



International

SUBAREA 5 PANEL OF NORTHWEST ATLANTIC FISHERIES COMMISSION MEETS: The Panel for Subarea 5 of the International Commission for the Northwest Atlantic Fisheries (ICNAF) convened at Ottawa, Canada, on February 26, 1952, the U. S. Department of State announced. The United States Delegation was:

UNITED STATES COMMISSIONERS:

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FISH AND WILDLIFE SERVICE,
DEPARTMENT OF THE INTERIOR.

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ADVISORS:

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The International Commission for the Northwest Atlantic Fisheries was established in accordance with the provisions of the International Convention for the Northwest Atlantic Fisheries, which was concluded at Washington on February 8, 1949, and which entered into force on July 3, 1950. The Commission is charged with the responsibility of keeping under continuous review all pertinent information concerning the international fisheries of the Northwest Atlantic Ocean; coordinating and disseminating all information concerning such fisheries; and making recommendations to governments on conservation measures deemed necessary to maintain such fisheries at a maximum level of sustained production. As stated in the Convention, the Commission is composed of panels for each of five subareas of the Northwest Atlantic Ocean. The Governments of Canada and the United States comprise the membership of the Panel for Subarea 5, which covers that portion of the total area adjacent to the New England coast.

The purpose of the forthcoming meeting was to determine whether members of Panel 5 should recommend to the full Commission the adoption of regulatory measures for conservation of the fisheries in Subarea 5. A joint report, containing preliminary recommendations for the regulation of fisheries in that area was prepared by Canadian and United States fishery scientists, and served as a basis of discussion at the Ottawa meeting.

If a recommendation proposed at this meeting is accepted by the International Commission for the Northwest Atlantic Fisheries, the commercial haddock fishery in the Georges Bank area off the New England coast will be brought under international regulation in an attempt to increase the yield.

Commissioners and advisors of ICNAFs' Panel 5 meeting at Ottawa have accepted a recommendation made by scientists of both countries that the mesh size of haddock-fishery nets should be increased from 2-7/8 to 3-3/4 inches. This increase in mesh size would allow the escape of unmarketable baby haddock. The change in mesh size is intended to prevent the destruction of large quantities of small haddock.

Canada and the United States are the only two countries holding membership on Panel 5. The recommendation of the Panel is to be submitted to the general meeting of the 10-nation commission to be held at St. Andrews, N.B., in June. If adopted by the Commission, it will be the first time in history that the highseas fishery of the Northwest Atlantic has been brought under conservation regulation. It is not expected that the regulation, in any case, will become effective until December 1 at the earliest.

The Georges Bank haddock fishery is one of the richest of the famous Northwest Atlantic "banks" and supports a large industry centered in the Boston and New Bedford ports of New England. The advance of modern fishing gear, particularly the trawl, along with natural biological fluctuations, resulted in a decline in the haddock stocks.

The conservation and development of the fish stocks in Subarea 5, which is the smallest of the five areas covered by the International Convention, have officially been under consideration since the ratification of the treaty in 1950. Subarea 5 extends along the New England coast from the Rhode Island-Connecticut line to the international border between Maine and New Brunswick.

Boats not fishing for haddock will be allowed up to 5,000 pounds of haddock or 10 percent by weight of their total catch.

The extensive scientific research already going on in connection with the haddock fishing of Subarea 5, the meeting agreed, would be continued to assess the effect of the new mesh regulation.

The Panel members also considered problems associated with the ocean perch (rosefish) landings. It was agreed that there would be continued investigation in this fishery with a view to later recommendations.

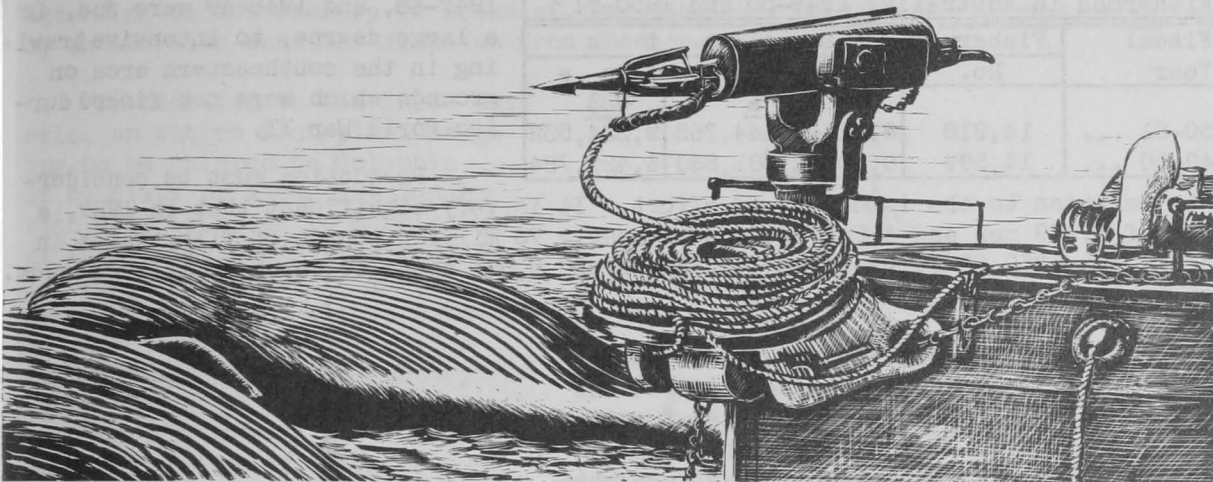
The meeting was under the chairmanship of Francis W. Sargent.

