 per 224 pounds for light-salted bulk fish.

A Newfoundland Member of the Canadian House of Commons declared before the House on December 1, 1953, that Canada should use "tough bargaining tactics" with Portugal when the latter asks to renew its permit to use east coast Canadian ports in the interests of its fishing fleet. He stressed that sales of salt fish to Portugal had nearly stopped, that Portugal had built a modern fishing fleet from Marshall Plan money, paid higher prices for bait than Newfoundland fishermen could afford, and that Portugal's fleet was now supplying the greater part of that country's need for cod.



NOTE: Also see Commercial Fisheries Review, January 1954, p. 30.

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EMPLOYMENT DECLINES IN THE NEWFOUNDLAND FISHING INDUSTRY: It is estimated that in 1953 the total number of males employed in the Newfoundland fishing industry was about 6,000 at the most, reports a September 18 U. S consular dispatch from St. John's. This compares with an estimate of 10,000 men at the height of the 1952 season and a census report of 31,500 men for 1945.

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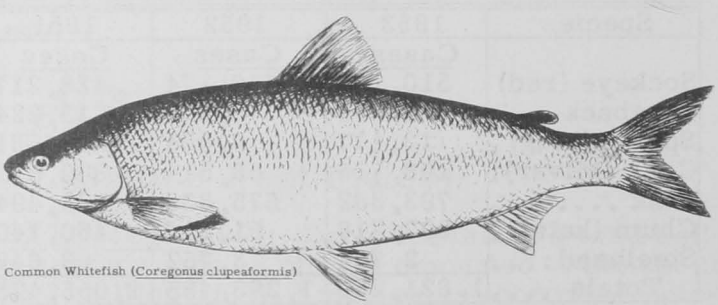
GREAT SLAVE LAKE FISH CATCH, 1952: A successful summer season was experienced in 1953 by fishermen on Great Slave Lake, Northwest Territories, Canada, reports the November 1953 Trade News, a Canadian Department of Fisheries publication. Although there were fewer boats operating and the volume of landings was somewhat lower than in 1952, the average catch per vessel was higher. A total of 110 fishermen manned 39 boats in 1953 as compared to 148 fishermen and 53 boats the previous year.



Common Whitefish (Coregonus clupeaformis)

The landings of whitefish and trout amounted to 3,423,386 pounds (round weight) out of the summer limit of 5,700,000 pounds.

More ice had been put up in the winter of 1952/53 than the previous winter, but the supply was almost exhausted by September 1, 1953. To insure an adequate supply for the 1954 operations, two new icehouses have been built on the north shore of the lake.

Wind storms were not as numerous in 1953 as in the summer of 1952, but they were more severe and accounted for not only lost time but a certain amount of damage to nets, gear, and boats.

Chile

NEW WHALING COMPANY: A new whaling company is being formed to be located at the port of San Carlos, Chile (at the mouth of the River Valdivia), reports the December 26 Foreign Trade, a Canadian Government publication. A capital of 50 million pesos (US$455,000) will be invested. New whaling vessels will be bought in Norway.

Denmark

FROZEN FILLET EXPORTS TO THE UNITED STATES: The only fish fillets exported by Denmark to the United States are frozen cod and plaice fillets. The quantities exported were a little larger in 1952 than in 1951, and in the first eight months of 1953 there was a sharp decline in these exports (see table).

Danish Sales and Actual Exports of Frozen Fillets to the United States

Species	1953						1952								
	January-August			January-June			January-June			July-December			Total (Jan.-Dec.)		
	Qty.	Value		Qty.	Value		Qty.	Value		Qty.	Value		Qty.	Value	
	Metric Tons	1,000 Kroner	1,000 US$	Metric Tons	1,000 Kroner	1,000 US$	Metric Tons	1,000 Kroner	1,000 US$	Metric Tons	1,000 Kroner	1,000 US$	Metric Tons	1,000 Kroner	1,000 US$
Sales of Frozen Fillets to United States: 1/															
Cod	341	836	121	277	709	103	1,027	2,657	385	245	586	85	1,272	3,243	470
Plaice	160	564	82	135	465	67	396	1,486	215	666	2,083	302	1,062	3,569	517
Total	401	1,400	203	412	1,174	170	1,423	4,143	600	911	2,669	387	2,334	6,812	987
Actual Exports to United States: 2/															
Cod	63	214	31	63	214	31	970	2,510	364	124	311	45	1,094	2,821	409
Plaice	139	494	71	130	452	66	295	1,162	168	457	1,414	205	752	2,576	373
Total	202	708	102	193	666	97	1,265	3,672	532	581	1,725	250	1,846	5,397	782

1/Includes fillets sold to United States interests but shipped to other countries (chiefly West Germany).
2/Fillets shipped only to the United States, including small quantities sold to other countries (chiefly the Netherlands and West Germany) for consignment to the United States.

Fillets sold to United States interests but not actually shipped to the United States were consigned to West Germany. Also importers in West Germany and the Netherlands purchased a small quantity of fillets from Denmark for shipment to the United States.

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FAROE ISLANDS FISHERIES, 1953: The catch of fish for salting and drying in the Faroe Islands during 1953 totaled only 20,000 metric tons as compared with 32,000 tons in 1952, reports a November 27 U. S. Embassy dispatch from Copenhagen. A strike in the fleet early in the year was partly responsible for the decline, but an important contributing factor was the shift from cod to herring fishing by a large part of the fleet late in July. During 1953 about 90 cutters, as compared with only 20 in 1952, engaged in herring fishing in the area north of the Faroe Islands (between 65° and 68° N. latitude). The catches in the 1952 season (July-October) were equal to 30,000 barrels of salted export herring. This year the exports will probably amount to four times as much, 120,000 barrels, of which 80,000 barrels has been sold to Russia.

The 1953 Faroe Islands' herring catch was equal to 130,000 barrels, with an export value of between 12 and 15 million kroner (US$1.7-2.2 million) as compared with a reported income of 40-50 million kroner (US$5.8-7.2 million) for other fish.

