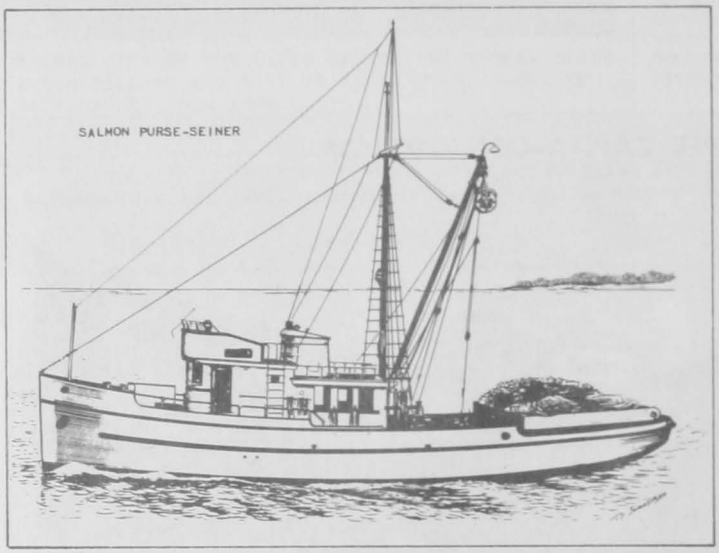
FOREIGN

International

INTERNATIONAL PACIFIC SALMON FISHERIES COMMISSION

REVIEW OF 1957 FRASER RIVER SOCKEYE SALMON RUN: The 1957 Fraser River sockeye salmon run represents a drastic departure in timing from that of the previous cycle in 1953, according to an August 19, 1957, news release for the International Pacific Salmon Commission. It was much later and spread over a much longer period of time. This characteristic change was anticipated because of a different moon phase, but to a lesser degree than actually occurred. The regulatory tendency in such a situation is to underestimate the size of the run from week to week.


SALMON PURSE-SEINER

The size of fish was expected to be small on the 1957 cycle but the fish were smaller than expected--averaged 5.64 pounds for the Canadian gill-net catch and 5.86 pounds for United States gill-net catch. The difference in weight is due to the 5.5-inch minimum mesh restriction for United States gill nets. The current purse-seine average weight based on total numbers and total pounds landed for both Canada and the United States is 4.6 pounds. This average weight is being held down by a catch of over 20 percent 3-year-old males averaging 3 pounds or less. More 3-year-old males are appearing to date than in 1953 preceding the 1954 Adams River run.

The failure of the Canadian fishing fleet in Juan de Fuca Strait to take its expected share of the run, the rise in the efficiency in the United States fishery, the estimated drop of 20 percent in the run, the drastic change in the timing and nature of the run, combined with the required long weekend closed seasons when no check was possible on the nature of the day-to-day migration, made regulatory control for adequate racial escapement and division almost impossible. To obtain adequate escapement a drastic reduction in the Fraser gill-net fishery was an unfortunate necessity as a last resort, but drastic reductions in fishing time in the United States fishery was also required in an attempt to control equal allocation of the catch between the two countries and provide proper escapement.

The escapement is now considered excellent and equal or better than the brood year although only the Early Stuart run has reached the spawning grounds. A preliminary estimate of the Early Stuart escapement indicates 210,000 spawners compared with 155,000 in the brood year of 1953. This run passed up the Fraser River, however, during the strike in early July. This number of spawners is below the maximum number of 250,000 sockeye believed capable of spawning in these streams.

In spite of severe regulation on the Fraser River, the catch in this area is 45 percent of the Canadian total and the gill-net catch for all Canadian Convention waters is 60 percent with the purse-seine and trap catch making up the remaining 40 percent.

The catch through August 18, 1957 was 1,405,141 fish for United States fishermen and 1,090,000 fish for Canadian fishermen. When the fish taken by United States fishermen during the early July strike in the Fraser River are eliminated, the present deficit in the Canadian catch is 165,000 fish. Every effort will be made consistent with proper management to eliminate this deficit now that adequate escapement has been obtained, but it is doubtful because of the rapid rise in the pink salmon run if the usual accuracy in dividing the catch can now be obtained. Later data, through September 4, shows the catch by United States fishermen at 1,674,028 fish and by Canadian fishermen at 1,318,077 fish.

Although the 1957 Fraser River sockeye run is somewhat below the run of the brood year and the fish show evidence of very adverse ocean conditions during their marine existence, the Fraser run of sockeye is far better than the runs of four-year-old sockeye in the other sockeye-producing areas of the Pacific Coast region. For the first time since 1953 the number and condition of three-year-old fish is very favorable, indicating a possible improvement in the adverse ocean conditions affecting the Fraser sockeye runs of the last three years.

INTERNATIONAL WHALING COMMISSION

INTERNATIONAL WHALING CONVENTION RATIFIED BY DENMARK: The protocol amending the International Whaling Convention of 1946, done in Washington on November 19, 1956, was ratified by Denmark on July 26, 1957, the U. S. Department of State announced in an August news release.

UNITED NATIONS

"LAW OF THE SEA" CONFERENCE AT GENEVA: An international diplomatic conference on the law of the sea will open in Geneva on February 24, 1958, under the auspices of the United Nations.

The conference will meet for a period of nine weeks and will examine most aspects of the "law of the sea" and draw up appropriate international instruments on the subject. It is being convened in accordance with a resolution adopted by the eleventh session of the General Assembly, which left the choice of the site of the conference (Geneva or Rome) to the Secretary-General to decide in consultation with the United Nations member states.

