FOREIGN

International

AIR CARGO PERISHABLE FOODS PACKAGES TO HAVE DISTINCTIVE LABEL

New symbolic labels are appearing on various types of international air cargo packages, according to the International Air Transport Association (IATA).

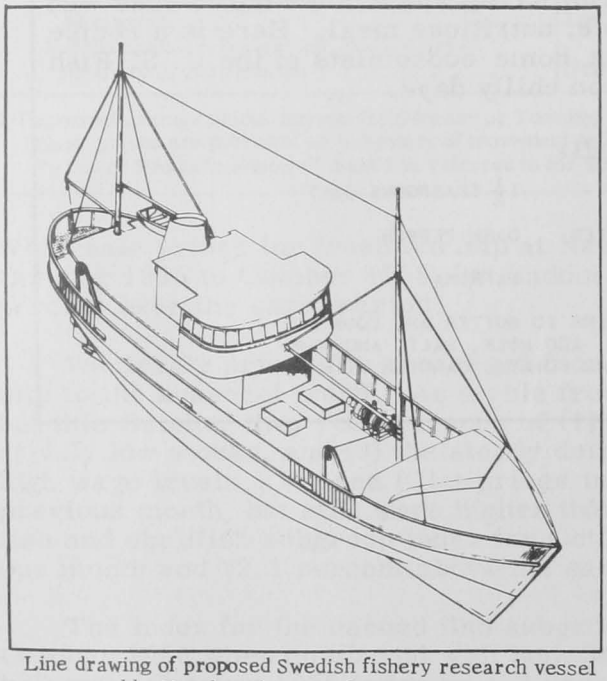
Each of the new labels is designed to convey its message at a glance. The "Perishable Goods" label is wordless, except that the name of the airplane employing it appears below the diagram.

The perishable goods label exhibits a completely new approach to the problem of symbolizing on a package such commodities as meat, fish, fruit or flowers. The illustration shows a carcass of beef, a cluster of grapes, a fish, and a flower, in four separate diagrams surrounding the outline of an hourglass. The symbols are in blue on a white background.

The result of studies by cargo and traffic experts of IATA's traffic handling and accountancy working group, the labels have minimum dimensions, 4 inches wide by 6 inches high.

FOOD AND AGRICULTURE ORGANIZATION

FISHERY RESEARCH VESSELS DESIGNED BY FAO NAVAL ARCHITECTS: Outline plans and specifications for a 90-foot fishing gear research vessel, which will cost about US$240,000, have been prepared by naval architects of the Food and Agriculture Organization Rome, for the Government of Sweden.



Line drawing of proposed Swedish fishery research vessel prepared by Naval Architects of FAO.

These drawings, which have been prepared after special study of the requirements of a gear research vessel, will provide the base from which Swedish naval architects will make final working drawings.

"This is one of many research vessels which we have advised or worked on recently," said Jan Olof Traung, Chief, Fishing Boat Section, Technology Branch, Fisheries Division, FAO. The Government of South Africa is now considering building three fishery research vessels at a total cost of about US$490,000 and have requested FAO to advise them on layout, design, and specifications. The vessels concerned are two of 75 feet and one of 100 feet.

FAO plans for the Swedish fishery research vessel call for wooden construction

but a modified hull shape which will give higher speed and make for a more "sea-kindly" vessel.

"We hope that this vessel, when built, will provide a useful example in design for Swedish fishermen," stated Traung. "We have given the boat a sharper entrance, fuller midships section, and a fuller run, and I think its performance will encourage Swedish fishermen to adopt this type of design."

An unusual feature of the vessel is an alleyway which runs through the center of the large fish hold. This will enable the crew and the scientists on board to walk from one end of the ship to the other under cover and will permit separate experiments to be conducted in each half of the fish hold, especially in connection with the use of antibiotics to preserve fish. Another feature is that the trawl winch is hydraulically driven and has therefore been placed forward on the port side, which was considered best from the fishing point of view.

While research vessels are essential for development and progress in fisheries, the cost is very heavy as compared, for example, with the cost for constructing laboratories ashore.

"We know that a great many countries are interested in building fishery research vessels," said Traung, "and a good deal of thought should be given to the actual boat requirements within their research programs. Research vessels have to be built for specific purposes, such as gear research or biology, fundamental or applied. If the work to be done is exactly defined then it might be possible to use smaller ships to better advantage. For example, two 90-foot vessels might be more efficient and useful in fishery research than one of 120 feet and yet cost no more.

"We are investigating this situation at FAO and we are preparing preliminary plans and specifications for 12 fishery research vessels, three each of 30 feet, 50 feet, 70 feet, and 90 feet, respectively," he stated. "When we have these outline designs ready, they will form a kind of catalogue of research vessels which will enable us to show governments what can be achieved with such smaller ships."

INTERNATIONAL COUNCIL FOR EXPLORATION OF THE SEA

INTERNATIONAL COOPERATION RECOMMENDED TO CONSERVE NORTH SEA HERRING STOCK: The International Council for the Exploration of the Sea during its annual meeting at Copenhagen, that ended on October 9, 1956, expressed concern over the herring stocks in the southern part of the North Sea. Exports from 15 countries, encluding Russia, who attended the meeting, now have a clearer picture, as a result of research, of the status of North Sea herring stocks.

A committee passed a resolution urging all interested countries to cooperate in a coordinated program designed to determine factors affecting the yield from North Sea herring fisheries.

The committee said herring seem to be changing their migration patterns. Some experts think the large number of young herring caught by Danish and German fishermen is reducing the English fishery off Yarmouth and Lowestoft. There was urgent need for intensification of the tagging program, under which about one-million herring have been marked by nylon, wire, or pellets over the past eight years.

Prof. H. U. Sverdrup, of Norway, president of the council, said the results might indicate that the herring fishery should be limited, but this need not mean that yields had to fall--only that stocks should be fished in a more rational way.

The investigating committee recommended that international cooperation could best be started by an intensive tagging program on the Bloeden ground, beginning in August 1957. (The Fishing News, October 12, 1956.)

Reduced herring catches in the North Sea are due, not to overfishing, but to changes in the migration of the herring, according to the fishery experts who attended the annual meeting.

Dr. Arni Fridriksson, secretary-general of the Council, said distribution of herring depended on such factors as availability of food, ocean currents, water salinity, and temperature.

In his own studies of the North Iceland herring fishery, which has failed for the past 11 years, he found that the most important reason seemed to be a change in ocean currents which had become too strong to take the herring together with the food on which they live, to the North Sea. These in turn were connected with changes towards a milder climate.

The herring which were deserting their normal fishing banks were possibly either not concentrating in such large shoals, or were frequenting other banks which were unknown, he said.

As yet, however, there was inadequate evidence to put forward any satisfactory scientific explanations, said Dr. Fridriksson.

INTERNATIONAL NORTH PACIFIC FISHERIES COMMISSION

FIVE MONTH SURVEY OF NORTH PACIFIC SALMON STOCKS COMPLETED: A five-month study by Canadian, Japanese, and United States biologists to discover the salmon's North Pacific Ocean habitats and whether or not United States and Canadian salmon overlap with Asiatic salmon was completed in October 1956. The survey was made by the chartered fishing vessels Challenger and Key West II.

During the course of the survey mile-long gill nets with four different mesh sizes were set between 42° and 58° north latitude and as far west as longitude 150°. The vessels were equipped with freezing systems for preserving the catch for further study at Canada's Biological Station at Nanaimo, B. C. Scientists collected water temperatures, water samples down to 150 fathoms, plankton, and other oceanographic data. Fish were caught at all stations. The two vessels traveled 16,000 miles during their investigations.

INTERNATIONAL PACIFIC SALMON CONFERENCE

CANADA-UNITED STATES AGREEMENT ON PINK SALMON CONSERVATION: Agreement was reached today by Canadian and United States delegates at a Conference called to work out means for coordinating national and joint conservation programs for pink and sockeye salmon of common concern in the Juan de Fuca-Fraser River area of the Pacific Coast. The Conference agreed that this objective might best be achieved by expanding the authority of the International Pacific Salmon Fisheries Commission, by amendment of the Sockeye Salmon Convention of 1930, thus permitting the Commission to investigate the pink salmon stocks of the Fraser River and regulate the fishery.

The Commission's objective would be to maintain the pink salmon stocks at the level of maximum sustainable productivity and to insure insofar as practicable an equal division of the catch of pinks by Canadian and United States fishermen. The agreement provides that the Commission may begin regulation of the fishery immediately after entering into force.

The International Pacific Salmon Fisheries Commission which was established in 1937 consists of three representatives each from Canada and the United States. It has had responsibility for the investigation and management of the sockeye salmon of the Fraser River system, states an October 25, 1956, news release from Canada's Department of Fisheries in Ottawa.

The agreement will provide for division of the catch and will increase the size of the Commission's Advisory Committee by adding one member from each country in order to give broader representation from the industry.

The agreement also provides for a coordinated investigation by research agencies of the two governments and the commission of pink salmon stocks which enter the waters described in the convention. It calls for a meeting in the seventh year after entry into force to review the results of this investigation and to determine what future arrangements concerning pink salmon conservation might be desirable. The agreement has been referred to the two governments for signature.