At Copenhagen, one of the two Folketing members from the Faroe Islands joined in parliamentary discussion on November 20, 1953, of a bill of importance to the Faroe Islands. He stated that the market for export fish had been poor in 1953, and prospects for the future were obscure and probably unfavorable, due primarily to the very large unsold stocks of salted and dried fish in Norway and Iceland. To the tra-

ditional principal markets for the Faroe fish exports (Spain, Italy, and Greece), Brazil has recently been added; there a very dry-cod type has been favorably received. However, transportation problems (transit via Norway), high costs of packing materials, and especially Brazilian payments difficulties are offering many obstacles to development of that export market.

Total Faroe stocks of unsold fish for export was estimated at about 6,000 metric tons, valued at 8 to 9 million kroner (US$1.2-1.3 million). There is also a quantity of unsold herring of relatively minor value. The value of the unsold stocks was emphasized by the speaker in order to give weight to the necessity of Danish credits for the Islands. During the discussion both Folketing members from the Faroe Islands emphasized how necessary it is that Denmark be willing to finance the fishing industry to a greater extent than before, with operational credits as well as for construction of new vessels.

Ecuador

FISHING LICENSE REVENUE TO BUY WATER PATROL EQUIPMENT: A decree has been prepared by the Ecuadoran Minister of Economy that will amend the present fishery legislation by providing that a portion of the revenues from fishing licenses must be devoted to the acquisition of water patrol equipment. Press reports indicate that the proposal has been agreed to by the Cabinet, a December 14 U. S. Embassy dispatch from Quito states.

Formosa (Nationalist China)

FISHERIES PRODUCTION GOAL FOR 1953 LOWERED: The Formosan fisheries production goal was revised downward from 145,180 metric tons to 127,000 metric tons tons as landings during the first nine months of 1953 were at the annual rate of 127,467 metric tons, reports a November 19 U. S. Embassy dispatch from Taipei, Taiwan. The total catch for the first nine months of 1953 amounted to only 95,600 metric tons, due to the decreasing catch by the coastal (inshore) fisheries.

It is estimated that 1,950 fishing vessels with a total tonnage of 13,000 gross tons can be made available by the end of 1953 as compared with 1,779 vessels with 26,806 gross tons at the end of 1952.

The 1954 production goal has been set at 145,000 metric tons, but it is probably too high in view of the decreasing catch from coastal fishing. Taiwan needs around 200,000 metric tons of fishery products annually for domestic consumption, and it is estimated that, if the production plan can be realized, about US$6 million that would otherwise be paid for imports will be saved in 1954.

The first part of a vessel program inaugurated in March 1953 by the Provincial Government was completed on October 28, when 20 of the 87 new boats to be built were transferred to their owners. By this program fishermen will get motor fishing boats and other fishing equipment financed by credits that would subsequently be repaid. This program is being financed by NT$4 million (US$388,000) in United States aid, together with Formosan Government funds amounting to NT$1.9 million (US$184,000) and US$100,000.

NOTE: Also see Commercial Fisheries Review. November 1953, p. 41.

France

FISHING FLEET: Of the 55,000 French fishermen, 92 percent work on wooden craft and 8 percent on steel vessels, reports a December 3, 1953, U. S. Embassy dispatch from Paris.

In terms of monetary returns, however, the wooden vessels produce only 51 percent of the value of the total catch. But, in terms of quantity produced, wooden vessels account for only 47 percent of the total catch. The capital invested and the total tonnage are about the same in both fleets.

The main reasons given for the decline of activity of the wooden vessels are: (a) the decline of the fish supply in coastal waters which form the limited operating area of the wooden vessels; (b) the fact that the majority of the wooden vessels are equipped for one seasonal type of fishing only.

While no general program for the wooden fleet is available, some financial assistance is to be allocated for the renovation of the wooden fleet from the modernization and equipment fund.

Steel Boats: In 1953 the French fishing fleet was comprised of 338 steel trawlers, of which 158 were new vessels, 60 less than 20 years old, 100 between 20 and 30 years old, and 20 more than 30 years old.

The design of the 158 new trawlers is standardized, and for that reason they were built at a relatively low cost. The production potentiality of these new units is 25 percent higher than the older vessels.

For the past two years trawlers fishing for herring have been equipped with electronic equipment which enable them not only to detect the shoals but to locate them in depth with precision. It is estimated that this equipment increases the volume of the catch by 30 percent.

A program prepared by the Commissariat au Plan (Monnet Plan) for the replacement of 30 percent of the existing trawlers over 20 years old would allow ship owners to obtain loans at favorable rates from national credit agencies. The program was approved on May 4, 1953, by the Special Commission for the Fishing Fleet which had been appointed specially to study the program. The necessary funds will probably be allocated under the Modernization and Equipment Fund of the Ministry of Agriculture.

Pending the replacement of the old steam-driven vessels, the French Government up to January 1, 1953, had refunded 1,000 francs (US$2.90), and later 1,500 francs (US$4.30), on every metric ton of coal used for fishing operations. The average price of the coal was 7,000 to 8,000 francs (US$20.00-22.85) per metric ton. In spite of this subsidy, 60 coal-operated trawlers were taken out of commission.

Wooden Vessels: Of the prewar wooden vessels, 20 percent also have been replaced. Only 23 percent of the wooden vessels were more than 20 years old, compared with 36 percent in the case of steel vessels. In 1952 there were some 16,000 wooden vessels, compared with 21,000 in 1938. The older vessels are generally small so that if craft of under 20 tons are not taken into consideration the proportion of 20-year old and over wooden vessels is only 20 percent.

In contrast with what has been done for the steel fishing fleet, no reconstruction program for the wooden fleet has been developed in spite of the fact that the State Secretary for Fisheries has issued standards and models for the building of wooden vessels.

The general trend may be summarized as follows: (a) sailing vessels are being replaced by motor craft; (b) small vessels are being replaced by larger ones; (c) ves-

sels that were specially fitted for one type of fishing are being replaced by those that operate all the year around, catching various species of fish.

MARKETING DEVELOPMENTS IN THE FISHERIES: Boulogne and Lorient are carrying out a market organization program and the necessary buildings and equipment are being completed, but other ports like Concarneau, Douarnenez, and Le Guilvinec are also in need of similar programs. Particular emphasis was given to cold-storage installations in the ports.