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ANTARCTIC WHALING SEASON ENDS MARCH 5: The Committee of International Whaling Statistics has determined that the pelagic (open sea) catch of baleen whales in the Antarctic shall cease on March 5, at 12:00 p.m., according to notification received by the U. S. Fish and Wildlife Service. This determination constituted a forecast that the maximum catch-quota of 16,000 blue-whale units would have been taken by the above closing date. The 1951-52 pelagic season, which opened on January 2, will have lasted only 64 days, or 14 days less than the previous season.

The total number of floating factoryships engaged in baleen whaling this season is 19, the same as in 1950-51. However, the replacement of two of the factory-

WHALE HARPOON GUN



ships with newer and larger boats, the re-equipment of others, plus the enlargement of the catcher fleet by some 20 boats, has materially increased the catch potential of the present Antarctic operations. Thus, the attainment of the quota in the shorter period this year is due probably to more efficient operating techniques, additional catch and processing equipment, and possibly better hunting conditions, rather than an increase in the total supply of whales in the Antarctic. Due to the fact that whales grow fatter as the season progresses, the later opening date in 1951-52 may be responsible for a somewhat larger production of whale oil than in the previous season.



Australia

FISHERIES PRODUCTION DECREASING (1950-51): Despite a rapidly growing population with most of the immigrants coming from countries having comparatively high per-capita fish consumption, Australia's total production of fish and shellfish

Table 1 - Australian Fisheries Production, 1949-50 and 1950-51

Type	1950-51			1949-50		
	Quantity	V a l u e		Quantity	V a l u e	
	lbs.	£	US\$	lbs.	£	US\$
Fish	69,073,222	3,725,753	8,300,978	69,754,061	3,093,355	6,891,995
Spiny lobster (crayfish) ^{1/}	13,614,789	852,012	1,898,283	13,193,862	737,665	1,643,518
Shrimp (prawn)	4,623,641	479,409	1,068,123	3,111,284	294,600	656,369
Other	41,823	1,394	3,106	514,008	46,792	104,252
Oysters	Bags	£	US\$	Bags	£	US\$
	42,688	336,058	748,737	55,530	403,320	898,597
Total	lbs.	£	US\$	lbs.	£	US\$
	^{2/} 87,353,475	^{3/} 5,394,626	^{3/} 12,019,227	^{2/} 86,573,215	^{3/} 4,575,732	^{3/} 10,194,731

^{1/} PRODUCED PRINCIPALLY IN WESTERN AUSTRALIA, TASMANIA, AND SOUTH AUSTRALIA.
^{2/} EXCLUDES OYSTERS, WHICH ARE MEASURED IN BAGS.
^{3/} INCLUDES VALUES OF OYSTERS.

is decreasing, according to the November 1951 issue of the Fisheries Newsletter issued by the Commonwealth Director of Fisheries. Production has shown no firm tendency to rise since 1929. The peaks reached in the fiscal years 1946-47, 1947-48, and 1948-49 were due, in a large degree, to intensive trawling in the southeastern area on grounds which were not fished during World War II.

Fiscal Year	Fishermen No.	B o a t s		
		No.	V a l u e	
			£	US\$
1950-51 ...	14,918	8,584	4,144,763	9,234,532
1949-50 ...	14,599	8,906	2,881,860	6,420,784

Production must be considered in relation to the intensity of effort. It is very significant that in 1929, a total of 8,979 men and 4,546 boats took nearly 73 million pounds of fish, while in fiscal year 1950-51 it required 14,918 men and 8,584 boats to catch 69 million pounds. (See tables 1 and 2)

Recovery of production in Western Australia (2 million pounds higher than 1949-50 but still lower than 1948-49) and a rise of approximately $2\frac{1}{2}$ million pounds in Tasmania are encouraging. In States where fisheries are more fully developed, however, it seems that existing fisheries are not likely to give higher production in the future. Increased production can only be achieved by the development of new fisheries.