The conference also took note of the serious threat which offshore net fishing poses to the conservation of both pink and sockeye salmon stocks and adopted a resolution calling this matter to the attention of the governments and recommending immediate action on their parts to solve the problem.

The conference opened under the chairmanship of George R. Clark, Deputy Minister of Fisheries of Canada and head of the Canadian delegation. Vice-chairman was W. C. Herrington of the Department of State, Washington, D. C., who headed the United States delegation. Representatives of the governments of both countries, the Department of Fisheries of the State of Washington, and of fishermen, fish processors, and vessel owners from the State of Washington and British Columbia took part in the discussions.

AGREEMENTS

SOVIET-IRAN FISHERIES AGREEMENT: Iran and the U. S. S. R. signed a fisheries agreement (covering the period March 1956 to March 1957) on June 5, 1956, providing for the sale to Russia of about 46 metric tons of caviar, 500 metric tons of sturgeon, and 700 metric tons of other types of Caspian Sea fish. The agreement, which is valued at about $797,000, differs only slightly from the previous year's. First deliveries under the agreement will come from catches of the 1956 fishing season which began in September 1956. The Iranian-Soviet barter trade agreement for 1956/57, to which the fisheries agreement is related, provides a maximum quota of about $855,000 in fish and fish products for export to the U. S. S. R.

The amount of caviar, sturgeon, and miscellaneous other fish which is to be sold to the Soviet Union is the same as that agreed upon last year, but prices have been increased in two instances: first-grade beluga caviar has risen from US$18 to US$20 a kilogram ($8.16 to $9.07 a pound), and sturgeon is quoted at US$336 a metric ton instead of US$317. Following are the quantities, grades, and prices of caviar to be sold:

Metric Tons	Caviar Type and Grade	US$ Per Pound
3	Beluga, 1st	9.07
7	Ossatrina, 1st	8.16
1	Ossatrina, 2nd	4.08
15	Sevruga, 1st	5.73
8	Sevruga, 2nd	2.86
8	Pressed, 1st	2.61
4	Pressed, 2nd	1.96

The sale of about $497,580 in assorted grades of caviar is thus foreseen by the agreement, states an October 5, 1956, despatch from the United States Embassy in Tehran. The 500 metric tons of sturgeon are valued at about $168,000, while the third category of about 700 metric tons of miscellaneous Caspian Sea fish may come to about $131,000. These prices include delivery from the Iranian port of Bandar Pahlevi on the Caspian to the Soviet port of Baku. If sufficient Iranian shipping is not available, the U. S. S. R. is obligated under the agreement to furnish the necessary transportation for what was described by the managing director of the National Iranian Fisheries Company as a "very small" fee. It is moreover anticipated that the U. S. S. R. will have to furnish most of the transportation this year.

During the life of the contract for 1955/56, the U. S. S. R. took the entire amount allocated in the agreement. The same is expected this year, with the possibility, according to a fisheries official, that more than the allotted 700 metric tons of miscellaneous fish will be taken.

This fisheries agreement is made within the frame of the Iran-U. S. S. R. barter agreement, signed September 5, 1956, for the period April 1, 1956-March 31, 1957. The maximum export quota for Iranian fish and fish products under the barter agreement is 65,000,000 rials (about US$855,000). The quota amount the previous year was 60,000,000 rials (US$789,000). Fishing equipment from the U. S. S. R. will partly offset the value of Iranian fisheries products. The maximum quota set for Soviet fishing equipment and nets under the barter agreement is 15,000,000 rials or about US$144,000, the same as last year. It is believed that the equipment will include, in addition to nets, fishing boat gear, fish processing chemicals, and tins for fish canning.

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SOVIET-JAPANESE PEACE AGREEMENT ACTIVATES FISHING TREATY: Japan and the Soviet Union on October 19, 1956, in Moscow, signed an agreement to end 11 years of a state of war between them. While the agreement was not a formal treaty of peace, it was a resumption of diplomatic relations and settled most of the problems that had existed between the two countries since World War II with the exception of territorial problems.

One result of this action was to make effective the Japanese-Russian treaty of May 14, 1956, regarding fishing in the Northwest Pacific. Essentially, the May 14 treaty establishes a joint Russian-Japanese commission to review operation of the pack, set annual catch limits, and recommend measures to conserve and increase the marine resources of the contested area.

Included in the texts of of the Joint Declaration by Japan and the Union of Soviet Socialist Republics included these paragraphs regarding fisheries:

> 8. The Convention between Japan and the Union of Soviet Socialist Republics concerning the Fisheries in the High Seas of the Northwest Pacific Ocean and the Agreement between Japan and the Union of Soviet Socialist Republics concerning Cooperation for the Rescue of Persons in Distress at Sea, which were signed in Moscow on May 14, 1956, shall become effective simultaneously with the entry into force of the present Declaration.
>
> Japan and the Union of Soviet Socialist Republics shall in a spirit of cooperation take measures for the conservation and development of fishery resources as well as for the regulation and restriction of fishing in the high seas, taking into consideration the interests of Japan and the Union of Soviet Socialist Republics with regard to the conservation and rational utilization of the fish and other living resources of the sea.

WHALING

EXPEDITIONS FOR 1956/57: During the 1956/57 Antartic whaling season, 20 expeditions will participate as compared with the 19 that took part in the 1955/56 season. The additional expedition will be from Japan, making a total of five from that nation. Norway will have 9 expeditions and the balance will come from England, South Africa, Russia, and the Netherlands.

The 20 factory whaling ships and three shore stations will use 35 fewer catcher boats, 243 as compared with 278 in 1955/56. This is in accord with the agreement

made by the whaling companies at the suggestion of the Norwegians in an effort to reduce costs (The Fishing News, October 12, 1956).

This season the catch is to be limited to 14,500 blue-whale units--one blue whale (the largest species, growing up to 100 feet long) equals two fin (the next largest) or $2\frac{1}{2}$ humpback, or six sei. Last season the limit was 15,000 units.

There are many other restrictions, of which the main two are:

The season as a whole lasts only from January 7 to April 7, and is ended earlier if the catch limit is reached before the closing date. There is no extension if the limit is not reached. Blue whales can only be killed from February 1, and only four days are allowed for humpbacks.

Blue whales must not be killed under 70 feet long, fin whales 55 feet, sei whales 40 feet, and humpback 35 feet.

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JOINT JAPANESE-CHILEAN WHALING VENTURE PLANNED: A joint whaling company has been planned by a leading Japanese fishing firm and a newly incorporated Chilean firm. Under the plan the proposed company will have a capital of US$1.2 million, which will be shared equally by the participating companies. The Japanese will provide two whaling catcher boats with crews of forty men. They also will furnish 16 technicians to operate the proposed plant which will be located at Coronel Bay, near Concepcion, in Chile.

The Japanese Ministry of Foreign Affairs had earlier opposed the agreement on the grounds that the firm would not be subject to the provisions and restrictions on whaling imposed by the International Whaling Commission since it will be organized under Chilean Law. Chile is not a member, but Japan is a member of the Commission and is bound to abide by its rules. The Ministry withdrew its objections recently on receipt of assurance from the Japanese and Chilean firms that the new company will observe the International Whaling Commission's regulations. Officials of the Japanese firm in Tokyo have stated that with the withdrawal of the Ministry of Foreign Affairs objections the agreement will be approved by the Japanese Government. They also state that Chilean Government approval of the arrangement is imminent, states an October 12, 1956, dispatch from the United States Embassy in Tokyo.

The Japanese fishing industry attaches considerable importance to this venture since it is the largest of its kind ever attempted by a Japanese fishing firm and the industry hopes that it will set a pattern for such arrangements in other countries which would relieve the pressures on Japanese coastal fishing and whaling.

Argentine Republic

CANNED SARDINE MARKET: Argentine produces an "Argentine sardine" from a local catch of anchovitas (Clupea or Engraulis encrasicholus). In 1955, there were landings of 336,419 boxes (averaging 40 kilograms or 88 pounds each in weight) of fresh anchovita. Of this quantity, 190,271 boxes went to the sardine canneries.

The leading canner calculates 1955 output of canned Argentine sardines at approximately 500,000 cases--100 cans to a case for cans of 115-170 grams (4-6 oz.); 50 cans to a case for cans of 220 grams (about 8 oz.) and up. The bulk is packed in vegetable oil and a few in olive oil, and tomato sauce.

Domestic production of canned Argentine sardines adequately covers local requirements and can readily be increased, an October 22 dispatch from the United States Embassy at Buenos Aires states. From the 1955 production, industry carried over a stock of 10 percent or more. The long-range consumption trend is upward, but at the moment sales have declined because of relative higher price increases for canned goods since the October 1955 devaluation.

Table 1 - Argentine Packers' Prices for Canned Sardines to Retail Distributors, October 15, 1956

	Vegetable Oil		Olive Oil	
	Pesos	U. S. Cents	Pesos	U. S. Cents
115-120 grams (4-5 oz.)	2.78	16	3.95	22
170-180 grams (6-7 oz.)	3.55	20	4.95	28
220 grams (about 8 oz.)	4.70	26	6.50	36

For wholesalers, the packer grants a discount varying from 10 to 15 percent.

Imports of canned sardines are not authorized by Argentina.