Among the problems to be considered by the conference will be the breadth of the territorial sea, the right of "innocent passage," the nationality of ships and whether there should be a special United Nations registration entitling a vessel to fly the United Nations flag and receive United Nations protection, penal jurisdiction in maritime collisions, slave trade, pollution of the sea and piracy, including piratical acts by aircraft if these are directed against ships on the high seas.

These problems will be examined on the basis of draft articles adopted by the U. N. International Law Commission at its 1956 session, including revised sets of articles on fisheries and the conservation of the "living resources of the sea," and on the "continental shelf" and the right to explore and exploit its natural resources. A study will be made also of the question of free access of landlocked countries to the sea.

All member countries of the United Nations and of the specialized agencies are invited to participate in the conference at the European Headquarters of the United

Nations in Geneva and to include among their representatives experts competent in the field to be considered. In addition, 15 intergovernmental bodies, mostly concerned with fishing and other maritime questions, have been invited to send observers.

Meanwhile, a group of 10 experts appointed to advise the Secretary-General on preparations for the conference will hold a second series of meetings with the United Nations Secretariat in New York, October 7-18, 1957. The group first met in New York last February.

Following the meeting of experts, it is expected that the provisional agenda and provisional rules of procedure for the Geneva conference, probably accompanied by other recommendations, will be sent to participating members.

Australia

NEW FISH CANNERY PLANS TO CAN TUNA: A new fish cannery located in Melbourne, Australia, began operations in January 1957, and since that time has operated at a capacity rate of 25,000 pounds of raw fish a day (8 hours). The Managing Director of the new cannery was formerly the manager of two fish canneries located at Eden and Narooma, New South Wales. Full-scale production of canned tuna will commence with next season's run on the coast of New South Wales.

The canned fish production since the opening in January has consisted of trout (believed to be Arripis trutta) and the fish cutlets (barracuda) packed in 4-, 8-, and 16-oz. cans. The canned products have been distributed in all Australian states except Tasmania. Fish supplies are obtained from all the fishing ports in the state of Victoria from Portland to Mallacoota. Due to improvements in the harbor at Portland, the Managing Director of the new cannery predicts that this port will be a major fishing port for trout and tuna.

The cannery has a freezer-storage capacity of 100,000 pounds. It is designed to meet overhead costs with a minimum of 20,000 pounds of raw fish a week. Prices to the fishermen for trout have averaged about 5.6 U. S. cents a pound laid down in the cannery's truck at the port of landing (Australian Fisheries Newsletter of the Commonwealth Director of Fisheries, July 1957).

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FISHERMEN WANT RESTRICTIONS ON TUNA IMPORTS CONTINUED: Anxiety on the part of Australian tuna fishermen regarding the possible effects of any increase in imports of Japanese canned tuna was expressed at a meeting at Eden on June 4, 1957, of the Southern Regional Association of Fishermen's Co-operatives.

The secretary of the Association reported that the meeting asked the manager of the Eden fish cannery if the cannery would pay 6d. a pound (about US$112 a short ton) for tuna next season. The cannery, it was reported, was at present not in a position to increase its price to the fishermen, and was worried by possible relaxation of import restrictions.

The meeting unanimously decided to ask the New South Wales Government to approach the Commonwealth to have the present import restrictions continued in view of the large investment by the fishermen and the cannery to establish a tuna industry in Australia. (Australian Fisheries Newsletter of July 1957.)

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SARDINE RESOURCES SURVEY PROGRESS REPORT: In accordance with original plans, the survey of pilchard resources in Australian waters off New South Wales was discontinued for the season at the end of May 1957 and will be resumed in December.

The survey, financed from the Fisheries Development Trust Account, is being carried out by the Commonwealth Fisheries Office (Dept. of Primary Industry) with the chartered fishing vessel Eden Star.

Bad weather was experienced in the early stages of the survey in February, and over-all, from north of Broken Bay to Port Stephens, the incidence of pilchards was not high. However, they were abundant between Sydney and Jervis Bay, and particularly between Kiama and Jervis Bay, and catches of up to two tons were made with the purse seine. A similar quantity was also taken in Broken Bay.

Analysis of some of the catches showed an oil content of 5-7 percent. This corresponds with the oil content of South African pilchards between August-October 1955 and would be equivalent to a factory output of about 6-10.3 gallons per ton of fish.

Good fish traces were frequently obtained by the echo-sounder, but the species could not always be identified.

The second phase of the survey (December-March) will cover most of the period (November-March) which a research of a few years ago suggested as the most probable time of the year for taking fat pilchards in New South Wales. (Fisheries Newsletter from Australia, July 1957.)

Brazil

FISHING VESSELS FROM JAPAN ENTER FISHERIES: A Japanese fishery company is bringing to Brazil six fishing boats to operate off Santos and supply the Sao Paulo market. Five of these boats are trawlers with a capacity of 60 to 100 tons, and one is a purse-seine vessel with a capacity for 200 tons. The Japanese company is controlled by Japanese interests and has been incorporated in Brazil under Brazilian law. Under a special waiver from the Federal Government, it may operate its boats with a Japanese crew for two years. At the end of this period, the crew must all be nationalized, states an August 13 United States consular dispatch from Sao Paulo.