Fish are transported mainly by the French railroads. A private company called the STEF specializes in the transportation of iced refrigerator cars under the supervision of the French railroads. There are a limited number of iced refrigerator motor trucks, but there are practically no mechanically-refrigerated trucks or trailers.

Losses on the wholesale and retail levels are heavy because of the lack of proper equipment. These losses result in high retail prices.

It is believed that improved wholesale and retail equipment would result in a higher consumption of fish in France. The per-capita consumption of fishery products was estimated at 16.5 pounds in 1952 compared with 90 pounds in Norway, 35 pounds in Germany, and 50 pounds in the United Kingdom.

FISH CANNING INDUSTRIES: Out of a production of 369,000 metric tons of fish landed in France in 1952, it is estimated that some 80,000 tons were processed by the canning (51,000 tons product weight), salting, drying, and curing industries. The canning industry processed mainly tuna, sardines, and mackerel. In 1952 the number of canning plants was estimated at 230 with a total labor force of 20,000 workers, compared with 200 plants and 13,000 workers in 1938. Imports of canned fish have been increasing in the last few years, while exports have been decreasing. During the first half of 1953 imports of canned fish and crustaceans increased to 13,438 metric tons from 10,137 tons a year earlier, while exports decreased from 1,648 tons to 1,548 tons; as a result, net imports increased from 8,489 tons during the first half of 1952 to 11,890 during the first half of 1953.

The situation of the French canning industry is considered as serious, and some reorganization is taking place in order to achieve greater concentration and to improve equipment, including machinery for complete utilization of all byproducts.

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SARDINE CANNING INDUSTRY: More than 150 canneries along the coast of France can about 900,000 cases of sardines annually. These, situated near fishing ports, employ about 500 men and 13,500 women. About 20,000 fishermen are engaged in fishing sardines for these canneries, the November 1953 issue of Conservas de Peixe states.

Greenland

FISHERIES AFFECTED BY REVISED TRADE REGULATIONS: Certain changes were made in Greenland's trade regulations under Decree No. 292 of November 11, 1953, issued by the Greenland Department of the Danish Prime Minister's office. The new decree results from improved supervisory and administrative methods that have come about with the development of Greenland in recent years, reports a December 1 U. S. Embassy dispatch from Copenhagen.

The more important amendments affecting Greenland's fisheries are as follows:

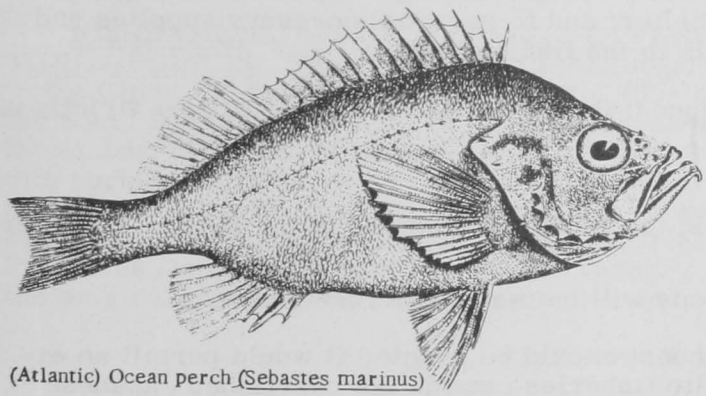
(1) Prohibits trawling in Greenland's territorial waters, except for shrimp, herring, and "angmagssat" (dwarf herring used as bait for line fishing).

(2) The extension of the licensing requirement to other than resident Danish nationals shall in the future also apply to the land territory with respect to trapping and hunting, and to reloading of fish, and storage thereof in Greenland territorial waters and land territory, respectively. This extension of the licensing requirements does not curtail the rights already accorded to Danish, Icelandic, and other foreign vessels with respect to navigation in East Greenlandic waters, by virtue of Royal Announcement of July 5, 1924.

(3) Imposes a fee on fish catches licensed under (2) for reloading and storage, which fee shall be due the Greenland Price Regulation and Trade Conditions Adjustment Fund, in case the fish are not sold through the central Greenland sales organization (at present: The Royal Greenland Commerce).

Iceland

TRAWLERS DEVELOP RICH OCEAN PERCH FISHERY OFF GREENLAND: An unusually rich ocean perch fishery has been developed in West Greenland by Icelandic trawlers and record catches have been made, according to a review of Icelandic newspaper items carried in the November 26 Fiskets Gang, a Norwegian fishery periodical. A number of fishing vessels have gone to West Greenland to fish for ocean perch, which will be filleted and shipped to the Russian market in accordance with provisions of the Russian-Icelandic trade agreements.



(Atlantic) Ocean perch (Sebastes marinus)

The new rich ocean perch banks were discovered west of Cape Farewell outside of Eystribgdi. The trawler Uranus of Reykjavik was the first to fish in that area. It landed a catch of about 132,000 pounds of ocean perch which, upon examination, were found to be of the same quality as the Icelandic ocean perch. The trawler then made two additional trips and landed 1,320,000 pounds in 24 days. It was reported that a number of other trawlers had visited the new banks and had obtained full fares in a short time. It was also reported that the bottom of the banks was bad, and that gear "hung up" and wore out rapidly.

India

NORWAY AIDS FISHERIES: A new type of marine research vessel, built in Norway, is on its way to India as part of the efforts made by the Kr. 20 million (US$2.8 million) Norwegian India Aid Fund to develop fisheries in the State of Travancore-Cochin, the Norwegian Information Service reported on December 17, 1953. Made of aluminum, the flat-bottomed 90-foot cruiser features a specially designed propeller-well protected by two sturdy runners. Thus, the vessel can be safely launched or landed on a sandy shore, even in heavy breakers.

Equipped with radiotelephone, echo depth sounder, and windlass, the research vessel will be used to take soundings and samples of the sea bottom, and test various types of fishing gear.

Successful trial runs with two Indian fishing canoes rebuilt and equipped with engines in Norway are reported. The Norwegian India Fund is donating engines for 100 fishing canoes to the Travancore Fishermen's Cooperative. The engines will be installed at a local workshop being built by the India Aid Fund. A specially designed 60-foot fishing vessel is also being tested off the Travancore coast under the supervision of Norwegian fisheries specialists.