Australia

PEARL SHELL BEDS TO BE SURVEYED: The Australian Minister for Primary Industry announced that it has become necessary to establish the condition of the pearl-shell beds located off Northern Australia after years of pearling operations by Australian and Japanese fleets. The results of the survey will provide a guide to future pearling activities. The survey will be carried out by the Commonwealth Fisheries Division of the Department of Primary Industry in collaboration with the Commonwealth Scientific and Industrial Research Organization, and is expected to take about six months.

The Japanese pearling and fishing operations carried out off Australia have long been a most controversial subject in Australia and annual agreements regulate the areas to be fished and the amounts of pearl to be taken by the Japanese. Australia claims the right to control pearl fishing in the relatively shallow waters of the continental shelf located off the northern coast. This claim is the subject of an Australian-Japanese dispute which may be brought before the International Court of Justice, states an October 22, 1956, dispatch from the United States Embassy in Canberra.

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SCALLOP RESOURCE FOUND OFF QUEENSLAND: Scallops have been found in great numbers along some parts of the Queensland coast of Australia, reports the Australian Department of the Interior.

The Queensland scallop is similar in size and appearance to the Japanese variety. The upper shell is a dark golden color and the lower is pale like the color of a full moon. For that reason it is sometimes referred to as the "sun and moon" fish.

Until recently, the only commercially-established scallop beds have been in the coastal waters of the State of Tasmania, although these shellfish were known to exist around the southern Australian coastline from New South Wales to Western Australia.

But in 1954, shoals of scallops were discovered in Queensland. A fisherman trawling for shrimp brought to light quantities of scallops in Platypus Bay, near

Bundaberg. The following year another fisherman operating with an echo-sounder found appreciable quantities of scallops in Hervey Bay and picked up two tons in 10 minutes.

Since then a Hervey Bay trawling company apart from helping to supply Queensland shrimp to newly-established markets in the United States, New Zealand, and the United Kingdom, has concentrated on exploring the possibilities of establishing a market for Queensland scallops both locally and overseas.

The Queensland Scallop, which averages six inches in diameter, is much larger than its Tasmanian cousin. The first experimental trawling undertaken by the Hervey Bay company in April 1956 resulted in a catch of 20 tons (in the shell) of scallops in six trips. Since then the scallop fishing has been intensified to increase the supply of scallops for an expanding local market.

And now that the first order for 7,200 pounds from the United States has been followed by a second of 37,100 pounds, it seems inevitable that scallops will take their place beside shrimp as Queensland's newest export industry.

Scallops are caught by draggers in much the same way as shrimp. Their natural enemy is the starfish and with every net full of scallops hauled aboard the trawler there is invariably a large following of starfish.

The scallop meats are packed in transparent plastic bags, packaged in attractive cartons, and deep-frozen ready for delivery to home and overseas markets.

From the point of view of the fishermen who man the 80-odd trawlers operating from Bundaberg, the scallop promises to bring stabilization to the fishing industry for unlike shrimp which disappear from about October until May, scallops are found all year round.

Bahama Islands

SPONGE BEDS TO BE OPENED APRIL-JUNE 1957: The Agricultural and Marine Board of the Bahama Islands announced early in October that it plans to open the sponge beds in the Bahamas from April 1 to June 30, 1957. The Board was reported to be looking for a large shed near the harbor of Nassau which can be used as a market, states an October 5 dispatch from the United States Consul in Nassau.

Belgium

CANNED SARDINE MARKET: The domestic pack of canned sardines or sprats (4 packing firms) or pilchards in Belgium during 1955 is estimated at 162.1 metric tons as compared with 71.6 tons in 1954, according to a United States Embassy dispatch (September 26) from Brussels. In 1953 the pack totaled 50.5 tons and in 1952 amounted to 90.6 tons. Only 5 percent of the domestic production, which is produced by four canners of medium importance, is consumed locally. There is no production of canned "true sardines" in Belgium.

Foreign trade statistics (which cover the Belgium-Luxembourg Economic Union (BLEU) indicate that 5,936 tons of canned sardines and pilchards were imported in 1955, with the majority from Portugal (3,411 tons) and Japan (1,214 tons). Imports from the United States consisted of 927 tons of pilchards or California sardines.

Belgium consumption of canned sardines and pilchards appears to be increasing slowly and irregularly. The middle and low income groups are the chief consumers.

Table 1 - Belgium-Luxembourg Economic Union (BLEU) Estimated Consumption of Canned Sardines and Pilchards, 1952-55

Year	Imports	Estimated Consumption from Domestic Production	Estimated Total Consumption
		(Metric Tons)	
1955	5,936	8	5,944
1954	6,005	4	6,009
1953	4,997	3	5,000
1952	4,605	5	4,610

About 50 percent of the consumers buy the $4\frac{3}{4}$-oz. oblongs, 30 percent the 3-oz. oblongs, 15 percent the 5-oz. flats, and 5 percent the 8-oz. and 16-oz. tall cans. Seventy-five percent of the consumers prefer sardines packed in olive oil; 20 percent, vegetable oil; and 5 percent, tomato sauce. Other packing mediums such as mustard sauce and brine are not consumed in Belgium.

Table 2 - Source of Canned Sardine and Pilchard Imports by the Belgium-Luxembourg Economic Union, 1955

Country of Origin	Quantity
	(Metric Tons)
Portugal	3,411
Japan	1,214
United States 1/	927
Yugoslavia	228
Netherlands	51
Others	105
Total	5,936

1/ All pilchards

The retail market price of the $4\frac{3}{4}$-oz. oblong can of sardines, packed in olive oil, ranges from 8.50-8.80 francs (17-18 U.S. cents) a can; in vegetable oil, 8.00-8.30 francs (16-17 cents); and in tomato sauce, 9.30 francs (19 cents). These are current retail prices for the most popular size; prices for other sizes are reported to be proportionate.

According to a well-established local firm which imports large quantities of canned fish from the United States, there is little likelihood that the Belgian market for United States "true sardines" can be developed, because sardines imported from the United States do not suit Belgian tastes. On the other hand, a market does exist for pilchards imported from the United States.

Sardines are generally imported by regular canned fish importers and sold to wholesalers who in turn distribute the goods to retailers.

Brazil

FOREIGN FISHING VESSELS UNDER CONTRACT TO FISH IN BRAZILIAN WATERS: The Brazilian Government has authorized 30 Spanish, Italian, and Japanese fishing vessels to operate in Brazilian waters on a contract basis, according to the October 27, 1956, issue of (Canada) Foreign Trade.

The licensing of these foreign fishing vessels was made to meet the increased demands for fish. The Brazilian Ministries of Navy and Agriculture will organize the fishing industry and grant subcontracts to private firms. One of the requirements is that each crew must include a marine biologist. The plan provides for foreign crews at first, but it is intended that Brazilians will gradually replace the foreign crewmen.

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JAPANESE FISHING VESSEL SUPPLIES TUNA TO CITY OF RECIFE: In August-September 1956 the Japanese fishing vessel Kaiko Maru was supplying the Brazilian city of Recife with tuna steaks at the relatively low price of about 20 U. S. cents a pound, thus alleviating one of Recife's chronic food problems. The vessel, with the most modern equipment and a capacity of about 150 tons, belongs to a Japanese fishing company, and was authorized by the Brazilian Government to fish along the northeast coast of Brazil and sell its catch to Recife and other cities.

Despite being a coastal city, Recife is faced with the chronic problem of securing enough fish to supply its population of nearly 750,000. A relatively small supply of fish is provided daily by the fishermen of the raftlike "jangadas"; these catches are sold on the beaches in the evening when the fishermen return from all day at sea; and although this source is grossly inadequate for a city as large as Recife, it is the only constant supply of fish. Consequently, for Recife fish is a relatively high-priced food. During Lent 1956, special action was taken by the Mayor to charter a fishing boat to assure a plentiful supply of fish for the religious holidays. Besides having access to no regularly scheduled fishing boats, Recife's refrigeration facilities are extremely limited, so that fish must be sold quickly before they spoil.

In August 1956 the Kaiko Maru began to make marine studies and soundings of the Northeast Coast to determine the existence of fish in northeastern waters and the possibilities of exporting it from Recife. The Kaiko Maru was successful on its first fishing venture and came to the Port of Recife on August 8 with a full load of fine tuna. Through the intercession of the Governor, a provisory license was secured from the Federal Government for the Kaiko Maru to sell its product in Recife. Frozen boneless tuna steaks were sold to distributors for Cr$23 per kilo (16 U. S. cents a pound), well under the market price, which were resold to the public at Cr$30 a kilo (20 U. S. cents a pound). Another 150 tons were likewise quickly disposed of four weeks later.

On September 25, shortly before the Kaiko Maru was scheduled to deliver its third load of tuna to Recife, the National Ministry of Marine in Rio de Janeiro sent a telegram to the Captain of the Port of Recife, advising that the Japanese ship was authorized only to continue its studies of the Northeast Coast, to enter and leave the Port of Recife, but not to engage in commercial transactions.