The fish trade in Sao Paulo is operated through cooperatives, which include not only fishing, but also the distribution of the catch. The Japanese firm will operate through the newly-formed cooperative Industria de Pesca Atlantica, which is expected to absorb the Cooperative Nipo Brazileira that has already been operating for some time. It is reported that the other two cooperatives, Cooperativa das Pescadores de Santos and Cooperativa de Syndicato des Armadores de Pesca, are concerned over the entry of the Japanese firm into the field with modern equipment and are looking into the possibility of acquiring some modern craft of their own to meet this competition.

The present consumption of fish in the Sao Paulo market is reported at 40 metric tons a day. It is estimated that with an abundant supply of fish at reasonable prices consumption could be expanded to 200 tons a day. Long-range plans of the state government include the construction of refrigeration and storage facilities in the City of Sao Paulo and distribution facilities to other nearby municipalities, but it is not expected that these plans will move forward very rapidly.

Brazilian law requires that the captain and crew of fishing vessels be citizens. The Federal Government, however, has been waiving this requirement in specific cases for periods of from 2 to 4 years in order to encourage the utilization of modern craft and develop an abundant supply of fish at reasonable prices. Each case is examined on its individual merits. Besides modern craft, the other main requirement is that the operation be carried on by a company organized under the laws of Brazil and that the manager of the company be a Brazilian citizen.

Canada

INSPECTION SYSTEM FOR BRITISH COLUMBIA FISHERY PLANTS: A fish processing plant inspection system in British Columbia similar to that already in its initial stages in the Atlantic coast provinces of Canada has been established, points out the July 1957 Trade News of the Canadian Department of Fisheries.

This year all Canadian fishery plants will be inspected regularly by qualified officers from the Department of Fisheries. A very exacting standard has been drawn up and approved by the industry in regard to sanitary requirements in plant facilities and in processing equipment. Detailed specifications covering every phase of operations in fish freezing and packing are laid down.

In British Columbia, the inspection system will go into effect in 1957 on a voluntary basis. Experiences gathered this season will be carefully examined, and if necessary, modified to meet practical requirements. Eventually a final form of standards for plant layout, equipment, and processing techniques will be written into special regulations under the Meat and Canned Foods Act.

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NEW SCALLOP GROUNDS FOUND ON STE. PIERRE BANK: New possibilities for Canadian scallop draggers off the Atlantic coast have been opened up by the discovery of two previously unknown scallop beds. The new beds are on the southern part of Ste. Pierre Bank east of Cape Breton and south of the islands of Ste. Pierre and Miquelon. They were located in July by scientists of the Fisheries Research Board of Canada, who have been directing exploratory fishing on a vessel chartered by the Industrial Development Service of the Federal Department of Fisheries.

The beds are described as small but promising, and are in from 24 to 26 fathoms of water. The larger of the two is about 12 square miles in extent, the smaller about 70 square miles. Commercially-profitable catches of good-size scallops, with large, firm meats, have been made Although the new beds are smaller than those found by Research Board scientists on the northern part of Ste. Pierre Bank in 1954, the concentration of scallops is as high as has been found anywhere, holding promise of good fishing immediately (Fisheries Council of Canada Bulletin, August 19, 1957).

Cuba

CONCESSION FOR NEW FISHING TERMINAL GRANTED: The project of the Cuban National Fisheries Institute (Institute Nactional de la Pesca) to build a fishing terminal in Habana came closer to reality with the issuance of a presidential decree (No. 2091) granting a 50-year concession to the Economic and Social Development Bank (Banco de Desarrollo Economico y Social) to begin such construction at a cost not to exceed US$3,500,000. The technical direction for the actual construction of the terminal will be provided by the Ministry of Public Works, an August 8, 1957, dispatch from the United States Embassy in Havana reports.

The proposed terminal will be used as a receiving and distribution center of the important Habana fisheries and should greatly assist the industry in all its phases including outfitting the fishing fleet, improved handling of the catch, and provide canning and refrigeration facilities.

Location of the terminal will be in the municipality of Regla in the Ensenada de Marimelena portion of Habana Harbor. Facilities of the new project are expected to include the following: docks and piers for tying up small fishing boats, warehouse facilities for storing fresh fish and shellfish, a packing plant, a freezing plant, an ice factory, a processing plant to handle byproducts and fish derivatives, shops to outfit fishing vessels, adjacent sales outlets, a laboratory, a kitchen, a salesroom, offices, and a conference room.

Construction work will include laying of concrete or wooden pilings, dredging, filling, paving, and improving of streets and parking zones plus the building of railroad sidings and approach roads.

The Economic and Social Development Bank is charged with all the financial activities in connection with the new terminal and will fix and collect fees to be charged the fishing terminal users for all the various services that are to be provided. The bank can also sublet the concession, subject to the prior approval of the President of Cuba, but the new concessionnaire would have to assume responsibility under bond to realize all the works and projects without the necessity of the State or the original concessionnaire having to assume financial responsibility.

The Economic and Social Development Bank may issue bonds backed up by the expected income to be created by this project at the rate of interest and for the length of time required, but the maximum amount of bonds issued cannot exceed $3,500,000 nor can the rate of interest exceed $5\frac{1}{2}$ percent. Principal and interest

payments and service charges on the indebtedness must be charged to income arising from the concession. The above bonds will not constitute a debt against the State.

The concession is granted for a term of 50 years and with all the tax exemptions conceded by Law-Decree 1550 of August 4, 1954 (this is the decree law authorizing the construction of the Habana Harbor tunnel).