Japan

ANCHORAGE SOUGHT FOR TUNA VESSELS IN U. S. TRUST TERRITORIES: A request for permission to use as an anchorage for about 20 fishing boats and 3 refrigerated transport ships some harbor or shelter to be designated by the United States authorities in the U. S. Trust Territories south of Lat. 10° N. was made recently by the Japanese Government for a Japanese fishing firm. The operations would last about six months.

The purpose is to transship catches from the fishing boats to the refrigerated transport vessels in the harbor or shelter; and to provide necessary supplies and provisions from the transport vessels to the fishing boats.

The petition states that if the request is granted the following will be strictly observed:

a. No personnel will be landed.

b. No fishing will be conducted in the territorial waters of the U. S. Trust Territories.

c. No contact or exchange of goods will be made with foreigners.

A report indicates that if the request should be granted it would permit an extension of the Japanese tuna and bonito fisheries outside the overfished Japanese coastal waters by allowing fleets of small-sized (100 tons of less) fishing craft to transship their catches to refrigerator ships in the fishing area, thus obviating the need for return to Japan.

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JAPANESE VESSELS TO FISH FOR AMERICAN SAMOA TUNA CANNERY: A Tokyo fishery firm has signed a contract to sell fish to the U. S. firm that has leased the American Samoa cannery, the Japanese press reports (Nippon Suisan Shimbun, December 14). The Tokyo firm sent seven tuna boats of the 120-ton class to Samoan waters to fish for tuna. The vessels were scheduled to sail from Tokyo on December 15, 1953. Because of the terms on which the U. S. firm has chartered the mothership, the operation is scheduled to continue until the end of March 1954.

An editorial in the December 10 Nippon Suisan Shimbun commented on the situation as follows:

"Japanese tuna boats are now to fish in the waters around the Samoa Islands. The value of the fishing grounds of that area was established by Japanese fishing boats before the war, but since the war it has been practically impossible for them to operate there because of supply problems associated with the lack of bases. Now, however, the sale of fish to the cannery in Samoa has been arranged and the catch is to be turned over to a freezership belonging to the canner, which will at the same time

supply necessary materials thus making fishing in the area possible. Of course, large tuna boats would be able to operate independently, but in the present case the fact that medium and small tuna boats have been enabled to operate there is of deep significance from the point of view of the present condition of Japan's fisheries....

"The fisheries authorities have set up their policies for the conversion of fisheries with emphasis on the southern fishing grounds and as an emergency measure they have decided to divert about 100 mackerel fishing boats and other vessels which have been closed out of their grounds by the Rhee Line into the southern tuna fishery. However, there is a limit to the southern tuna grounds and particularly if it comes to the diversion of medium and small sized fishing vessels it may well be that these tuna grounds will reach the saturation point in the near future. In this sense it is to be hoped that one further step forward will be taken and that bases may be established in the South Sea Islands, and although the present fishing venture in Samoan waters is not a pure land-based operation, it is in general accordance with this hope. At the same time, for better or worse, it must be said to be a fine thing for the future of the southern tuna fishery that this way has been opened to it. The present plan, being the first such operation, involves only 7 fishing boats, but if the plan progresses as scheduled it may be anticipated that the number of boats will be increased and therefore it is to be hoped that the persons involved will advance this first venture with a very serious attitude...."

NOTE: See Commercial Fisheries Review, January 1954, pp. 43-4.

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FISHERMEN OBJECT TO LARGE EXPERIMENTAL VESSEL ON SOUTH SEA TUNA GROUNDS: The Japanese national organization of tuna fishermen has objected to the Chiba Prefecture's plan to use the 405-ton experimental vessel Boso Maru on the South Sea tuna grounds, reports the Japanese press (Nippon Suisan Shimbun, December 14). The organization claims that the operation of such a large vessel for this purpose is unfair to private enterprise. It is believed that the vessel's request for an operating license may be granted with some restrictions attached. The license is to be issued by the Japanese Fisheries Agency. The Chiba Prefecture's Fisheries Department feels that if the vessel's operations are limited it will hinder the original plans. The vessel was scheduled to sail on December 14, 1953.

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NORTH PACIFIC SALMON FISHING TO BE EXPANDED IN 1954: The Japanese Fisheries Agency has been carrying on discussions concerning the scale of the 1954 North Pacific mothership-type salmon fishery, reports the Japanese press (Nippon Suisan Shimbun, November 19, 1953). Based on the experience and research of the past two years, it was announced on November 16, 1953, that the fishery will be opened to 160 vessels which meet the qualifications.

The Fisheries Agency further announced:

"From the experimental operations carried on over the past two years, there are prospects of being able to carry on more or less regular fishing in the North Pacific area from 1954 on. As a result of our examination of the research and fishing done up to this year (1953), taking into consideration the capacity of the fishing grounds, and in order to assure the healthy development of this fishery, we have made the following decisions concerning next year's operations:

"1. Grounds to be fished: Area bounded by 48° N. 154°30' E., 48° N. 175° W., 55° N. 175° W., 55° N. 170° E., 54° N. 170° E., 54° N. 162°30' E.

"2. Number of fishing vessels - 160 (83 vessels operated in 1953).

"3. Qualifications of vessels: (a) 50-80 tons (in principle none built before 1944); (b) Diesel engine (with prescribed equipment); (c) Radio installation (reserve power source, break-in relay system); (d) Radio direction finder; and (e) Speed better than 7 knots.

"4. Selection of vessels: The vessels will be selected from among the medium-sized trawlers of Hokkaido and the 11 prefectures north of Chiba and Ishikawa, which have a long history of participation in the fishery and which have a high degree of reliability as regards their ability to convert and prepare for the operation."

It is believed that there will be five fleets; three fleets will be conposed of 40 vessels each, and the remaining two fleets of 20 vessels each. Ten companies were planning to try to enter their motherships in the fishery.

According to Nippon Suisan Shimbun, November 23, the Government's policy in selecting vessels to participate in the salmon fishery will be to give priority to vessels abandoning trawling, thus using the attractions of the salmon fishery as an inducement to reduce the excessively large fleet of medium trawlers. The same source states that it is anticipated that about 10 research vessels will take part in the salmon fishing, although this was not definite.

