



## Belgian Congo

GOOD MARKET FOR CANNED FISH: Canned fish consumption in the Belgian Congo is increasing rapidly, and the colonial administration is making plans to raise the domestic production of this commodity over a long period. Although the Benelux countries are shipping more canned herring to this country, there should be a good market for United States canned "sardines" and herring in the Belgian Congo, provided the latter products are competitive. Price is an important factor.

The popular can size in this market is the 12-ounce oval, and a label with eye appeal will no doubt stimulate the sale of sardines and herring in this market. There are no tariff, exchange, or treaty barriers to the importation of canned fish in the Belgian Congo or Ruanda-Urundi.

Canada obtained 40 percent of the market for canned sardines in 1950 and 41 percent in the first four months of 1951. Canadian exports to this market during the first quarter of 1951 were larger than in the corresponding period a year earlier, though shipments from the United States climbed even more rapidly, according to the November 24 Canadian Foreign Trade. Total Belgian Congo imports from all countries in 1949 amounted to 652 metric tons; in 1950 to 1,325 metric tons; and during the first four months of 1951 to 772 metric tons.

Low-priced canned herrings from the Netherlands have been appearing on this market on a large scale during the last year, and are being offered in cases of four dozen 15-ounce cans at the equivalent of about \$7.50 (U.S.) c.i.f. Matadi, or at even slightly less, including a three percent commission.



## Canada

MARINE OIL PRODUCTION IN 1951 TOPS 1950: Marine oil production (for industrial and edible use) in Canada (including Newfoundland) in 1951 was expected to be above the high level of 1950, according to a recent report from the American Embassy at Ottawa. An increase in the output of whale and seal oil would more than offset the reduced production of other marine oils, particularly cod.

Herring Oil: Output in 1951 of herring oil—the principal marine oil in Canada, and produced almost entirely, in British Columbia—probably was about the same as in 1950 when 3,312,865 Imperial gallons were produced.

Cod-Liver Oil: Production of cod-liver oil in 1951 was expected to be down 20 percent from 1950 because of the smaller cod catch. Production in 1950 totaled 572,000 gallons of refined cod-liver oil and 563,000 gallons of sun-rotted oil.

Other Fish Oils: Production in 1951 of other fish oils—such as halibut, salmon, hake, and rockfish—was expected to be down from 1950. These oils were largely an incidental byproduct of the major fishing operation.

Whale Body and Sperm Oil: Production of whale body and sperm in Canada in 1951 was estimated to be about 25 percent greater than in 1950. Whale body oil output alone was estimated at 1,288,000 gallons as against 1,084,000 in 1950. Sperm oil production was estimated to be 304,000 gallons, considerably more than the 135,000 gallons produced in 1950. There was no production of pothead oil whereas 55,000 gallons were produced in 1950.

Seal Oil: The estimated output of seal oil in 1951, confined exclusively to Newfoundland, was 621,000 gallons. This represents an increase of roughly 60 percent from the production of 386,000 gallons in 1950.

Oil Exports: Canadian exports of all fish oils, except herring, in the first 9 months of 1951 were down from the corresponding period in 1950. Whale oil exports in January-September 1951 were less than half. And exports of seal oil were but 2 percent of the volume exported in the first 9 months of 1950. However, exports since September were substantial so that total exports in 1951 quite likely would exceed the volume for the year 1950. The stock position is strong, probably because processors were holding their seal oil longer than usual to take advantage of the strong market.

Marine oils have been exported chiefly to the United States, with sizable quantities of industrial herring oil going both to Germany and the Netherlands.

Imports: Canadian imports of marine oils in 1951 have been substantially greater than in 1950, with the exception of cod-liver oil. Increased imports of fish oil for fortifying purposes and those for industrial purposes, not otherwise specified, were substantial. Nearly all of the marine oils imported came from the United States. Cod-liver oil imports, however were almost entirely from Norway and the United Kingdom.