NOTE: SEE ALSO COMMERCIAL FISHERIES REVIEW, NOVEMBER 1955, P. 50.

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CUBAN-JAPANESE FISHING CONTRACT TO INCLUDE PROCESSING OF TUNA AND OTHER FISHERY PRODUCTS: In June Cuban press reports pointed out that the Cuban National Fisheries Institute (Instituto Nacional de la Pesca) had signed a contract with the Cuban representative of a large Japanese fishing company for the use of a 590-ton Japanese vessel (Sumiyosha Maru) to train Cuban crews in the latest fishing methods, especially for tuna. The contract is expected to be extended to include a shore processing plant for fish "hams" and "sausages," according to a notice in the Cuban Official Gazette of July 25, 1957, that the Cuban representative of the Japanese firm has filed an application to establish this new industry. The products are to be packed in "plastic bags, cans, and cardboard boxes." Operations were scheduled to begin August 1, 1957.

The Cuban firm bases its claim to be a new industry on the assumption that it is creating new products--fish "sausages" and "hams." The United States patent rights covering this product have been issued in favor of a Boston, Mass., firm, and exclusive Cuban rights were acquired by the Cuban firm through the Boston company's legal representative abroad.

The Cuban company plans to begin operations with 46 workers and expand to a maximum of 92 persons. It has listed as required equipment and machinery various refrigerating devices, mixers, grinders, sausage stuffers, etc., most of which equipment has already been acquired by this firm from the United States. Raw material requests are listed as various quantities of fish, seafood, and crustaceans, salts, chemicals, starches, powdered milk, and condiments. Likewise this listing includes large quantities of packing crates, boxes, and cartons of various sizes, and labels. Under the listings, tuna and other species of fish, which will presumably be caught in Cuban and Gulf of Mexico waters, are listed under "imported products."

A source of the National Fisheries Institute reported that it is anticipated that the Cuban firm will have little difficulty in acquiring new industry status, which will grant the new concern exemptions from custom duties, consular fees, and other customs taxes collected on machinery, equipment, construction, and other materials imported into Cuba.

A press report on August 10, 1957, indicated that the Sumiyosha Maru will sail under the Japanese flag together with an identifying pennant of the National Fisheries Institute. This article also stated that a decree has been applied for to consider the vessel as if it were under the Cuban flag and so entitled to avail itself of advantages provided in current legislation as a nonprofit operation, insofar as fiscal matters and payment of duty was concerned. The reliability of this newspaper account, however, is questionable, according to a National Fisheries Institute source.

The same source indicated that the Sumiyosha Maru had finally passed through the Panama Canal after some delay due to technicalities involving its registration, and arrived in Havana on September 16. In the meantime the vessel is continuing to carry on its commercial fishing activities, an August 30, 1957, despatch from the United States Embassy reports.

The profits obtained from the new industry will be used as follows: 66 percent to be distributed as dividends among the Company's stockholders and 34 percent will be actually invested as capitalization; "the process to be followed in said reinvestment or capitalization being to acquire vessels, equipment, new machinery, real property, etc."

The application indicates that: all of the raw materials needed annually have to be imported from abroad. In part, the raw materials needed are: 5,000 tons of tuna, swordfish, bonito, albacore, snapper, grouper, merluza, and pilchard; 2,000 tons of other seafoods and crustaceans such as lobsters, crawfish, shrimps, octopus, squid, and crab; about 280 tons of lard, salt, spices, preservatives, and other ingredients for making a sausage-type product.

The estimated composition of each product is as follows: (1) Fish sausage: fish or shellfish 86 percent, hydrogenous fats 10 percent, starches 2 percent, spices 1 percent, powdered milk 0.5 percent, chemical products 0.5 percent; (2) Fish ham: fish or shellfish 98.5 percent, spices 1.0 percent, chemical products 0.5 percent.

NOTE: ALSO SEE COMMERCIAL FISHERIES REVIEW, NOVEMBER 1957 P. ; AUGUST 1957 P. 51.

Indonesia

AGAR-AGAR PLANT BEGINS OPERATIONS: During the month of July 1957 construction was completed of and production of agar-agar was begun in an Indonesian Government-owned factory. This factory operated by the Bank Industri Negara, is situated on $7\frac{1}{2}$ acres just outside of the Surabaya city limits, an August 27 dispatch from the United States Consul in Surabaya points out. Two hundred workers are employed in the production of agar-agar blocks, about 8,000 10-gram blocks a day or 80 kilograms (about 176 pounds). The factory is clean and apparently well operated, a distinct improvement over the 20 small plants producing the same item in Surabaya. The seaweed is gathered by the company's 3 sailing vessels off the coast of the island of Sumbawa in the Lesser Sundas. The Manager stated that production can be doubled if necessary and that he would like to export his product to the United States when quality problems are solved.

Japan

FISHERY PRODUCTS EXPORTS TO UNITED STATES, JANUARY-APRIL 1957: Exports of fish and fish preparations to the United States in March 1957 totaled 10,303 metric tons (valued at US$52 million) and 7,266 tons in April (valued at US$4.6 million). Fish and fish preparations exports to the United States January-April 1957 totaled 32,486 tons, valued at US$17.8 million. (U. S. Embassy in Tokyo dispatch dated July 19, 1957.)