Republic of Korea

SEAWEED INDUSTRY, 1952: Production: The total production of all types of sea weed in the Republic of Korea (South Korea) during 1952 amounted to 18,283 metric tons (table 1), reports a November 24 U. S. Embassy dispatch from Seoul. This is almost three times the 1948 production of 6,446 tons. Seaweed are produced all along the South Korean coast and as far north as the 38th parallel.

Table 1 - Republic of Korea Production of Algae by Types, 1948-52

Type	1952	1951	1950	1949	1948
	(Metric Tons)				
Glue seaweed	221	590	69	446	185
Tangle	523	-	25	-	2
Kaver (wild)	148	445	347	60	-
Dulse	2,042	2,472	2,134	2,161	3,166
Gulfweed	871	4,161	8,475	70	-
Celanum	35	87	34	-	20
Gelidium	2,856	920	603	2,272	1,240
Cami vrioder	3,911	2,789	672	682	443
Laver	973	404	800	592	895
Codium	17	115	69	-	-
Fusiforme	321	1,694	2,002	253	169
Green laver	531	518	611	341	117
Weeds	5,834	5,115	4,472	2,233	209
Total	18,283	19,310	20,313	9,110	6,446

Table 2 - Republic of Korea Exports of Agar Agar, 1948-52

Year	Destination	Quantity
		Metric Tons
1952	Hong Kong	290
1951	Japan & Hong Kong	210
1950	Japan & Hong Kong	185
1949	Hong Kong	97
1948	Hong Kong	199

Except for agar-agar, no statistical data are available on products obtained by extraction from seaweed. A paste used extensively by the Korean textile industry is made from glue seaweed, but no record of the amount produced is available. There are about 33 agar-agar factories in South Korea.

Agar-agar Exports: Total exports of agar-agar from the Republic of Korea in 1952 (table 2) amounted to 290 metric tons, all of which went to Hong Kong. All agar-agar exported is shipped to either Hong Kong or Japan. In the spring of 1953, a 60 kilogram (132 pound) bale of agar-agar was worth US$150 on the Hong Kong market. At the end of November 1953 there were no stocks of agar-agar on hand in the Republic of Korea.

Laver is also an important export item, approximately 2 million bundles of 200 grams (7 ounces) each are exported annually to Japan.

Mexico

INDUSTRY SEEKS TO REVOKE EXPORT TAXES: Pressure for the revocation of existing export taxes is mounting in Mexico, a November 19 U. S. Embassy dispatch from Mexico declares. The Confederation of Industrial Chambers declared in mid-November that Mexico will have to increase its exports by one-third over the level of two years ago to compensate for increases in the price of imported goods. The Monterrey Chamber of Manufacturing Industries concurred in this view and stated that taxes on exports should apply only to products the domestic production of which is insufficient for internal demand.

In a speech by the Sub-Secretary of Finance, the Mexican Government officially took recognition of some of these demands. He stated that the Government was considering a project with respect to the existing export tax on fishery products which would involve a return of 50 percent of the receipts of the tax to the National Bank for Cooperative Development for loans to fishing cooperatives to buy fishing equipment. These loans would be designed to increase the flow of fresh fish to city markets.

Despite the fact that the Mexican coastline is one of the most productive fishing areas in the world, fish is a very minor item in the Mexican diet which is very deficient in animal protein. Refrigeration facilities to transport the fish catch from the coasts to inland markets will have to be improved to bring any large quantity of fish to big city consumers.

The pressure for the revocation of reduction of existing export taxes may be expected to continue to mount. The Minister of Finance earlier in the year rejected the appeal of the cotton industry for a revocation of the export tax on that crop. Export taxes provided about 15 percent of total Federal Governmental income in 1952 and without alternative sources of revenue the Government can be expected to remain dubious of any proposals to revoke these levies.

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CLOSED SPINY LOBSTER SEASON: The closed spiny lobster season in Mexican waters is from March 15 to September 30, reports a U. S. Embassy dispatch from Mexico City dated December 30, 1953. These dates for the closed lobster season have been in effect since September 20, 1951; prior to that date the closed season extended from March 16 to October 15.

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IMPORT DUTIES ON FISHING NETS INCREASED: The Mexican import duties on fishing nets were substantially increased on November 21, 1953, by an announcement published in the Diario Oficial of November 13, 1953. The new and old rates follow:

Item No.	Item	New Rates 1/			Old Rates 1/		
		Pesos Per Kilo	Equivalent in U. S. Cents Per Lb.	Ad Valorem %	Pesos Per Kilo	Equivalent in U. S. Cents Per Lb.	Ad Valorem %
5.70.31	Nets of all kinds for fishing	5.00	26	10	.50	2-1/2	10

1/Combination rate: specific duty plus ad-valorem surtax.

EXPORT SURTAX ON SHARK FINS AND MARINE ALGAE REDUCED: The 15-percent ad-valorem export surtax on shark fins and marine algae has been reduced by 80 percent, the November 13, 1953, Diario Oficial reported. The new surtax is 3 percent.

Norway

CONSUMPTION OF FISHERY PRODUCTS, 1952/53: The large consumption of fishery products in Norway has compensated for the deficit in meat and other animal proteins, reports a November 23 U. S. Embassy dispatch from Oslo. The per-capita consumption of fish has gone down steadily, however, since the end of World War II (see table) as supplies of meat, etc. improved. Domestic disappearance is now about at the prewar level. In contrast to the decline in the utilization of fresh fish, there has been a real development and interest in frozen fish fillets, which are presented in attractive packages and are easy for the housewife to prepare. Consumption of these fillets was estimated at 500 metric tons for the calendar year 1952--a big increase over 1951. For the first seven months of 1953 the consumption of frozen fish fillets was over 1,000 tons.

Norwegian Annual Per-Capita Consumption of Edible Fishery Products

Year 1/	Lbs.	Year	Lbs.
1952/53 2/	89	1949/50	108
1951/52	90	1948/49	110
1950/51	107	1934-38 Average	91

1/April 1 to March 31.
2/Preliminary.

A total of 2.6 percent of the Norwegian calorie requirements is covered by fish. This figure has remained fairly constant during the past year. There is a great variety of good quality fish available in Norway. Transportation difficulties, however, are present in supplying eastern and southern Norway (where most of the population live) with high-quality fish from the West Coast.