When news of the telegram reached the press and the general public on September 27, it "..... exploded like a veritable bomb in the midst of the people" (Diario de Pernambuco, September 27). All papers carried the story. Public indignation was aroused to such a pitch that the matter even came to the attention of the State Assembly and the Governor. With so much public pressure generated against the cancellation order, including many telegrams of protest sent to Rio, the order was revoked two days later, according to an October 11 report from the United States Consul in Recife.

Canada

BRITISH COLUMBIA HERRING FISHERY OUTLOOK FOR 1956/57: British Columbia's 1956/57 herring fishery is not expected to produce a total catch on a par with the record 250,000 metric tons taken in coastal waters the previous year. Catch predictions, made at the Fisheries Research Board station at Nanaimo, indicate a decrease in abundance in many areas which, last year, were high producers.

In a forecast, based on the size of catches, availability and spawning escapement in 1955/56 and on expected recruitment in 1956/57, the station states what might be reasonably anticipated in the forthcoming herring fishing season.

Lower east coast subdistrict, recognized as the main producing area of the coast, is expected to yield its normal quota of 40,000 tons although there are indications that abundance here may be slightly lower than in 1955, the September 1956 Trade News of the Canadian Department of Fisheries states.

In the Burnaby Narrows area of the Queen Charlotte Islands, where heavy fishing took place in the winter half of the herring fishing season, a decrease in the level of abundance is expected, and the catch is not likely to be as good as last season.

Some improvement is expected in the northern subdistrict, although it is thought unlikely that the quota will be exceeded. In the central subdistrict a catch of less than the 40,000-ton quota is predicted, unless the 1954 year-class proves to be of greater abundance than estimated.

Regular winter fishing in the upper east coast subdistrict may also be below average unless a large proportion of summer herring from Queen Charlotte Sound are of upper east coast origin.

Some decrease in abundance is anticipated in the middle east coast subdistrict, but the area still is expected to yield double the amount of its normal 10,000-ton quota.

Herring fishing off the lower west coast of Vancouver Island will be much the same as last season. In the Barkley Sound area a catch at least as good as last year is forecast. Little improvement can be expected from the Clayoquot area.

Improved fishing and fair catches may feature herring operations in the Esperanza-Nootka area, provided fish move inshore before the close of the season. In the balance of the area northwards it is predicted that results will remain below average.

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FISH INSPECTION ACT REVISED: Canadian importations of fish and shellfish other than canned need no longer be accompanied by an affidavit, according to the revised Fish Inspection Act regulations. Such importations, however, are still subject to inspection by an inspection officer of the Department of Fisheries, states a November 6, 1956, dispatch from the United States Embassy in Ottawa.

Entry may be permitted of shipments of fish and shellfish other than canned, and any duty applicable is to be collected. However, the fish inspection officer will be responsible for authorizing release and delivery of the shipments, or their detention if necessary.

The Customs Division of Canada's Department of National Revenue, in Memorandum Series D No. 135, dated October 30, 1956, published revisions in the Fish Inspection Act and the places throughout Canada where fish inspection offices are located.

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FISHERY SCIENTISTS PREDICT DISAPPEARANCE OF WEST GREENLAND COD: The disappearance of the cod fisheries from Greenland's west coast was predicted by scientists of the Canadian Fisheries Research Board during a conference of fishery scientists at St. Andrew, New Brunswick. A long range forecast of decreasing water temperatures for the Northwest Atlantic Ocean was made by Dr. Hugh McLellan, an oceanographer, who also said that with the downward

trend in water temperatures in future years a decrease in haddock landings relative to cod landings might be expected.

Dr. W. R. Martin, of the biological station at St. Andrews, said with the disappearance of the cod fisheries from Greenland's west coast there would be an associated increase in fishing intensity on the fishing banks off Nova Scotia and Newfoundland (The Fishing News, October 5, 1956).

Ecuador

SHRIMP INDUSTRY ELIGIBLE FOR LOANS: The National Development Bank of Ecuador announced that loans will be made available to shrimp companies through branches established in coastal provinces. The bank pointed out the growing importance of shrimp exports as a source of dollars, states an October 11 dispatch from the United States Embassy in Quito.

Some observers have commented that official circles seem more favorable to the shrimp industry than they were previously. However, the announcement of the Bank's desire to assist the shrimp industry may mean little in practice as the Bank's funds are limited and demands for loans are greater than the Bank can meet.

El Salvador

FISHING COMPANY'S LICENSE SUSPENDED: One of the few concerns fishing Salvadoran waters under the 1955 Fisheries Development Law had its license suspended by the El Salvador Ministry of Economy, which reasoned that: (1) said law provides that firms granted licenses should give preference to the internal market in selling their catch and (2) it has (allegedly) been established that the firm has limited its activities to catching shrimp for export, while disregarding other species for internal consumption.

This suspension is to remain in effect until the firm establishes or guarantees that it has set up an adequate distribution and sales system to supply internal consumption needs with corroboration as to the quantities distributed daily for this purpose. This is the first such disciplinary measure taken to enforce a provision of the fishing law, states a September 24 dispatch from the United States Embassy in San Salvador.

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REGULATIONS IMPLEMENTING FISHERIES DEVELOPMENT LAW PUBLISHED: Regulations implementing the Fisheries Development Law of October 25, 1955, to govern fishing in the waters of San Salvador for commercial, sport, and domestic consumption, and the issuance of licenses were promulgated by Executive Decree No. 77 issued by the San Salvador Ministries of Economy, Agriculture, Finance, and Defense on September 10, 1956. (United States Embassy dispatch dated October 3, 1956.)

French Cameroons

CANNED SARDINE MARKET: With a population one-third less, sardine consumption in the Cameroons is twice that of French Equatorial Africa. It is probable that 75 percent of the total consumption in the Cameroons is by Africans.

Table 1 - French Cameroons' Imports of Canned Sardines by Principal Countries of Origin, 1955

Item	Unit	France	French Morocco	West Germany	Belgium	Denmark	Spanish Guinea	Portugal	Other	Total
Quantity	Metric Tons	8.8	1,012.8	8.7	11.9	40.7	262.4	418.3	2.9	1,766.5
Value:	Million C. F. A. Francs	2.1	109.5	1.1	1.0	3.3	19.5	38.0	0.4	174.9
	US$1,000	11.7	625.6	6.1	5.5	18.6	111.6	217.4	2.6	999.1

Note: Values converted to US$ equivalent at rate of 175 C.F.A. francs equal US$1.

Imports of canned sardines totaled 1,766.5 metric tons (valued at US$999,100) in 1955, with the bulk of the imports supplied by French Morocco.

French Equatorial Africa

CANNED SARDINE MARKET: Imports, the only source of canned sardines in French Equatorial Africa, amounted to 734.0 metric tons (valued at US$406,118) in 1955 as compared with 872.1 tons (valued at US$451,336) in 1954.

Table 1 - French Equatorial Africa's Imports of Canned Sardines by Principal Countries of Origin, 1954-55

Country of Origin	1955			1954		
	Quantity	Value		Quantity	Value	
	Metric Tons	Million C. F. A. Francs	US$ 1,000	Metric Tons	Million C. F. A. Francs	US$ 1,000
France	33.3	4.2	23.8	29.7	4.1	23.5
Cameroons	-	-	-	8.7	1.0	5.5
French Morocco	220.0	22.6	128.9	666.7	56.9	325.0
Great Britain	-	-	-	1.0	0.1	0.7
Portugal	444.4	40.5	231.3	146.9	15.1	86.2
Belgium	-	-	-	1.2	0.1	0.5
Norway	11.8	1.1	6.2	12.6	1.0	5.6
West Germany	21.1	2.4	13.5	7.5	0.6	3.7
Other	3.4	0.3	2.4	0.8	0.1	0.6
Total	734.0	71.1	406.1	875.1	79.0	451.3

Note: Values converted to US$ equivalent at rate of 175 C.F.A. francs = US$1.

Consumption of Portuguese sardines increased in 1955 at the expense of French Moroccan sardines. The most popular sizes of canned sardines are the $3\frac{1}{4}$- to 5-oz. flat cans. Sixty percent of the consumers prefer sardines packed in olive oil; and 40 percent, vegetable oil.

In 1955 Europeans in French Equatorial Africa accounted for 60 percent of the sardine consumption. Of European consumption, 40 percent was French sardines, 50 percent Portuguese sardines, and 10 percent French Moroccan sardines. Consumption of sardines by Africans fell in 1955 to about 40 percent of the total consumption. About 75 percent of the sardines bought by Africans came from French Morocco and 25 percent from Portugal.

The retail prices of the $3\frac{1}{4}$- to 5-oz. cans of sardines packed in olive oil range from 26-40 U. S. cents; and in vegetable oil, 11-14 U. S. cents a can.

Imports of any articles from the United States, except urgently needed industrial goods for which there is no French equivalent, are curtailed by stringent exchange controls. This would appear to be true in the case of sardines, in which a foodstuff partially supplied by France is concerned, states a September 5 dispatch from the United States Consulate General at Leopoldville.

French West Africa

TUNA CATCH QUOTA FOR SECOND SEASON: The Tuna Committee which met recently (World Fishing, October 1956) to make a catch quota for the recently-developd (started December 1955) tuna fishery off the coast of French West Africa ran into difficulties.