Japanese Exports of Fish and Fish Preparations to the United States, January-April 1957

Item	Quantity	Value
	Metric Tons	US$ 1,000
Tuna, frozen	16,366	1,000
Tuna, canned	4,366	4,818
Crab meat, canned	877	2,163
Other canned fish	3,894	3,388
Unclassified	7,032	3,367
Total	32,486	17,771

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KING CRAB MEAT PACK BY NORTH PACIFIC FACTORYSHIP, APRIL-JULY 1957: The Japanese king crab factoryship fleets operating in the Okhotsk and the Bering Seas packed 364,000 standard cases (48-6½ oz. cans) from April-July 1957. The pack by factoryship operations through August 31, 1956, amounted to 377,000 cases and the total pack (including king crab and kegani crab) from all sources for 1956 totaled 798,350 cases.

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TUNA FISHING FLEET EXPANSION LIMITED: The Japanese "Special Exceptional Measures Law," in effect from July 1953 to July 1955, was designed to modernize the tuna fishing fleet and to encourage the building of larger vessels capable of engaging in the distant-water tuna fisheries, and to lessen the concentration of fishing activities in coastal waters. Under the provisions of this law, the tuna fleet increased considerably, both in terms of the number of vessels and the individual size of the vessels. The gross tonnage increased about 67 percent--from 108,319 at the end of 1952 to 176,243 gross tons by December 31, 1955. At the end of 1955, there were 1,825 vessels registered for the tuna fishery as compared with 1,590 at the end of 1952.

Following the repeal of the 1953 Law in 1955, new and revised regulations went into effect which prohibited the licensing of new tuna vessels, but permitted the replacement of old vessels under more restrictive conditions. The purpose of the revised regulations is to restrain unnecessary and undesirable expansion of the tuna fishing fleet. The present fleet is considered adequate to catch the maximum catch consistent with current market conditions, particularly in the United States where it is felt that the saturation point has been reached.

Details of the present regulations, and differences from the Special Exceptional Measures Law, are as follows:

A. Granting of new licenses for tuna fishing will be suspended after July 10, 1955. (Under the previous Law, switches of vessels from other fishing fleets were permitted.)

B. High seas tuna vessels (100 gross tons and over).

1. A 100- to 240-gross-ton vessel registered as of December 1, 1952, may be replaced with a vessel less than 240 gross tons.

2. A vessel over 240 gross tons may be replaced with a vessel with equal tonnage.

3. A vessel between 95 and 100 gross tons which had been increased to over 100 tons during the period the Law was in effect may be replaced with a vessel under 180 gross tons. Also, a 70- to 95-gross-ton vessel which had been increased to over 100 tons during the period the Law was in effect may be replaced with a vessel under 160 tons.

4. A vessel over 240 gross tons may be built if vessels totaling an equal tonnage are decommissioned.

C. Medium-size tuna vessels (between 20 and 100 gross tons).

1. A vessel between 70 and 100 gross tons (as of July 9, 1955) may be replaced with a vessel under 100 gross tons. (Under the previous Law, a 70- to 95-gross-ton vessel could be increased to 135 tons in the early part of the program and, during the latter part, could be increased to 160 tons. Also, a 95- to 100-ton vessel could be increased to 150 tons during the early part and later to 180 tons).

2. A vessel between 20 and 70 gross tons may be replaced with a vessel under 70 gross tons. (Under the previous Law, such vessels could be replaced with vessels under 100 gross tons). However, if the new vessel is to be over 70 gross tons (and under 100), a vessel with tonnage equal to the difference between the new vessel weight and 70 gross tons must be decommissioned, as well as a vessel between 20 and 70 gross tons. (Under the previous Law, when a medium-size vessel had been decommissioned, it could be replaced with a new vessel with an additional tonnage of 50 to 60 tons).

The effect of the above complicated regulations is essentially as follows: In the case of high seas tuna vessels (over 100 gross tons), new vessels under 240 gross tons may be built upon decommissioning of vessels of lesser tonnage and vessels over 240 gross tons may be built only upon decommissioning of an equal amount of tonnage. In the case of medium-size tuna vessels (under 100 gross tons), new vessels can be built under 100 gross tons upon decommissioning of lesser tonnages.

The number and tonnage of tuna vessels built since April 1952 and the size of the tuna fleet at the end of each year are shown in table 1.

Government assistance to tuna builders and owners has been limited since July 1953 to the extension of long-term loans with comparatively low interest rates. These loans are made available through local banks and through the Agriculture and Forestry Central Finance Corporation after review and approval by the Agriculture, Forestry, and Fisheries Finance Public Corporation. These loans are available for up to 60 percent of the construction cost at an interest rate of 7.5 percent per annum and are repayable in seven years for individuals, or in six years for associations, after deferred payments of two years.

Table 1 - Japanese Tuna Vessel Construction Since April 1952 and Size of Tuna Fleet at the End of Each Year From 1952 Through 1956

Fiscal Year	Total		Construction				Total Tuna Fleet at End Calendar Year	
			Wooden		Steel			
	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage
1957 (April-June)	32	6,384	26	2,574	6	3,710	n.a.	n.a.
1956	140	27,033	106	9,729	34	17,304	1,772	197,760
1955	190	29,083	147	15,477	43	13,606	1,825	176,243
1954	218	36,506	170	18,013	48	18,493	1,801	154,133
1953	120	18,413	88	7,741	32	10,672	1,672	124,132
1952	64	7,464	51	3,814	13	3,650	1,590	108,319

NOTE: JAPANESE FISCAL YEAR RUNS FROM APRIL 1 THROUGH MARCH 31. FISCAL YEAR 1956 ENDED ON MARCH 31, 1957.