According to official data, stocks of frozen round fish and fillets on June 30, 1953, were 4,230 tons against 3,565 tons for the previous year. Klipfish stocks on that date were around 11,000 tons and were even greater in September and October. Canned fish stocks amounted to 19,736 tons, about the same as for June 30, 1952.

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FISHERIES TRADE FAIR 1954: The Norsk Fiskerimesse 1954 (The Norwegian Fisheries Trade Fair 1954) will be held in Aalesund, Norway, June 13 to 27, the Norwegian American Chamber of Commerce reports. Norwegian and foreign companies are invited to participate in this first special Norwegian trade show for all types of fishing gear and equipment of importance and interest to nations with a modern fishing fleet and industry. The show will be arranged as a sales fair where buyers and sellers have the opportunity to meet and establish contacts. The following main groups of commodities will be represented at the fair:

Fishing boats.

Motors and machinery for the fishing fleet.

Equipment for fishing boats--winches, anchors, wires, blocks, electronic devices, etc.

Fishing tackle.

Clothing for fishermen.

Processing machinery and equipment.

Sport-fishing gear.

The Norwegian fishing industry has contributed Kr. 250,000 (US$35,000) for a special section which will depict the history of fishing. There will also be a large aquarium containing the various kinds of fish caught off the Norwegian coast.

Further information about the Norwegian Fisheries Trade Fair 1954 may be obtained from: Norsk Fiskerimesse 1954, Aalesund, Norway.

Panama

FISHING LAW PROPOSED: A new over-all Panamanian fishing law was transmitted to the Panamanian National Assembly on November 25, 1953, by the Acting Minister of Agriculture, Commerce, and Industry. Simultaneously, the President of Panama sent to the Assembly a message requesting early and favorable consideration of the bill.

Aims of the Bill: The bill purports to do a number of things. It seeks to codify into one measure and to modernize all Panamanian legislation dealing with the nation's fisheries and marine wealth; to extend the nation's territorial waters outward to the edge of the continental platform and to claim for the nation all the marine wealth and resources contained therein; to promote the use of these resources on an intelligent basis from the standpoint both of present exploitation and future conservation; to monopolize these resources for the most part for the benefit of Panama and the Panamanians; and to increase governmental revenues accruing from current exploitation of these resources. The thought of possible tideland oil doubtless also was in the minds of the authors.

Would Extend Panamanian Territorial Waters: Perhaps the most important single provision of the measure from the international standpoint is that contained in Articles 1 and 2, which seeks in the following words to extend Panamanian Jurisdiction and control outward to the edge of the continental shelf:

> Article 1. The State exercises its sovereignty over the continental and insular territorial waters, over the lakes, lagoons and river systems and the resources thereof, and its jurisdiction and control over the waters that cover the submarine continental and insular shelf and the types and species of marine flora and fauna existent therein.
>
> Article 2. For the purposes of maritime and river fishing and hunting, territorial and jurisdictional waters shall be understood to mean those defined by the law developing Article 209 of the existing National Constitution.

These articles seem to be aimed at implementing Article 209 of the present Panamanian Constitution. According to the Panamanian Secretary of Commerce, these articles were based on related United States policy as laid down in the policy paper: "Resources of the Subsoil and the Sea Bed of the Continental Shelf."

In early October 1953 another bill relating to the extension of Panamanian territorial waters was introduced into the National Assembly. This bill was discussed in the Assembly Committee.

Restricts Commercial Fishing Privileges: Other portions of the bill (Articles 5-7, inclusive) taken together are important in that they would place rather strict limitations on the individuals, firms, and/or vessels that can fish commercially in Panamanian jurisdictional waters extending outward to the continental shelf. Article 5 states that Government permits (permisos) will be required for those fishing in Panamanian waters. Superimposed on this is another requirement contained in

Article 6 apparently to the effect that these permits will be denied to all vessels except those registered under the Panamanian flag or sea-going vessels "of foreign nationality" engaged in tuna bait fishing. Further superimposed on the two above requirements in a way that complicates the picture is a third one contained in Article 7 which states:

> "With the object of promoting the building of vessels in national shipyards, no second-class license for fishing from vessels of foreign construction, an indispensable requirement for such activities, shall be issued in the Ministry of Agriculture, Commerce, and Industries after the entry into force of this law."

The idea of Article 7 seems to be, according to a fisheries specialist of the Ministry of Agriculture, Commerce and Industries, that after the effective date of this proposed law these second-class commercial licenses, which are normally available only to Panama and United States citizens, will not be granted to any foreign-built vessel. The understanding and belief is, however, that these licenses will not be denied to such vessels heretofore engaged in commercial fishing in Panamanian waters.

Bait-Fishing Regulations Remain Essentially Same: The proposed bill apparently involves little or no change in existing bait-fishing regulations (as contained mainly in Decrees No. 148 of June 12, 1953, and No. 30 of December 22, 1952), except that:

(1) The extension of Panamanian jurisdiction to the edge of the continental shelf would at least theoretically result in the regulation and control of bait fishing that far out to sea;

(2) All repairs to bait-fishing vessels in the future would have to be done in Panamanian repair shops, where under present regulations only "small repairs" have to be done there; and except, finally, that

(3) Penalties for bait fishing without the required Panamanian license would be increased sharply--even to the point of providing for the confiscation of an offending vessel under certain circumstances.

Would Cancel Previous Fishing Legislation: The bill proposes to cancel all present important fisheries legislation, for example, such as the above-mentioned bait-fishing decrees and Decree No. 172 of August 5, 1953.

Portugal

LARGE TUNA CATCHES OFF AZORES: Two Portuguese tuna vessels (Rio-Vouga and Rio-Agueda) made such large catches of albacore tuna off the Azores in the summer of 1953 that a considerable drop in price resulted, and it was expected that new markets would be sought in Portugal. Albacore tuna are reported to be abundant in these latitudes, states the November 1953 World Fishing, a British trade magazine.