Because of the limited freezing and processing equipment in the French African possessions, the catch was to be fixed at 5,000 metric tons, but it was announced that two freezing ships were coming into operation and that their catch was sold in advance. It was therefore decided to increase the catch in African waters from 5,000 to 6,000 tons. It was also decided that the catch of the St. Jean de Luz fleet should remain at 3,000 tons, that of the Breton fleet should be increased from 2,000 to 3,000 tons, and that local committees should decide how this figure should be divided between landing ports. Prices were fixed at about 13.0 U. S. cents a pound for whole fish, about 14.9 U. S. cents for drawn and bled fish, and about 16.3 U. S. cents when dressed. The Breton fleet's catch is to be delivered to Dakar at these prices.

Note: See Commercial Fisheries Review, February 1956, p. 44.

Iceland

ICED-FISH TRADE DISCOURAGED IN FAVOR OF DELIVERIES TO FREEZING PLANTS: One significant recent trend in Iceland's official fisheries policy is lack of interest on the part of the Government in resuming the iced-fresh fish trade with Western Europe. Both the Government and the freezing plants feel that resumption of this fresh fish trade will disrupt commitments for large quantities of frozen fillets and other fishery products for the Soviet Bloc. The trawler owners' association on the other hand claims that the pending settlement of the United Kingdom ban on direct landings of fresh fish will be to their advantage pricewise.

The difference of opinion between the trawlermen and the Government was settled by an agreement which raised the ex-vessel price of cod from Ikr. 0.85 to Ikr. 1.00 a kilo (from 2.4 to 2.8 U. S. cents a pound), ocean perch from Ikr. 0.75 to 0.90 a kilo (from 2.1 to 2.5 U. S. cents a pound), and the prices for other varieties were increased correspondingly. There also was to be a corresponding increase in the price of salt fish. This agreement was subject to the stipulation that Icelandic trawlers would land at least two-thirds of their catches for domestic processing. The Union of Icelandic Steam Trawler Owners agreed to this condition.

NEW TRAWLERS MAY BE FINANCED BY FOREIGN LOANS: A bill has been submitted to the Government (Althing) calling for the construction of 15 new trawlers and 6 smaller vessels financed by foreign loans. The bill calls for US$9,225,000 for construction of the trawlers and US$922,500 for the smaller vessels. Loans would be made to the builders of the trawlers for 85-90 percent of the cost and up to 80 percent on the cost of the smaller boats. The Government has ordered that the new

vessels if and when built be distributed with a view to achieving a greater balance of the population throughout the country.

Japan

FISHERY RESEARCH SHIP DEPARTS FOR BRAZIL: The fishery research ship Toko Maru (1,100 tons) left Japan for Brazilian coastal waters on October 20 to assist the Brazilian Government in the development of its marine resources.

The expedition will be led by five Japanese fisheries experts headed by Dr. Koji Nakamura, head of the Fisheries Agency's South Seas Marine Institute. A staff of scientists includes faculty members of Mie and Kochi Universities. They will employ a great deal of new equipment for fishing and processing, and the collecting of oceanographic and biological data.

This is the latest in the series of cooperative endeavors undertaken between the two countries in varied fields such as culture, commerce, emigration, and fishing.

While Food and Agriculture Organization statistics show that Brazil's catch is the largest in Latin America, experts feel that favorable natural conditions make much larger catches possible. They point out that the coastal waters include the mouth of the Amazon where the intermingling of fresh and salt water provides rich nutritive compounds; the Brazilian warm current which abounds in migrating schools of fish; and the extensive South Brazilian sea shelf where the Brazilian warm current and the Falkland cold current meet.

Scientific development of these fishing grounds can bring the people of Brazil a larger supply of protein and contribute greatly to the Brazilian economy.

The charting and collection of scientific data in the area will run from mid-December 1956 until late April 1957.

The research will cover classification, species composition, and size range of fish and plankton, and the temperature, color, transparency, salinity, and chemical components of the waters.

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NORTH PACIFIC FACTORYSHIP KING CRAB MEAT PACK THROUGH AUGUST 1956: The pack of king crab meat by the Japanese factoryships operating in the Sea of Okhotsk and the Bering Sea during August totaled 108,000 cases (48 ½-lb. cans) to bring the total for the season to 377,000 cases. By the end of August the factoryship operating in the eastern area of the Bering Sea and two of the four fleets fishing in the Sea of Okhotsk had finished for the season.

The pack by area through August 31 was as follows: Eastern area of the Bering Sea, 57,000 cases; western area of Bering Sea, 40,000 cases; Okhotsk Sea, 280,000 cases. The total pack by three factoryship fleets in 1955 was 208,850 cases (Monthly Statistics of Japanese Fisheries, September 1956).

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RESEARCH SHIP TO SURVEY WESTERN ATLANTIC FISHERIES: The Kanagawa Prefecture's high-seas fisheries guidance ship Sagami Maru (770 tons) left

Yokohama on September 12, 1956, to survey the fishing grounds in the Western Atlantic and in other areas.

Because of the fact that at present one-half of the price of Indian Ocean tuna represents transportation costs, these new fishing ground surveys will be paralleled by market surveys in various parts of western Europe, looking to direct export from the fishing ground to consuming markets as the most advantageous method of operation.

The vessel will sail through the Indian Ocean, the Red Sea, and the Mediterranean, thence to the Atlantic off Cuba and Brazil in South America. Tuna fishing will be done in all of these areas, fish will be landed at various places on the coasts, and the market situation will be studied. The vessel will return by the same route.

The cruise is expected to take 358 days, and the catch goal is 1,280 tons of yellowfin, big-eyed, and albacore tuna (Nippon Suisan Shimbun, September 10, 1956, a Japanese trade publication). This survey is a part of a planned program to alleviate the pressure on Japanese coastal fisheries and to improve the economic position of Japanese fisheries.

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RESEARCH SHIP PARTICIPATES IN TUNA-TAGGING PROGRAM: The Mie Prefecture fisheries guidance ship Jini Maru (196 tons) tagged 270 albacore tuna during two cruises in June 1956 to the albacore grounds about 200 miles off Cape Nojima in Chiba Prefecture. The cruises were made as part of a joint Japanese-United States tagging experiment to study the migrations and growth of albacore tuna. Data on which to base future efforts for this type of study were also acquired (Nippon Suisan Shimbun, September 7, 1956).

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TUNA VESSEL TO FISH IN ATLANTIC OCEAN: The Japanese fishing vessel Koun Maru (479 tons) sailed on September 10, 1956, from Misaki, Japan, with a crew of 33 to fish for tuna in the Atlantic Ocean. The vessel will make Genoa, Italy, its port of landing.

This venture has attracted considerable interest in Japanese fishing industry circles.

The reasons behind the plan for this ship to go to the Atlantic are: (1) most of the operations of tuna fishing boats at present are planned to catch fish for the United States market, but because the fishing grounds of the Indian Ocean and the South Pacific require long voyages averaging about 3 months, the fish are brought back in poor condition and prices are low, and (2) as much as 6 months to a year passes from the time the fish is caught until it is exported.

Under the Koun Maru's operating plan, with a base at Genoa, Italy, the time from capture of the tuna to its landing will average about one month. The ship will fish in the Indian Ocean en route and the plan is to deliver about 300 tons of tuna at Genoa and then fish in the Atlantic. Around mid-May 1957, the vessel will return to Japan with a cargo of Italian rice representing the value of the tuna landed in Italy.

Mexico

WEST COAST SHRIMP FISHERY FOR 1955/56 PROFITABLE: The shrimp season on the west coast of Mexico, which began on September 1, 1955, and terminated on August 31, 1956, is reported to have been the best that the industry has experienced for a great many years. Exports were high and the boats fishing in coastal waters averaged approximately 50 tons each. Bay production was also very high. At the request of the industry itself the Mexican Government changed the closed season from the summer months to a 60-day period from March 15 to May 15. This conservation measure proved successful, and production in the months following was very good in both quantity and quality.

The market for Mexican west coast shrimp in the United States was excellent all season, due in part to lighter catches by United States vessels operating in the Gulf of Mexico, points out an October 5, 1956, report from the United States Consul in Nogales.

As a result of the excellent season, shrimp-boat and plant owners were able to liquidate financial obligations that had accumulated during the past bad seasons. Plans for expanding and modernizing both plants and fleets are now under way. The shipyards at Mazatlan and Guaymas have under construction or under contract to construct some 40 additional vessels, which will bring the entire shrimp fleet up to about 450 vessels. All equipment for the vessels and shore plants are reportedly being made in the United States.

The trend in the shrimp packing plants is to mechanize the processing of shrimp, partly to solve the problem of labor shortage during peak production and also to improve the packing and packaging of their products to meet consumer demands in the United States.

The policy of the Mexican Government towards the shrimp industry during the past season has been, in general, liberal and cooperative. In August there was an increase in the rate of the export duty amounting to about 40 pesos (US$3.20) a ton. The increase was expected, but it turned out to be much smaller than anticipated.

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SHRIMP FISHERY TRENDS, OCTOBER 1956: The October 1956 catch of shrimp on the west coast of Mexico was reported to be off from the high level of 1955. The catches were good, but below those of October 1955 when an unusually good run of brown shrimp appeared. The brown shrimp have not shown up in the catches to date, states a November 6 dispatch from the United States Embassy in Mexico City.