In addition, the Government reinsures 90 percent of the amount covered under vessel insurance. A vessel owner can claim the full amount insured in case of sinking, total loss, unrepairable damage, or seizure for over 30 days.

The Tuna Fishery Research Council, which was tentatively formed in 1956 to advise the Government on future policy to follow in order to stabilize the tuna industry, recommended at the end of 1956 that construction should not be increased over the present level. Specifically, the Council recommended that: (1) It is not advisable to grant new licenses at the present time; (2) New vessel construction should not be approved unless the owners decommission an adequate tonnage of existing tuna vessels; and (3) Mothership-type tuna operations should be kept at the current level in order to control tuna resources and the tuna market situation. Since the Government's present policy appears to be based on these recommendations, the Japanese Fisheries Agency does not believe that there will be a rapid expansion of the tuna fleet in the future and that new construction will be limited to vessels due for replacement (U. S. Embassy in Tokyo dispatch dated August 21, 1957).

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U. S. S. R. CLAIM TO VLADIVOSTOK BAY REFUTED: The Japanese Government has rejected the "historical" claims of the Soviet Union to Peter the Great Bay (Vladivostok Bay). The Japanese position was set forth in a "note verbale" handed to the Soviet Foreign Ministry August 6 by the Japanese Ambassador in Moscow, states the August 25, 1957, Japan Report issued by the Japanese Embassy in Washington.

Following receipt of a Japanese protest made July 26, 1957, against a Soviet declaration designating Peter the Great Bay as Soviet internal waters, the Soviet Government had attempted to justify its action by claiming that the Bay historically belonged to the Soviet Union.

The "note verbale" pointed out that:

1. The Soviet Government had never before claimed that the Bay historically belonged to it. The only reason the Soviet Government had given for seeking the withdrawal of Japanese fishing vessels from Peter the Great Bay in May, this year, was that there was danger from explosion of mines which remained on the sea-bed. It had not mentioned anything about the Bay being a historical possession of the U. S. S. R.

2. According to the protocol of the Fishery Convention between Japan and the U. S. S. R. concluded in 1928, Peter the Great Bay was mentioned as one of the bays in which fishing should be prohibited, but the area fixed in the convention was smaller than the area decided upon recently. Moreover the convention recognized that open sea was included in that area.

3. Over a long period before the war Japanese trawlers carried on operations freely in the Bay without bringing any protests from the Soviet Government.

4. Although the two countries through an exchange of letters on March 30, 1944, agreed to stop Japanese vessels from fishing in the Bay, it was stated explicitly that this was a provisional wartime measure.

For the above reasons, the note reiterated, Peter the Great Bay did not possess internationally acknowledged long-term practices which are the qualifications necessary for a bay to be recognized as a historical bay from the standpoint of International Law.

The Soviet Foreign Minister, who received the note, stated that he would relay the contents of the "note verbale" to his Government and, as on the former occasions, declared that Peter the Great Bay is a historical bay of the Soviet Union.

Republic of Korea

LANDINGS AND PROCESSING OF MARINE PRODUCTS: South Korea's marine fisheries and pond culture in 1956 yielded 363,322 metric tons, the highest since the beginning of the new nation in 1946. This total exceeded that for 1955 by 40.2 percent and was 68.1 percent higher than the year of lowest landings in 1950.

During 1955 South Korea processed 39,154 tons of marine products, a decline of 25.4 percent from the previous year and only 1.2 percent above 1950, which was the lowest production year in the 1947-55 period.

Employment in all phases of the fisheries (catching, pond culture, and processing) in 1955 totaled 209,585 households, an increase of 32.7 percent over the 157,907 households recorded in 1946. Of the 1955 total, 55,999 households operated full time, 96,746 households operated part time, and the balance of the total--56,842--

Table 1 - Republic of Korea Marine Landings, 1946-55

Year	Fish	Shellfish	Marine Plants	Other	Total
			(Metric Tons)		
1956	258,066	9,673	24,516	71,067	363,322
1955	190,424	6,799	20,019	41,992	259,234
1954	188,941	10,455	17,253	32,887	249,536
1953	185,185	8,433	17,516	46,902	258,036
1952	208,123	9,557	13,199	46,739	277,618
1951	187,456	9,211	19,320	48,650	264,637
1950	169,251	5,324	20,313	21,303	216,191
1949	234,367	8,330	9,110	48,342	300,149
1948	225,555	6,422	6,605	46,566	285,148
1947	264,281	5,336	7,683	24,652	301,952
1946	250,990	9,528	14,764	23,441	298,723

Table 2 - Republic of Korea Processed Marine Products, 1947-1955

Year	Dried Fish	Salted Fish	Canned Fish	Other 1/	Total
			(Metric Tons)		
1955	14,306	13,600	285	10,963	39,154
1954	13,385	16,843	5,062	17,167	52,457
1953	19,477	25,082	223	13,271	58,053
1952	12,240	22,905	12	10,382	45,539
1951	17,825	19,638	2,090	5,587	45,140
1950	14,727	11,500	228	12,239	38,694
1949	28,737	20,707	290	37,965	87,699
1948	17,717	10,447	720	16,448	45,332
1947	22,856	25,418	108	5,319	53,701

1/ INCLUDES PICKLED FISH, PROCESSED SEAWEEDS, REFRIGERATED FISH, AND INEDIBLE PRODUCTS.

consisted of employees. (Annual Economics Review, 1957, published by the Bank of Korea.)