Prices: Most Canadian marine oil prices this year have been high as a result of the relatively strong market for fats and oils since the outbreak of war in Korea. Medicinal oil prices, however, have not been so strong as have other marine oil prices.

Outlook: The market outlook for Canadian marine oils is considered very favorable with the exception of vitamin oils. The latter are adversely affected by the fact that Japan has reentered the United States market with its low-potency oils and Canadian producers are unable to compete with the lower Japanese prices.



## Iceland

NEW TRAWLERS WILL NOT BE EQUIPPED WITH FISH-MEAL PLANTS: The Reykjavik Vessel Owners Association in Iceland has decided not to install fish-meal plants in the newest Diesel trawlers which will be brought from England in the near future, according to an Icelandic newspaper item reported in the November 15 Fiskets Gang, a Norwegian fishery publication. The decision stems from the very poor results obtained with three trawlers delivered earlier which had fish-meal plants on board.

Experience has demonstrated that when a trawler must fish on distant banks it is more profitable to use the space occupied by a fish-meal plant for storing either iced or salted fish.

## Indonesia

FISHING FACILITIES EXPANDED: Because of insufficient fishing boats and equipment, the Indonesian fish catch was greatly reduced during World War II, states a November 26, 1951, American Embassy dispatch from Djakarta. Efforts are now underway to alter this situation by increasing fishing facilities and equipment. The following equipment is being provided the fisheries—yarn and netting, 60 small motorized "majang" fishing boats, and 17 larger motorized bonito boats, two fish carriers, and one fishery-research vessel.



## Japan

PRODUCTION OF EIGHTH MOTHERSHIP-TYPE TUNA EXPEDITION: After 83 days of operation in the waters adjacent to the U. S. Trust Territory of the Pacific Islands, the Tenyo Maru No. 2, mothership of the eighth mothership-type tuna expedition, together with 25 catcher boats, returned to Japan. The expedition operated from August 2 to October 23, 1951, from 2°-7° N. latitude and 140°-178° E. longitude, states SCAP's Natural Resources Section Weekly Summary of October 31, 1951.

The expedition produced about 7,726,200 pounds of tuna and other species of fish as follows: 3,090,500 pounds of yellowfin tuna, 1,700,000 pounds of other tuna, 1,622,500 pounds of spearfish, 1,236,000 pounds of shark, and 77,200 pounds of other fish. The bulk of the catch will be used for domestic consumption, but approximately 10 percent of the load (yellowfin only) may be exported.

The average weight per fish was 55 pounds for yellowfin, 56 pounds for other tuna, 93 pounds for spearfish, 59 pounds for shark, and 16 pounds for other species. Many catcher days were lost delivering fish to the factory ship and loading supplies and repairing gear. Average catch per boat per day of operation was 6,107 pounds.

PRODUCTION OF NINTH MOTHERSHIP-TYPE TUNA EXPEDITION: On October 31, 1951, the Tenryu Maru, mothership of the ninth mothership-type tuna expedition returned to Japan with five catcher boats after 43 days of operation in the waters adjacent to the U. S. Trust Territory of the Pacific Islands.

The expedition was a small, short-term one and was attached to the eighth tuna expedition, headed by the Tenyo Maru No. 2, for administrative and control purposes. The expedition was required to operate within 250-300 miles of the eighth expedition. The area of operation was from 2°-6° N. latitude and from 150°-168° E. longitude.

Total catch is estimated at 376,550 pounds of tuna and other species of fish as follows: yellowfin 148,900 pounds, other tunas 87,100 pounds, spearfish 115,800 pounds, shark 9,800 pounds, and other fish 14,950 pounds. The average weight of fish of the various species is: yellowfin 68 pounds, other tunas 88 pounds, spearfish 121 pounds, shark 75 pounds, and other fish 25 pounds. Plans are to use all of the products for domestic consumption. Approximately 100,000 pounds was returned in frozen condition, and the remainder was iced.