The shrimp catch on the east coast of Mexico this October was reported to be about the same as for October 1955 due to the increased number of shrimp vessels operating, but the catch per boat was down.

The Mexican shrimp fleet is increasing and it is estimated that 50 vessels are now under construction. The shrimp market remained firm and higher prices prevailed this October than in the same month of 1955.

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MERIDA SHRIMP FISHERY TRENDS, JULY-SEPTEMBER 1956: Exports of shrimp from the Mexican province of Merida during the third quarter of 1956 totaled close to 4.7 million pounds, all shipped to the United States.

Average wholesale prices at Brownsville for the Merida 15-20 count headless brown shrimp were reported as 85 cents in July, 80 cents in August, and 75 cents

in September. The decline in prices was seasonal and market conditions were considered to be good, both for the present and the future.

The buying on credit of boats and gear continues in the Merida shrimp industry. With prospects of increased export taxes and assessments for civic improvements, a serious decline in the market for shrimp could be harmful to the industry, points out an October 19, 1956, dispatch from the United States consul in Merida.

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SOME FISHERY PRODUCTS ADDED TO IMPORT DUTY LIST: Various preserved fishery products were added to the list of items subject to import duty in the Mexican free zone of Baja California and the partial free zone of the State of Sonora, effective September 8, 1956 (see table).

Table 1 - Preserved Fishery Products Subject to Import Duty in the Mexican Free Zone of Baja California and the Partial Free Zone of the State of Sonora

Product	Mexican Tariff Classification	Duty	
		Specific	+ Ad Valorem
		Pesos Per Kilo	Percent
Tuna, preserved	043.00.02	2	50
Mackerel, preserved	043.00.06	2	50
Sardines, preserved, weighing with immediate container up to 5 kilos (about 11 lbs.), providing container is labeled to indicate contents. . .	043.00.09	2	50
Crustaceans and molluscs, preserved, not specified	043.00.98	2	45

Note: 2 Mexican pesos equivalent to about US$0.16.

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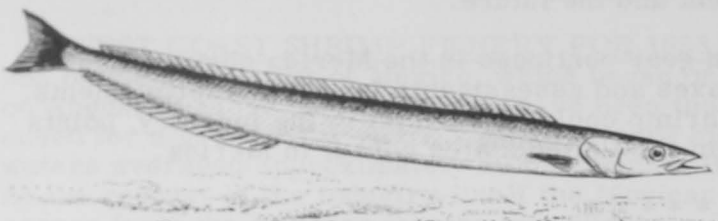
TUNA CANNING PLANT AT CAPE SAN LUCAS HAS GOOD SEASON: The tuna canning plant located near the southern tip of Baja California at Cape San Lucas completed a successful season in August 1956. The plant reportedly paid out about US$400,000 to fishermen and laborers during the packing season. Most of the fish purchased by the cannery was caught by United States fishing vessels operating in the Cape San Lucas area.

The management of the tuna canning plant plans on enlarging the capacity of the plant to handle 25 tons of tuna daily. The expanded packing facilities will provide employment for about 300 local workers, states an October 1 dispatch from the United States Consulate in Tijuana.

Norway

FACTORYSHIP FISHES FOR SAND LAUNCE: The Norwegian factory trawler Havkvern had excellent luck in fishing for sand eels or launce (Ammodytes) which it found in tremendous quantities in the Silver Pit southwest of Dogger Bank in the North Sea, according to reports in Fiskaren (October 3 & 10, 1956), a Norwegian fisheries periodical. Although the Danes have taken sand eels in this area in volume for some years, the Havkvern's trips to the area represent the first Norwegian participation in the fishery. The ship is equipped with a reduction plant and normally fishes for herring.



European Sand Launce (Storsil in Norway)
(Ammodytes tobianus)

The sand eel season runs from April through July. During this period the Havkvern caught 1,860 metric tons. The sand eels were taken in 10 to 20 fathoms of water and were present in such quantities that trawlers of medium size had average catches of 23-28 tons daily. The usual herring trawls are excellent gear for taking the fish which are from 15 to 30 centimeters (6-12 inches) long. Sand eels are used only for the production of fish meal and oil.

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CANNED BRISLING PACK MUCH LOWER FOR 1956: Norway's 1956 pack of brisling sardines was reported by the Norwegian Information Service in its October 25 News of Norway to be only 160,000 cases valued at about US$2.8 million. The pack in a normal year is close to 500,000 cases, worth about US$8.4 million. The pack as of July 1956 was only 103,000 cases.

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TERRAMYCIN TESTED ON WHALE MEAT: Two Norwegian whaling companies, in cooperation with a New York Pharmaceutical firm, have for some time been testing the effectiveness of terramycin in slowing the decay of whale meat. According to the Norwegian Journal of Commerce and Shipping, the initial experiments seem promising. Whale meat treated with the antibiotic drug has shown no sign of decay as late as 48 hours after the whale was caught in the Norwegian Sea and brought to the shore station in Norway.

The usual test procedure is to use drug-injecting harpoons. Loading the harpoon tip with terramycin is intended to facilitate the distribution of the bacteria-killing drug throughout the tissues. However, extensive testing will be required to determine just how long this method will delay intestinal decay, which otherwise sets in immediately. Further experiments will therefore be made in the Antarctic (News of Norway, October 25, 1956).

Panama

NEW VESSELS BEING BUILT: Two small live-bait boats are being built by the largest fisheries cooperative in Panama for use in fishing for corvina (Cynoscion stlomanni) and red snapper (3 species--Lutjanus guttatus, L. Cysnopterus, and Hoplopagrus guntheri), according to a letter received from the President of the Cooperative. These same boats will experiment with commercial trap fishing for spiny lobsters which are reported abundant off both coasts of Panama.

FILLET EXPORTS: The Cooperative has been exporting to the United States frozen skinless fillets packed in one-pound packages. Corvina fillets are being exported at the rate of 8,000 pounds a month; flounder fillets at the rate of 6,000 pounds a month. Also, some exports of catfish fillets have been made

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SHRIMP COOPERATIVE BUILDS STEEL TRAWLER: The first steel shrimp trawler (a 45-ton boat built by a foundry in Colon) to be built in Panama was launched on August 23, 1956. The large Panama shrimp cooperative plans to replace all its wooden vessels with steel craft eventually, due to the high maintenance costs on wooden boats. All the new fishing vessels must be constructed in Panama in order to engage in the shrimp fishery in Panamanian waters, states a September 28 dispatch from the United States Embassy in Panama.

Republic of the Philippines

CANNED HERRING AND MACKEREL REMOVED FROM IMPORT CONTROL: The Monetary Board of the Philippines announced on November 13 that both canned herring and mackerel were removed from the list of products subject to import controls (United States Embassy dispatch, dated November 15, 1956). Under control, imports of canned mackerel and herring were limited by the Philippine Government.

Portugal

CANNED FISH EXPORTS, JANUARY-JULY 1956: Exports of canned fish by Portuguese canners continued to show a substantial decline for the period January-July 1956, as compared with the similar period in 1955. The drop in exports of canned fish thus far in 1956 reflects the poor catch of sardines, states a September 6 dispatch from the United States Embassy in Lisbon.

Portuguese canned fish exports in July 1956 totaled 2,332 tons (122,700 cases), valued at US$1.4 million, as compared with 4,852 tons, valued at US$2.4 million, for the same month in 1955.

For the first seven months of 1956, canned fish exports amounted to 20,367 tons (1,071,900), valued at US$11.6 million, as compared with 32,118 tons, valued at US$16.4 million, for the same period in 1955.

Portuguese Canned Fish Exports, January-July 1956

Species	January-July 1956	
	Metric Tons	1,000 US$
Sardines in olive oil	15,522	8,176
Sardinelike fish in olive oil	2,357	2,054
Sardines & sardinelike fish in brine	566	109
Tuna & tunalike in olive oil	671	551
Tuna & tunalike in brine	169	96
Mackerel in olive oil	821	512
Other fish	261	135
Total	20,367	11,633

For January-July 1956, the leading canned fish buyer was Germany with 3,518 tons (valued at US$1.9 million), followed by the United Kingdom with 2,416 tons (valued at US$1.3 million), the United States with 2,310 tons (valued at US$1.8 million), and Italy with 2,182 tons (value US$1.3). Exports to the United States consisted of 996 tons of sardines, 1,090 tons of anchovies, and 12 tons of tuna, the September 1956 Conservas de Peixe reports.

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Portuguese Canned Fish Pack, Jan.-May 1956		
Product	Net Weight	Canner's Value
	Metric Tons	1,000 US$
In Olive Oil:		
Sardines	625	401
Sardinelike fish	1,302	1,267
Tuna	290	247
Other species (incl. shellfish)	45	31
In Brine:		
Sardinelike fish	660	201
Other species	37	8
Total	2,999	2,155

CANNED FISH PACK, JANUARY-MAY 1956: The Portuguese canned fish pack of 1,257 tons in May 1956 improved over the very light pack (311 tons) of the previous month. The pack during May was about 65 percent sardinelike fish.

The canned fish pack for January-May 1956 amounted to 2,999 tons (157,800 cases), the September 1956 Conservas de Peixe points out.