Libya

SPONGE INDUSTRY: The sponge industry, once one of Libya's most important sources of income, appeared to be heading for another disappointing season. By tradition, sponge fishing was a Greek activity and their annual registration of fishing boats ranged between 100 to 150 ships. This year only 16 vessels applied for licenses. The Libyan efforts to develop their own sponge-fishing industry have been marked by failures from 1952 on and this year the efforts were given up entirely, points out a United States Embassy dispatch of August 13 from Tripoli.

TUNA: The tuna fishing season, which began in mid-May, found ten fishing and canning factories in operation in Tripolitania, including the first all-Libyan-owned factory at Zuara. Three of these factories suffered severe damage in mid-June when a sudden and violent gale demolished their great nets. This setback may affect an otherwise successful season as the tuna schools were large and the catch averaged 10 to 20 percent higher than normal.

Norway

ALGINATE JELLY-COATED FROZEN MACKEREL FILLETS SOLD IN UNITED STATES: Norwegian mackerel fillets, frozen in an alginate jelly (derived from seaweed), are finding acceptance in the United States, points out News of Norway of August 22, 1957. A large restaurant chain in New York City has been including this product on its menus since October 1956. According to the exclusive United States sales agents in New York City, retail-packaged frozen mackerel fillets, coated with alginate jelly, are now being sold in many supermarkets of a large food chain. The fillets are also available in institutional packs.

Developed (it is patented in most countries) by a Norwegian firm, the process has been passed by the U. S. Food and Drug Administration. The method is used only by the Norges Makrell-lag sales organization, a cooperative venture that has the backing of some 4,000 Norwegian fishermen.

Fish coated and frozen in alginate jelly, a substance made from seaweed, are virtually sealed from air, thus retarding rancidity and oxidation. Tests are reported to prove that alginate jelly-processed mackerel fillets keep in excellent condition for a year or longer, retaining the fine flavor of fresh mackerel.

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FISHERMEN REQUEST GOVERNMENT GUARANTEES FOR PRICES AND MARKETING: A joint meeting of the Boards of the County Fishermen's Associations and Norges Rafisklag (Fishermen's Marketing Cooperative) approved the latter's proposal for a more direct control of the marketing of the catch from the large seasonal fisheries, according to a press account. Claiming that fishermen as a group had not received a proportionate share of the general rise in the standard of living,

the joint meeting also requested the government to guarantee the price as well as the marketing of fish.

The fishermen promised that they would cooperate in the realization of plans which the government in consultation with the fishermen might deem necessary to achieve public control of fish processing and fish exports. A deputation of five men was named to present the request to the government. An answer was expected prior to September 1, the United States Embassy in Oslo reported.

Panama

SHRIMP INDUSTRY EXPANDING: Panama's shrimp industry now represents a capital investment of US$6.2 million with an additional $2 million new capital scheduled to be invested in new boats and freezing plants. Shrimp boats presently fishing Panama waters number 152 with a net tonnage of 2,500, as compared with 13 boats of 71 net tons operating in 1951.

Shrimp exports in 1956 totaled 6,166,478 pounds with a declared value of $4,360,131. Shipments in the first five months of 1957 have amounted to 3,881,437 pounds, 59 percent above January-May 1956. On the basis of value, 1957 exceeds 1956 shipments by 87 percent.

The "pink" shrimp run was unusually good and the local industry was better prepared this year to handle it.

Portugal

CANNED FISH EXPORTS, JANUARY-JUNE 1957: For the first six months of 1957, canned fish exports amounted to 18,943 tons, valued at US$12.0 million. Sardines in olive oil exported during the first six months of 1957 amounted to 12,457 tons, valued at US$7.8 million (Conservas de Peixe, August 1957).

Table 1 - Portuguese Canned Fish Exports, January-June 1957

Product	January-June 1957	
	Metric Tons	US$ 1,000
Sardines in olive oil	12,457	7,795
Sardinelike fish in olive oil	2,655	2,169
Sardines & sardinelike fish in brine	1,027	257
Tuna & tunalike in olive oil	750	650
Tuna & tunalike in brine	142	93
Mackerel in olive oil	1,378	826
Other fish	534	252
Total	18,943	12,042

During January-June 1957 the leading buyers of canned fish were: Germany, 2,362 tons (valued at US$1,498,000), Italy, 2,278 tons (US$1,439,000), France, 2,027 tons (US$1,253,000), Great Britain, 1,744 tons (US$1,097,000), and the United States, 1,729 tons (US$1,555,000). These countries purchased 53 5 percent of the quantity and 56.7 percent of the value of all Portuguese exports of canned fish.

Exports of sardines in olive oil for the first six months of 1957 to the United States amounted to 553 tons (valued at US$468,000), and 971 tons of anchovies (valued at US$970,000).

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FISHERIES TRENDS, JUNE 1957: Sardine Fishing: During June the Portuguese fishing fleet landed 6,934 metric tons of sardines (valued at US$926,086 ex-vessel, or $134 a ton). In June 1956, a total of 1,552 tons of sardines were landed with an ex-vessel value of US$329,000.

Sardines purchased by the canneries during June amounted to 3,595 tons (valued at US$555,826 ex-vessel or $155 a ton), or 51.8 percent of the total landings. Only 10 tons were salted, and the balance of 3,329 tons, or 48.1 percent of the total, was purchased for the fresh fish market.