\* \* \* \* \*

JAPANESE DISPLAY INTEREST IN NORTH PACIFIC FISHERIES NEGOTIATIONS: The Japanese Government and industry showed great interest in the Canada-Japan-United States

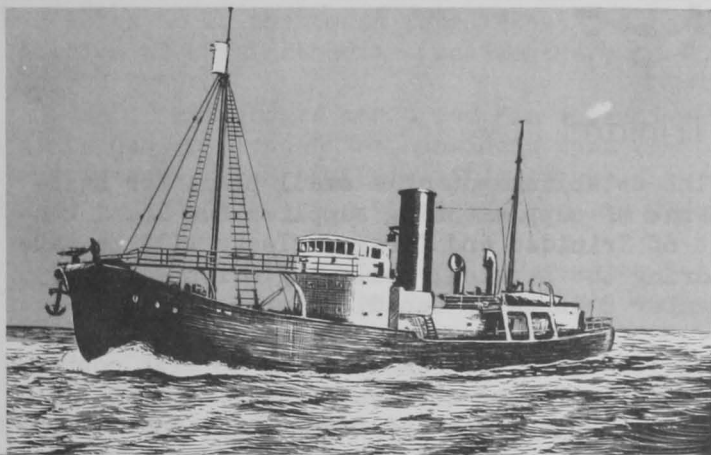
fisheries negotiations which started on November 5, states a November 23 American consular dispatch from Tokyo. These negotiations are directed toward a tripartite North Pacific Fisheries Convention.

Japan put great emphasis upon the precedent this would set for similar agreements with Asian nations, such as Indonesia. The press and other circles opposed extensive restrictions on Japan's fisheries activities, such as the establishment of "preserved" fishing grounds or restricted fishing periods, and stress was laid on the principle of freedom of fishing in the open seas. At the same time the need to effect conservation in high-seas fisheries was acknowledged.

\* \* \* \* \*

FIRST SPERM WHALING EXPEDITION LEAVES FOR ANTARCTIC: The Baikal Maru, mother-ship of the Japanese sperm whaling expedition, accompanied by five catcher boats departed Osaka on October 15, 1951, for the Antarctic, SCAP's Natural Resources Section Weekly Summary of October 20, 1951, points out. The vessel is of 6,000

gross metric tons. The fleet will operate for approximately 70 days, and the company owning the fleet hopes that the catch will amount to as much as 400 sperm whales. The license issued by the Fisheries Agency, Japanese Ministry of Agriculture and Forestry, permits the vessel to take only sperm whales. Two inspectors from the Fisheries Agency are on board the vessel to assure compliance with Japanese regulations and the terms of the International Whaling Convention.



A TYPICAL JAPANESE WHALE CATCHER OR KILLER BOAT (385 GROSS METRIC TONS) USED IN ANTARCTIC WHALING.

that Japan has dispatched an expedition to the Antarctic for the sole purpose of taking sperm whales. The Baikal Maru operated in the Bonin Islands in the 1949, 1950, and 1951 seasons.

JAPANESE GOVERNMENT



Norway

CANNERIES EXPLORE TUNA PACKING: Some canneries on the Norwegian west coast have become interested in packing tuna for export, according to a statement of an official of Norsk Frossenfisk quoted in the October 10 issue of Fiskaren, a Norwegian trade paper. At present the greatest proportion of the tuna taken in Norway is exported to Italy either fresh or frozen.

Experts have been brought in to discuss export possibilities and to aid in the preparation and canning of tuna. Insofar as the United States market is concerned, the official stated that either Norwegian packers must can the small tuna whose meat is lighter in color than the large ones, or Norwegian research must come forward with a method which will permit the canners to make tuna meat lighter by artificial means.