The total pack of canned fish for January-May 1955 amounted to 6,567 tons, with sardines in oil accounting for 60-percent of the pack as compared with 22 percent in January-May 1956.

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FISHERIES TRENDS, JULY 1956: Sardine Fishing: The Portuguese sardine catch during July 1956 increased to 5,651 metric tons (ex-vessel value US$906,000), higher by 4,129 tons than the 1,522 tons reported for June 1956. The July sardine catch was fair but still well below the 9,811 tons reported for July 1955.

Sardines purchased by the packing centers during the month amounted to 2,857 tons (valued at US$597,000), or about 51 percent of the catch. During July 1955 the canners purchased 5,377 tons (valued at US$772,000), about 55 percent of the catch. Ex-vessel prices were higher in July 1956, about US$160 a ton as compared with about US$130 a ton in July 1955. The balance of the sardine catch was utilized primarily for immediate consumption on the fresh fish market.

The principal port of landing for sardines in July was Matosinhos with 33 percent of the catch, followed by Portimao (2 percent), and Lisbon with about 15 percent.

Other Fishing: In July 1956, landings of fish other than sardines totaled 5,865 metric tons (valued at US$604,000 ex-vessel) and consisted of anchovy (966 tons) and chinchard (4,869 tons).

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LANDINGS OF FISHERY PRODUCTS IN PORTUGAL, MADEIRA, AND AZORES, 1955: The catch of fish and shellfish by the Portuguese fishing fleets operating out of Portugal, Madeira, and the Azores totaled 481.4 million pounds (218,433 metric tons) in 1955. A substantial catch of cod from the Western Atlantic and the catch of the shore-based whaling fleet are not included. The catch of mainland Portugal was dominated by sardines (47.1 percent) and chinchards (17.8 percent). The catch for the Madeira Islands consisted of 55 percent tuna and related species and 29.6 percent scabbardfish; that for the Azores was 41.3 percent tuna and tunalike species and 37.6 chinchards.

The catch of shellfish in Madeira and the Azores was neglible, but the mainland Portuguese catch of shellfish included 1,491 metric tons of cuttlefish, 914 tons of octopus (pulpo), and 2,026 tons of crustaceans, which included some spiny lobsters, some of which are exported to the United States.

Table 1 - Landings of Fishery Products,[1] Portugal, Madeira, Azores, 1955

Species	Portugal		Madeira		Azores		Total	
	Metric Tons	US$ 1,000	Metric Tons	US$ 1,000	Metric Tons	US$ 1,000	Metric Tons	US$ 1,000
Tuna and tunalike	1,977	524.0	3,098	400.6	3,027	228.2	8,102	1,152.8
Anchovy and sprat	4,873	798.8	-	-	-	-	4,873	798.8
Spanish and common mackerel	4,484	563.9	247	22.3	311	24.6	5,042	610.8
Chinchards	34,916	2,770.5	306	31.2	2,759	181.8	37,981	2,983.5
Corvina	905	213.1	-	-	-	-	905	213.1
Sardines	92,330	11,326.0	-	-	91	12.6	92,421	11,338.6
Cachocho and besugo	5,176	618.1	-	-	3	0.6	5,179	618.7
Pargo and sea bream	9,612	1,697.1	28	5.7	20	2.6	9,660	1,705.4
Scabbard fish	2,276	396.3	1,667	150.1	-	-	3,943	546.4
Whiting	13,622	3,728.9	-	-	-	-	13,622	3,728.9
Other	25,976	4,435.6	295	44.0	1,120	145.0	27,391	4,624.6
Total Salt-Water Fish	196,147	27,072.3	5,641	653.9	7,331	595.4	209,119	28,321.6
Crustaceans	2,026	420.0	-	-	15	11.4	2,041	431.4
Squid	460	111.4	-	-	2/	0.1	460	111.5
Cuttlefish	1,491	207.8	-	-	-	-	1,491	207.8
Octopus	914	181.7	-	-	4	1.1	918	182.8
Mollusks	3,772	65.3	6	0.7	-	-	3,778	66.0
Shellfish Total	8,663	986.2	6	0.7	19	12.6	8,688	999.5
Total Fresh-Water Fish	626	187.2	-	-	-	-	626	187.2
Grand Total	205,436	28,245.7	5,647	654.6	7,350	608.0	218,433	29,508.3

1/Excludes whale and cod catches. 2/Less than one ton.

Note: Values converted to US$ equivalent at rate of 28.75 escudos equal US$1.

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NEW FISH CANNING REGULATIONS: New fish canning regulations, promulgated in a decree-law 40,787, dated September 27, 1956, were designed to improve distribution of sardine supplies among canners and to assure stable prices for fish sold to canners. The decree provides that sardines will be supplied under regulations to be arrived at through joint agreement between the sardine fishermen's guild and the fish-canning guilds. The measure also seeks to fix annual quotas for canners as well as maximum and minimum prices which canners pay for sardines. Canners in localities where the supply of fish is inadequate would be guaranteed supplies from other canning centers under the new regulations.

Government technical and financial support of sales promotion campaigns also is an objective of the new measure. The Portuguese Canned Fish Institute is required to take "necessary measures to increase productivity in the industry to enable it to compete under more favorable conditions in foreign markets."

The Government under the new decree-law is to proceed immediately with reorganization of the fish-canning industry. Powers are to include determination of the minimum size of canning establishments, study of production costs, supervision of sales prices, adjustment of wages, and relocation of surplus labor.

It is thought that the new measure seeks in part to establish means of mitigating seasonal unemployment. At times, conditions calling for relief in some form have occurred with changes in runs of fish off the Portuguese coast and the size of the catch. There had been reports of distress among cannery workers in southern Portugal early in 1956, states an October 11, 1956, dispatch from the United States Embassy in Lisbon.

Sales promotion plans under the new measure refer to means of expanding canned fish supplies for export, and the proposal is made that sales promotion campaigns should aim at marketing sardine surpluses in new markets, specifically in eastern Europe and in the Near East, as well as in the United States. Reference is

made in the preamble of the measure to the fact that "there are no administrative barriers in American markets."

Singapore

PORT FACILITIES FOR JAPANESE FISHING VESSELS RESTRICTED: The Singapore Ministry of Commerce and Industry in October 1956 issued the following announcement:

"Japanese fishing vessels wishing to make use of the port facilities of Singapore for bunkering, provisions, or repairs will be permitted to do so provided that if cargoes of fish are carried by such vessels none of the fish is landed locally or transshipped.

"Japanese fishing vessels registered by the Japanese Government as tuna fishing vessels may transship their catches in Singapore for onward carriage to other countries under and in accordance with the conditions of special licenses issued by the Controller and Registrar of Imports and Exports. Permission will not be granted for the disposal locally of the catches brought into Singapore by these vessels, but transshipment facilities only will be permitted.

"All Japanese fishing vessels entering the Port are required to report to the Master Attendant immediately on arrival at the Port and will have to comply with his directions. Port clearances will be issued by him to all such vessels when they have complied with the provisions of the Merchant Shipping Ordinance."

The Chief Fisheries Officer of Singapore revealed that the move was in response to an approach by certain Japanese fishing companies which desired better transshipment facilities for sending tuna on to Japan, Europe, and the United States. These fishing companies send fishing vessels to the Indian Ocean to obtain tuna, but wish to avoid having them return all the way to Japan to deliver their catch to the canneries. With the use of Singapore's facilities, the vessels can discharge tuna there for fast onward shipment to canneries not only in Japan, but to the rest of the world as well. Singapore officials, however, were fearful that unless stringent regulations were laid down governing the activities of the Japanese vessels, "marketable" fish other than tuna would be "dumped" on the Singapore market. The earnings of local fishermen would suffer as a result. There was nothing to fear from tuna, since it would have to be canned in order to satisfy local tastes; furthermore, very few retailers would accept fish weighing as much as tuna.

In addition, Malayan fishermen would find it very difficult to compete with the Japanese here. It is for that reason the Fisheries Officer stated, that protective measures of this sort are necessary. Japanese fishing vessels may still bring "marketable" fish to the local market under any one of three conditions: these are, (1) the vessels are chartered by a Singapore or Malayan firm; (2) the vessels are owned by one of the "joint venture" firms recently established here or in North Borneo; or (3) the Japanese permit the intensive training of local fishermen on board. Regarding the third alternative, at the present time over 40 trainees are serving on such Japanese vessels, states an October 18, 1956, dispatch from the United States Consul in Singapore.

Spain

FISHERIES TRENDS, SEPTEMBER 1956: Fishing: The fish catches landed at Vigo, Spain, during September 1956 and sold on the Vigo fish exchange amounted to about 15.2 million pounds, valued at about US$994,544. The September 1956 landings increased in volume about 30 percent as compared with August 1956 and an increase of about 5.3 percent over September 1955. First sales of fresh fish in September 1956 were made at an average price of about 6 U. S. cents a pound as compared with 9 cents a pound in August 1956 and 5 cents a pound in September 1955.

The albacore tuna (Germo alalunga) moved toward the north of Spain during the early part of September. Catches of albacore entered through the Vigo fish exchange amounted to 210,000 pounds in September as compared with 1.8 million pounds for the previous month. The albacore season was practically finished by the end of September and prices were as high as 20 U. S. cents a pound. On the whole, the albacore season was a successful one for the Spanish fishermen and definitely better than for 1955.