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FISHERIES REVIEW: Fresh Fish, 1953: The total estimated production of fresh fish for human consumption (excluding fish for salt cod) in Portugal during 1953 was 200,000 metric tons (table 1) as compared with 193,681 metric tons produced in 1952, reports a November 24 U. S. Embassy dispatch from Lisbon. It

Table 1 - Portuguese Fresh Fish Industry, January-December 1952 and 1953		
Item	1953 1/	1952
	Metric Tons	Metric Tons
Stocks on hand January 1	400	400
Production (for human consumption only and excluding fish for salt cod)	200,000	193,681
Imports	-	-
Total Supply Available	200,400	194,081
Consumed as fresh fish	160,000	155,541
Canned or otherwise preserved	40,000	38,140
Exports 2/	-	-
Total Disappearance	200,000	193,681
Stocks on hand December 31	400	400

1/1953 data partly estimated.
2/ About 90 percent of the fish canned or othewise preserved is exported, but data not available.
NOTE: Data are for continental Portugal only and do not include Azores or Madeira.

Table 2 - Portuguese Dry Salt Cod Fishery, 1952/53 and Estimates for 1953/54		
Item	1952/53 1/	1953/54 1/
	Metric Tons	Metric Tons
Stocks on hand July 1	3,000	3,000
Production	37,096	38,000
Imports	14,743	16,000
Total Supply Available	54,839	57,000
Total Consumption	51,839	54,000
Stocks on hand June 30	3,000	3,000

1/July 1 to June 30.
NOTE: Data are for continental Portugal only and do not include Azores or Madeira.

was estimated that 160,000 metric tons were consumed as fresh fish, while 40,000 tons were canned or otherwise preserved. About 90 percent of the canned or preserved fish was exported.

Salt Cod, 1952/53: Portuguese production of salted cod during July 1, 1952, and June 30, 1953, amounted to 37,096 metric tons (table 2), while imports of salted cod totaled 14,743 tons. No salted cod is exported from Portugal. Estimates for the 1953/54 season total about the same as for the 1952/53 period.

Spain

FISH CANNING TRENDS, OCTOBER 1953: Fish canning operations in the Vigo district of Spain continued to show a substantial improvement during October 1953. This was due to the abundance of anchovies. Canners showed an increasing interest in anchovies since they represented practically the only product with a good export demand in the dollar areas where there is no competition from the Portuguese canners. The Portuguese canners are favored by lower operating costs, available materials, and better exchange rates, and have all but forced Spanish canners out of their former markets. Alcrique (needlefish) and jurel (tracharus tracharus), which have a good domestic market, were also abundant. Purchases of fresh fish by the canners in the Vigo area during the month totaled 2,838 metric tons (the largest volume to date in 1953). This compares with 1,326 metric tons in September and 1,384 in October 1952.

Because of restricted exports due to high prices, canners have not yet utilized all the stocks of tin plate acquired under the U. S. loan to Spain in December 1951. The Union de Fabricantes de Conservas de Galicia submitted a petition to the Comision Interministerial Coordinadora during October for an allotment of US$2 million from economic aid to be given to Spain under the recent agreement for the purchase of tin plate. They believed that stocks might be exhausted before the industry is in a position to place orders abroad to be paid for with foreign currency acquired through exports.

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FISH MEAL AND OIL PRODUCTION IN 1952 BELOW DOMESTIC REQUIREMENTS: Spain's fish byproducts industry, still in the first stages of development, produced 1,690 short tons of fish oil and 5,300 tons of fish meal in 1952--less than half the domestic requirements, reports the U. S. consulate at Vigo. Data for 1951 are not available while figures for 1953 apparently have not yet been published by the National Statistical Institute, Madrid.

The larger part of the Spanish fish-oil production is used to supplement the national production of linseed oil which is insufficient for the requirements of the paint and varnish industry. A small percentage of the best deodorized oils is also used by the soap industry.

The use of fish meal in animal feed and as fertilizer is relatively new in Spain. Although the demand is reported to be increasing, the high price resulting from the small quantity produced makes its use by the small farmer practically prohibitive.

According to available information there are at present in Spain about 50 fishery byproducts plants employing some 600 persons. These plants are located principally in the northern and northwestern areas and in the Canary Islands. As their combined production is below domestic needs, exportation of fishery byproducts is not permitted. The demand for them in Spain is reported to be gradually increasing, but it is doubted there will be any important change in the development of the industry for some years because of the economic and exchange situation. The larger part of the plants are said to be equipped with Norwegian machinery.

Surinam

U. S. TECHNICAL AID FOR FISHERIES: A program of technical cooperation for Surinam was to be discussed when a group of United States technicians arrived in Surinam in January 1954. The survey group was sent to Surinam in response to a request from the Surinam Government which was transmitted to the U. S. Foreign Operations Administration (FOA) by the Netherlands Government, reports a December 23, 1953, release from FOA. The suggested cooperation program may involve projects in the fields of fisheries, agriculture, forestry, vocational and agricultural training, housing, internal transportation and distribution, and public health.

The group will also visit British Guiana, but has no plans to include a fisheries project for that country.

Sweden

CONSUMPTION OF FISHERY PRODUCTS: The total Swedish catch of fishery products during the year ending August 31, 1953, amounted to 205,500 metric tons, a U. S. Embassy dispatch from Stockholm (November 19, 1953) reports. The salt-water catch totaled 166,400 metric tons landed in Sweden and 26,100 metric tons landed in foreign ports; the total fresh-water catch was estimated at 13,000 metric tons. In addition, fish caught for byproducts totaled about 20,000 tons. Production for the following year is estimated at about the same level.

Consumption of fishery products in Sweden totaled 112,000 metric tons in the twelve-month period ending August 31, 1953. Of this, 82,000 tons was consumed fresh, 16,000 tons canned, and 14,000 tons salted. Consumption during the next year--ending August 31, 1954--is estimated at 115,000 metric tons.

United Kingdom

TO BUILD TRAWLERS FOR RUSSIA: British firms will be permitted to accept contracts for the building of fishing trawlers for Russia, according to an announcement made in the British House of Commons the latter part of November 1953. A total of 30 trawlers and 5 factoryships are involved, reports the November 28 issue of The Fishing News, a British fishery periodical.

Launching of these vessels will be at Lowestoft. The Russians are understood to be eager for deliveries.

The proposed factoryships, it can fairly be assumed, will benefit by the designs of D. B. Cunningham who planned the predecessor of the Fairtry and is acknowledged to be a leading designer of factory vessels.

