

## Marine Fisheries Advisory Committee Members Named

Secretary of Commerce Philip M. Klutznick has named 10 people to the department's Marine Fisheries Advisory Committee. The committee advises the secretary on fishery activities carried out by the department's National Oceanic and Atmospheric Administration (NOAA).

The advisory group deals with such issues as international fisheries, aquaculture, biological and environmental research, fisheries technology, administration of the Marine Protection and the Endangered Species acts, and fishery management issues associated with extended fisheries jurisdiction.

The new appointees are: Alan J. Beardsley, Market Foods, Kodiak, Alaska; Sarah Chassis, Natural Resources Defense Council, Inc., New York, N.Y.; Maumus F. Claverie, Jr., New Orleans, La.; Joel Dirlam, professor of economics, University of Rhode Island, Kingston, R.I.; Charlotte Newton, Virginia Citizens Consumer Council, Springfield, Va.; Francisco Pagan-Font, executive director, Marine Resources Development Corporation, San Juan, Puerto Rico; Elizabeth Stromeyer, secretary-treasurer, Red Top Sporting Goods, Inc., Buzzards Bay, Mass.; Elizabeth L. Venrick, assistant research biologist, Scripps Institution of Oceanography, La Jolla, Calif.; and Walter W. Walkinshaw, Seattle, Wash. Ann McDuffie, food editor, Tampa Tribune, Tampa, Fla., has been re-appointed for a second term.

Committee members are chosen for 3-year terms on the basis of their competence and proven interest in U.S. marine fishery resources. Members are also chosen with a view toward achieving balanced geographical, and

public and private sector representation on the committee.

### Massive East Coast Fish Kill Reviewed

A massive fish kill similar to the 1976 New Jersey disaster that destroyed an estimated \$550 million worth of fish and shellfish could occur in the future, a new Federal report concludes.

The report, by the Commerce Department's National Oceanic and Atmospheric Administration (NOAA), notes that while nothing can be done to prevent sea and weather conditions which caused the 1976 kill, better long-range forecasting could minimize their effect on commercial fishing.

The 1976 kill occurred from July through October in an 8,600 km<sup>2</sup> area off the New Jersey continental shelf. Chief losses were among shellfish, especially surf clams, ocean quahogs, scallops, and lobsters. The report attributes the disaster to a severe depletion of oxygen and the formation of hydrogen sulfide in the water. Among the contributing factors were high temperatures, abnormal river runoff, a decline in spring and summer storm activity, and 4-6 weeks of unusually persistent south and southwest winds. These conditions caused a warming of the ocean's surface waters and a massive blooming of a small marine organism which consumed much of the diminished oxygen supply. The report also said that sewage and manmade pollutants contributed to the problem, but were not a determining factor.

The 345-page report, "Oxygen Depletion and Associated Benthic Mor-

talities in New York Bight, 1976," was edited by R. Lawrence Swanson of NOAA's Office of Marine Pollution Assessment and Carl J. Sindermann of NOAA's Northeast Fisheries Center Sandy Hook Laboratory, Sandy Hook, N.J. It is GPO Stock No. 003017004643, available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a cost of \$8.50.

### NMFS Creates Signal Code for U.S.-Japan Fishermen

United States and Japanese longline fishing operations in the Gulf of Mexico have at times encountered serious gear conflict and communications problems. Upon crossing the fishing line of another vessel or accidentally damaging the line, the skipper of the vessel involved has frequently not been able to alert the other vessel because of a language barrier. Japanese and U.S. skippers are unable to read or understand the other's language. In the last year, the National Marine Fisheries Service has received many complaints regarding this problem.

To alleviate the problem, the NMFS Law Enforcement Division (LED), Southeast Region, has developed a signal system composed of three-letter character codes. The codes are structured so that each indicates whether it has message information or fishing line information. Included with the codes is the phonetic alphabet and cardinal numbers (0-9) used within the system. Also, there is an explanation of how the letters and numbers should sound when spoken. The codes are kept simple so that they can be read and understood when pronounced properly.

Copies of the first draft of the code system were sent to the Japanese Fisheries Association and certain U.S. longline skippers for their study and comments. The response was favorable and gratifying in that they are planning to test the system for its effectiveness during the next bluefin tuna season.

The Japanese Fisheries Association returned a copy of the original draft

with several additional suggested codes to further assist in resolving conflicts. Also, under each code symbol it supplied Japanese translations along with

verbal pronunciation and meaning.

C. Peter Marini, LED Communication Management Specialist, remarks that although changes may be

necessary to make the system totally effective, this is the first step toward resolving this particular communications problem.

## NOAA RESEARCH SHIP CHAPMAN COMMISSIONED

A new Government research vessel, equipped with the latest electronic fish-finding instrumentation, has been commissioned by the National Oceanic and Atmospheric Administration at Seattle, Wash. Joining 25 other vessels in the NOAA fleet, the 127-foot NOAA Ship *Chapman*, is the first new vessel built for the Commerce Department agency since it was established 10 years ago.

The \$3.8 million vessel is based at NOAA's Pacific Marine Center where it will support stock assessments in the North Pacific 200-mile fisheries zone. In addition to modern electronic equipment, it will use conventional types of commercial fishing gear, including bottom trawls, midwater trawls, bottom and surface longlines, gill nets, and pot fishing. The ship also has two research laboratories, can accommodate an 8 × 20-foot portable scientific van, and has accommodations for 12 crew and 6 scientists.

With a beam of approximately 30 feet, the *Chapman* has a 14-foot draft, a power plant that will deliver 1,250 shaft hp at 1,225 rpm, and a range of 6,000 miles at 11 knots.

Characteristics of the Class IV fisheries research ship are: Length, overall, 127 feet; Length, design waterline, 113 feet; Beam, 30 feet; Full load displacement, 520 tons; Draft full load, 14 feet; Fuel oil capacity (max.), 40,000 gallons; Freshwater + 800 gal./day, 4,700 gallons; Cruising radius @ maximum fuel, 6,000 nautical miles; and Speed, 11 knots.

Propulsion: Single crew, 1,250 SHP with a controllable pitch propeller and fixed Kort nozzle and a 150 hp jet-type bow thruster.

Electrical power: Two diesel powered, 210 kW prime rated, 480-volt, 3-phase, 4-wire, 60-cycle generators and one 17.5 kW emergency generator.