The needle fish (Ramphistoma belone) catches ran high in September and were purchased by the canneries as a substitute for sardines.

Fish Canning: During September 1956, the fish canneries in the Vigo area purchased 8.2 million pounds of fresh fish, as compared with 3.7 million pounds in August 1956 and 5.2 million pounds in September 1955.

All canneries in the Vigo consular district (there are approximately 100 in the Province of Pontevedra) operated at a fairly high level during September with albacore tuna and needlefish catches. The canning of needlefish stepped up as deliveries of albacore decreased. Some Pontevedra canneries even brought albacore by truck from ports in the north of Spain in order to be able to complete their orders.

The olive oil and tinplate situation are the pernnial complaints of the canneries. For the present there is an adequate supply of olive oil. Canneries which were able to estimate their requirements at the beginning of the albacore season purchased stocks of olive oil cheaper than the current price. It is reported that the Bilbao plant is presently unable to supply tinplate to the canneries and that imports from Great Britain during September amounted to 400 short tons.

Foreign Trade: Swiss firms have been the largest foreign buyers of albacore, but it is the general opinion that part of the shipments to Switzerland (usually via Rotterdam) reach other countries in Europe. There appears to be no demand for the Spanish albacore in the United States, due to high prices and need for a different method of packing. There have been a few small shipments of frozen octopus (Octopus vulgaris) to the United States with fair prospects for increasing this trade.

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TUNA CATCH GOOD FOR 1956 SEASON: The coastal fishermen of Spain have had the most successful tuna catch in recent years. The market prices have averaged about 60 percent higher this year over 1955, or from about 19-21 U. S. cents a pound as compared with about 12-13.5 U. S. cents a pound in 1955. The higher prices are believed to be due to the better prices offered by French buyers and this has forced Spanish buyers to offer substantially higher prices in order to obtain supplies for canning. It is estimated that about 50 percent of the catch has been sold to the French.

The tunafish canners have also been plagued by a shortage of cannery help and the payment of higher wages has failed to solve this problem. It has been particularly difficult to attract help at overtime wages when overtime is needed to handle

a heavy volume of fish. Some women workers who formerly worked for about 6-7 cents an hour now receive about twice this sum, states an October 17, 1956, dispatch from the United States Consulate in Bilbao.

Note: Values converted to US$ equivalent at rate of 1 peseta equals US$0.033.

Tunisia

SHRIMP PRODUCTION, 1955: The catch of shrimp in Tunisia is grouped with other shellfish under "crustaceans" (shrimp, prawn, and lobsters). The catch in 1955 for this category of landings was only 176,300 pounds. Exports amounted to about 94,100 pounds, all of which went to France, except for 372 pounds to Algeria (a United States Embassy dispatch dated October 8, 1956).

Turkey

EXPORTS OF FISHERY PRODUCTS ENCOURAGED: In an effort to encourage exports of fishery products, Turkey will permit 10 percent of the foreign exchange obtained from the f.o.b. value of such exports to be allocated for imports of equipment for fishing, transportation, processing, etc., for the use of fishermen, processors, and exporters. The Meat and Fish Office of Turkey will handle the special account at the Central Bank and allocate the equipment to be imported.

It is reported that during 1955 the Turkish catch amounted to 111,523 metric tons of fresh and salt-water fish, of which 15,050 tons (f.o.b. value US$3.6 million) were exported (14,000 tons fresh or frozen). Greece, Italy, and Rumania were the principal buyers, reports Canada's Foreign Trade of November 10, 1956.

Union of South Africa

ANTARCTIC WHALING FLEET MAY BE SOLD TO JAPAN: Subject to confirmation by the shareholders and both the Union of South Africa and Japanese Governments, the Union Whaling company of Durban will sell its Antarctic whaling fleet to Japanese interests. This company is the only South African company operating an Antarctic whaling fleet, but it plans to continue its shore-based offshore whaling activities in Durban, South Africa, using the nine smaller catchers left in its fleet.

The Antarctic fleet to be sold consists of the factoryship Abraham Larsen (23,000 tons) and eight catcher boats. The selling price is reported to be US$7,602,000 for the factoryship and US$156,800 each for the catcher boats. The factoryship price is said to include US$1,120,000 in return for an agreement on the part of the Union Whaling company to refrain from Antarctic whaling for five years. The plans call for delivery of the whaling fleet at the end of the 1956/57 season, according to United States dispatches from Pretoria dated November 2, 1956, and Durban, dated October 23, 1956.

The sale is being made because of decreasing financial returns due to the reduced number of whales that can be taken in the Antarctic under international agreement and steadily increasing operating costs. The Japanese whaling fleets

are in a relatively favorable profit-making position as they have a ready demand for whale meat in constrast to the Union's dependence on the sale of whale and sperm oil only.

U.S.S.R.

NEW DIESEL TRAWLERS TO HAVE CANNING PLANTS: Canning plants as seen on board the Russian vessel Muksun, which put into Grimsby recently, are to be fitted to the 20 Diesel trawlers being built in England for Russia. Each plant costs £1,100 (US$3,080) and is essentially an innovation for long-distance trawlers.

The first plant was fitted into the trawler Pioneer in January 1956 and consists of a semi-automatic vacuum double-seaming machine, and a horizontal steam sterilizing retort.

The equipment is built entirely to Russian specifications and caters for all the operations involved in filleting, freezing, and canning livers, and handles about 1,500 8-ounce cans a day.

Some 15,000 cans are carried. The cans are fitted in trays in a special stowage rack, which separates the can store from the packing room and insures smooth operations under difficult sea conditions. (The Fishing News, September 7.)

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SCIENTISTS USE LIGHT TO CATCH FISH: Experiments have shown that while fishing on dark nights over 50 different kinds of fish can be attracted and caught more easily with the help of electric light (The Fishing News, September 21, 1956). The fish were not attracted to the electric light during moonlit nights.

This has been proved by a Russian scientist who conducted tests in which a powerful electric lamp was lowered into the water alongside a conical net. The net was hauled in full of fish within 2 or 3 minutes.

One small vessel using this method made a particularly large catch of mackerel, obtaining some 17 tons of fish in one night.

To assist the scientist to study the movements of the fish round the light, underwater television equipment was used, comprising a small waterproof shell containing a highly sensitive transmission tube connected by cable to a television receiver on the ship.

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STERN-TRAWLING FACTORYSHIPS AND DIESEL TRAWLERS COMPLETED: The first of 24 stern-trawling factoryships and the first of 20 Diesel trawlers being built for U. S. S. R. have been completed.

The factoryships are being built in West German shipyards apparently of the same general design as the British factoryship Fairtry. Approximately 245 feet between perpendiculars and 2,555 gross tons, they are designed to freeze whole fish; to process, freeze, and pack fillets; and produce meal and liver oil. They will carry a crew of 100.

The Diesel trawlers are being built at Lowestoft, England. They are approximately 172 feet between perpendiculars and have meal and liver plants. (Fisheries Newsletter, a publication of Australia; Commonwealth Director of Fisheries.

United Kingdom

CONTINUES IMPORTS OF JAPANESE CANNED SALMON: The British Board of Trade has annouced that arrangements for further imports of Japanese canned salmon have been made. Imports of canned salmon will be made to a value of US$4.2 million and import licenses will be valid up to September 30, 1957, states a September 26 dispatch from the United States Embassy in London.

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NEW FROZEN FISH PROCESSING PLANT FOR HULL: A new fish and other foods processing plant, estimated to cost over US$280,000, is nearing completion at Hull, England. The new plant, which is situated close to the Hull fish piers, will have a frontage of about 240 feet, states The Fishing News (September 14, 1956), a British fisheries periodical.

The new Hull plant, which will be one of the finest of its kind in Europe, will replace a smaller one. Present employment of between 50-60 employees will be doubled as developments warrant it.

The ever-increasing popularity of frozen products in their attractive wrappings has encouraged the present ambitious venture, which among other things should be a dollar earner.

The production of a wide range of frozen foodstuffs, mostly fish, is contemplated. Among the line which will be prepared there are fish sticks, frozen cod, and plaice.

A spacious unloading platform for the receipt of fish has been built at the entrance to the new factory. Much of the ground floor space is taken up by a tiled filleting room with two processing lines and other equipment, which includes a conveyor-belt system. Three freezing units, each of which is capable of dealing with a ton of fish in 2 hours, are being installed. There is also cold-storage space for about 300 metric tons.

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NINTH TRAWLER FOR RUSSIA LAUNCHED: The ninth vessel of the 20 Diesel trawlers ordered by Russia from a British shipyard was completed and launched on October 9, 1956, states the October 12 issue of The Fishing News, a British trade periodical.

These vessels, almost 190 feet in over-all length with a loaded displacement of approximately 1,300 tons, are especially constructed to meet Arctic conditions. Exceptional consideration has been given to their stability in ice conditions and general seaworthiness.

They have an exceptionally high standard of equipment and finish. The fifth Russian trawler Ogonj (Flame) is rapidly completing her fitting out and will shortly undergo sea trials.