It is understood that the contract will involve about £10 million (US$ 28 million).

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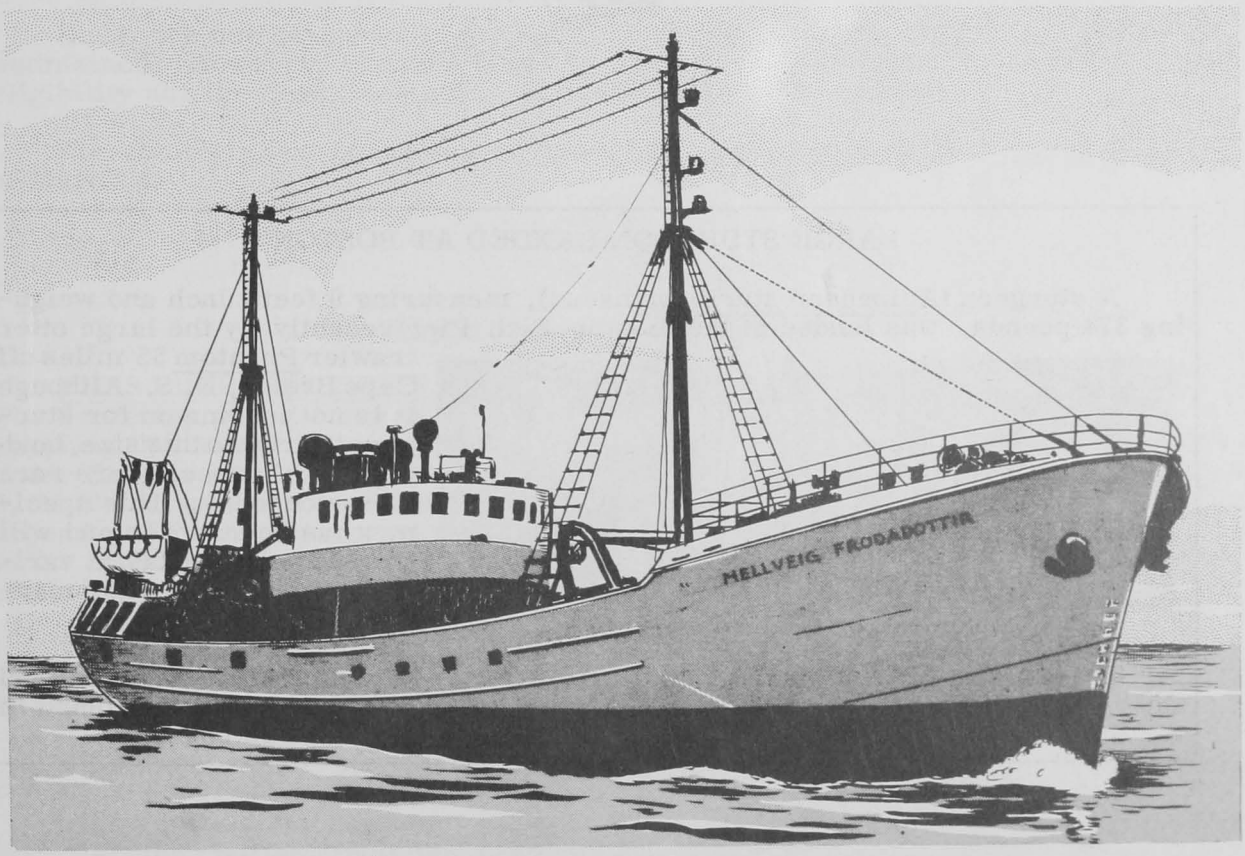
MORE ICELANDIC TRAWLERS LAND AT GRIMSBY: Icelandic-caught cod was offered to Grimsby fish merchants at a fixed price of 55s. per kit of 10 stones (5½ U. S. cents per pound), reports the November 21, 1953, issue of Fish Trades Gazette, a British fishery magazine. This price is scheduled to remain in effect until April 1954. Only one merchant took advantage of the offer. Other dealers refused to bid on the fish; and a recent mail ballot among the dealers revealed they continue to endorse the ban on Icelandic-caught fish.



One of a number of trawlers built in Britain for Iceland in 1948-49. Has several outstanding features including aluminum fish hold.

The resumption of fish landings at British ports is the result of an agreement between the Union of Icelandic Trawler Owners and a London businessman who has obtained an exclusive concession to handle Icelandic fish landings in British ports.

The fifth Icelandic trawler to land at Grimsby since the ban unloaded a catch of 476,000 pounds, mostly cod, on November 19. The entire cargo went directly to the London businessman's plant at Pyewipe. A sixth trawler's catch of 364,000 pounds was unloaded and handled the same way.

It was announced that there would be seven Icelandic trawlers landing at Grimsby each week. Cod has comprised practically the entire catch thus far, but it is expected that future landings will contain a greater share of haddock and plaice.

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FURTHER DETAILS ON "HERRING-TO-SALMON" PROCESS: Further details on the processing of herring to resemble canned salmon in taste, smell, and appearance were reported recently from London. It appears that the process consists of "mixing bones, cooked herring, and other fish; adding salts, spices, a coloring matter, and emulsifying salts." The product is sold under the name of "Samoc" and production has been on a limited scale thus far. The product has been tested and found quite acceptable for sandwiches. Demand for the product is uncertain. It is not expected that it will become a serious competitor of canned salmon.

NOTE: Also see Commercial Fisheries Review, September 1953, p. 38.

LARGE STURGEON LANDED AT BOSTON

A sturgeon (Acipenser sturio Linnaeus), measuring 9 feet 1 inch and weighing 374 pounds, was landed at the Boston Fish Pier recently by the large otter trawler Phantom 35 miles off Cape Breton, N. S. Although it is not uncommon for sturgeon to grow to this size, landings of this species are rare at Boston today. This specimen has been frozen and will be used as a display at various New England supermarkets.

Sturgeon caught by trawler Phantom.

Specimens of sturgeon caught in North Atlantic waters off New England and Europe have been recorded as long as 18 feet. One fish taken near Helgoland in the North Sea measured between 11 and 12 feet and weighed 623 pounds.