## Republic of the Philippines

AMERICAN-OWNED TUNA-FISHING COMPANY TRANSFERRING OPERATIONS TO SIAM: An American-owned fishing company was granted a permit in August 1950 by the Government for a Philippine-based tuna-fishing operation. The company has announced that in order to realize some profit on its investment, it is transferring operations to Siam.

According to reports, the company which is capitalized at \$100,000, is effecting the transfer due to its inability to fish for tuna in Philippine waters because of Government requirements, high taxes, and difficulties and delays in securing permits. Besides a tax of \$25,000 on fishing vessels, taxes of 7 percent on sales and \$1.00 per ton on the catch were being levied by the Government. In addition, a larger crew was required for the operation of the vessel than in the United States. The company was trying to obtain an exemption from taxation, but this was denied by the Government on the grounds that it was not a new industry, a November 21 American consular dispatch from Manila points out.



### Trinidad

SMOKED HERRING PLANT PLANNED: The establishment of a small plant for salting and smoking fresh herring as a means of supplementing supplies for local consumption is planned by the Government of Trinidad and Tobago. Tests will be made to ascertain the best method of preparing the herring, following which a smokery will be set up, according to the December 8 issue of Canadian Foreign Trade.

Approximately \$17,500 will be provided from Government funds to meet costs of machinery and production, including the purchase of fish for six months. It is also proposed to apply for a grant of \$2,400 from the Development and Welfare Organization to assist the development. The smokery will be operated at first during six months of the herring season and, if the venture is successful, it is hoped that a local firm will take it over and develop it as a commercial enterprise.



### Uruguay

LARGE-SCALE FISHING ENTERPRISE PLANNED OFF SOUTH AMERICAN EAST COAST: A large-scale mothership-type fishing operation is planned along the East Coast of South America, according to the September 1951 World Fish Trade, a Swedish periodical. A well-known captain and shipowner, who previously has managed important enterprises in Europe, now directs this enterprise and company from his offices in Montevideo, Uruguay.

The concern plans to carry out a large-scale fishing operation along the East Coast of South America outside territorial limits. The catches will be delivered to one or more motherships which then will clean, fillet, and freeze the fish, and process the trash fish and waste into byproducts. With its own transport vessels, the firm plans to ship the products to different markets, especially fish fillets to the United States and fish meal to certain European countries.

The necessary fishing cutters will most probably be bought from Denmark. Also, a mothership and a transport vessel were to be built in Denmark, but it is believed that the orders for building these vessels will finally be placed in Germany.

The preparatory work to start this fishing enterprise is expected to last about one year.



## United Kingdom

JUDGMENT IN ANGLO-NORWEGIAN TERRITORIAL WATERS FISHERIES CASE: The method employed for the delimitation of the fisheries zone by the Royal Norwegian Decree of July 12, 1935, is not contrary to international law, according to a judgment (10 votes to 2) rendered by the Hague Court of International Justice in December, points out an American consular dispatch from The Hague dated December 19. By 8 votes to 4, the Court found "that the base-lines fixed by said decree in application of this method are not contrary to international law."

One of the judges concurred "in operative part of judgment" but emphasized that he did so because "he considers that the Norwegian Government has proved the existence of an historic title to the disputed areas of water." Two other judges appended separate opinions, and two judges dissented.

The case regarding the Anglo-Norwegian territorial waters dispute as it affects the fisheries was heard before the Court in September and hearings closed in October.

Briefly, the dispute hinged on the Norwegian method of determining the limits of its territorial waters. The Norwegians measured territorial limits from base lines running from extreme points of the coastline instead of a curved line extending from the mainland three miles into the sea, measured at low water. From its determined base lines, Norway has claimed a further four-mile limit as territorial waters.

The bulk of the British newspaper comment on the decision reflects great disappointment, not only because it shuts out many miles of valuable fishing grounds to British fishing fleets, but also since it appears to raise questions regarding the old convention of the three-mile limit for territorial waters, points out a December 21 American Embassy dispatch from London.