Other Fishing: The June 1957 landings of fish other than sardines consisted of 4,026 tons of anchovy, 14,393 tons of chinchard, 812 tons of mackerel, 20 tons of bonito, and 14 tons of tuna. (Conservas de Peixe, August 1957.)

Switzerland

MARKET FOR JAPANESE CANNED TUNA: Switzerland's imports from Japan in 1956 of tuna, crab meat, and related fishery products in containers of 3 kilograms (6.6 pounds) or less amounted to 1,777 metric tons, valued at 4,569,500 Swiss francs (US$1,051,000). A more detailed breakdown is not available, but the imports in the basket category indicated are largely canned tuna. Japan was the third most important supplier of the products included in the basket category after Spain and Portugal. But it is believed that Japan was the leading supplier of canned tuna.

Currently (about August 1957) light meat tuna is quoted at $6.25-6.30 (presumably c. i. f. Antwerp) per case. Wholesale prices have also declined.

Types of and Prices for Japanese Canned Tuna Sold in Switzerland in 1956

Type	Price, c. i. f. Antwerp	Wholesale Price in Switzerland
	US$	US$
Light meat (48 7-oz. cans/case)	6.95	8.16
White meat " " " "	8.20	9.50
Brand name " " " "	8.70	10.27

Japanese canned tuna is widely available in Swiss retail markets at prices as low as 20 U. S. cents a 7-oz. can.

Union of South Africa

GOOD SEASON FOR SALDANHA BAY WHALING STATION: Because of the increase in the world price for whale oil, whaling operations at the Saldanha station have been resumed. Since the beginning of the season on April 15, until July 5, a total of 420 whales were caught. The Saldanha whaling season ends on October 15.

The type of whales caught include the hump, sperm, sei, fin, bryde, and blue varieties.

There are four 500-gross-ton oil-burning Antarctic catchers operating from Saldanha. This is usually their overhaul period, but with the increase in whale oil prices these catchers have been operating in their off-season from Saldanha.

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MAASBANKER-PILCHARD CATCHES GOOD: The fantastic ten days of fishing at the end of May enabled the fishermen of the Union of South Africa's west coast to establish a new record month's total of 41,697 metric tons of maasbanker (jack mackerel). Including 8,743 tons of pilchards, the May catch of 50,440 tons was second only to that of the 1954 season for that month. Of the 220 boats in the maasbanker-pilchard fishery, two-thirds have echo-sounders.

The west coast catch to the end of May was 73,348 tons of pilchards and 53,219 tons of maasbanker--a total of 126,567 tons, only 8,000 tons below the catch for the entire season last year. The total season maasbanker-pilchard catch was 134,847 tons in 1956, 221,309 tons in 1955, 227,564 tons in 1954, and 300,560 tons in 1952.

After a four-day interruption caused by bad weather at the end of May, huge catches were again brought in until mid-June when the shoals went too deep to be caught. Catches declined in the second half of the month.

The June total was expected to equal or even exceed that of May and bring the half-year's catch to nearly 175,000 tons.

Reports from the west coast early in July indicated that large pilchard shoals were expected to follow the late rush of maasbanker. In previous years, the largest maasbanker catches were made early in the season during January to April. This year, the maasbanker catch in the four-month period was only 11,522 tons.

With the rush in May and June, a good following pilchard run was expected to bring further excellent catches to the industry in July to October.

The maasbanker rush in May resulted in outstanding production of fish meal and oil and canned fish. The maasbanker were large and of very good quality; the fish body oil and the 9,500 tons of meal produced were of consistently high standard. But the large-size maasbanker did cause some difficulty in the canneries.

The six factories at Walvis Bay in South-West Africa are also reported to be enjoying an excellent season. The season started a month later this year, in March instead of February.

By the end of June, the pilchard catch had gone beyond 100,000 tons and it was considered likely that the 250,000-ton quota would be reached well before the end of the year. (The South African Shipping News and Fishing Industry Review of July 1957.)

U.S.S.R.

U. S. TAGGED SALMON CAUGHT: More than 15 salmon carrying tags from the United States University of Washington's Institute of Fisheries Research have been caught in Russian territory, the Soviet Tass News Agency announced in August 1957.

The report came from Petropalvlosk, on Kamchatka Peninsula, and it indicated that the fish were netted in the Anadvr River and Korfa Bay.

United Kingdom

CANNED CRAB MEAT IMPORTS FROM U.S.S.R. INCREASED: Arrangements for the import of an additional amount (£374,550 or US$1 million c.i.f.) of canned crab meat from the U.S.S.R. was announced by the British Board of Trade in Notice No. 832 of August 21, 1957 Licenses for this additional quota will be issued to traders who imported canned crab meat from the U.S.S.R. during the year ended June 30, 1957, and will be in proportion to their imports during that period. The licenses issued will be valid until March 31, 1958, points out an August 21 United States Embassy dispatch from London.

Venezuela

FISH CONSUMPTION: Fish consumption in Venezuela amounts to 10 2 kilograms (about 22.5 pounds) annually, according to a Venezuelan authority. It isn't indicated whether consumption is computed on (1) live fresh or round weight, (2) dressed weight, or (3) edible weight However, from the figures it would seem that the computation is based on dressed weight.

On the basis of this estimate, Venezuela ranks high among all nations in fish consumption, an August 28, 1957, dispatch from the United States Embassy in Caracas states.