Inadequacy of production in meeting demand for fish has resulted in increasing imports. During 1950-51, Australia imported 42 million pounds of fish (product weight). It is estimated that this is equivalent to nearly 76 million pounds fresh whole weight. On the fresh whole basis, Australia imported 40 million pounds of canned fish, 15 million pounds of cured fish, and 21 million pounds of fresh or frozen fish.

Exports were less than 2 million pounds (fresh whole weight). Consequently, on the basis of the fresh whole weight of the fish, Australia produced less than half the quantity consumed during the year.

In the production of crayfish, Western Australia produces more than half the total and in that State a substantial improvement over 1949-50 figures has been made. Declines in Tasmania, South Australia, and New South Wales, however, offset the increase in Western Australia.

The outlook for prawn (shrimp), however, is satisfactory, as indicated by increases in New South Wales, Queensland, and Western Australia, the only States which fish them.

Oyster production is being retarded by labor difficulties.

The general state of production in the inshore and demersal fisheries emphasizes the importance of developing tuna and other pelagic fisheries.

NOTE: VALUES CONVERTED TO U.S. DOLLARS ON BASIS OF ONE AUSTRALIAN £ = US\$2.28.

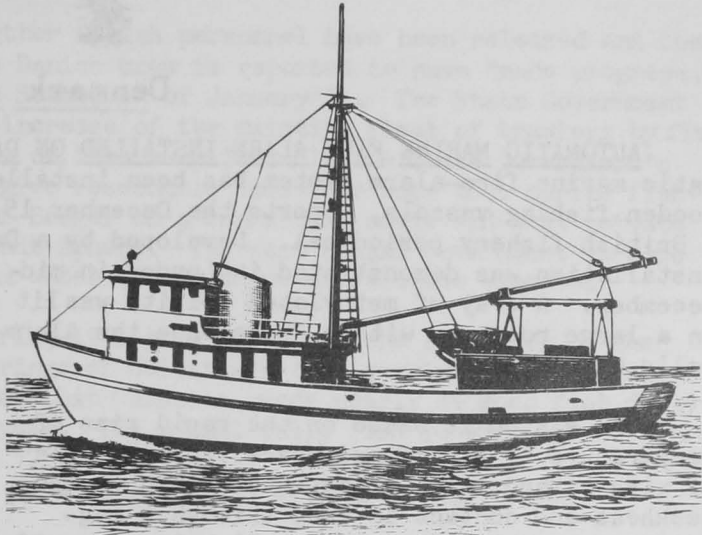


AUSTRALIAN SPINY LOBSTER FISHING BOAT
TAKING ON POTS AT SOUTH FREMANTLE.

Colombia

THREE TUNA VESSELS FOR SEMIOFFICIAL FISHING COMPANY: The first of three fishing vessels being built by a Swedish shipbuilding yard ran its trials on January 9, according to the January 10 issue of the Göteborgs Handels & Sjöfartstidning quoted by an American consular dispatch from Göteborg.

In addition to the three vessels, an entire fish plant is going to be shipped to Colombia. It consists of a canning factory with a capacity of 10 metric tons of fish daily, refrigerated rooms for about 350 tons of fish, a deep-freezer plant with a capacity of 5 to 7 tons per day, a fish-oil and fish-meal factory for up to 1,000 sharks per day, transport apparatus for the factory, etc. The cost of the plant and vessels will be about \$850,000, with the vessels costing about US\$170,000 each.



TYPE OF TUNA VESSEL BUILT BY SWEDISH SHIPYARD FOR SEMIOFFICIAL FISHING COMPANY IN COLOMBIA.

The completed vessel (The Albacora) of 160 gross metric tons, is built of pine on a frame of oak. The deckhouse and the machinery are placed in the forepart of the ship. Main dimensions are: length overall about 83 feet, length between perpendiculars about 70 feet, beam 25 feet, height at the side 11.6 feet, maximum draft 11.3 feet.

The main engine is a two-cylinder, 2-phase semi-Diesel engine with air-pressure starter and electric ignition. At 300 revolutions per minute, it develops 170 h.p. and operates a two-blade bronze propeller with turnable blades. The auxiliary engine consists of a two-cylinder, two-phase engine of 32 h.p. It also operates the freezing compressor, a 10 kw. generator, and a fire pump. In the engine room there is also a powerful pump which circulates the water in the big tank on deck which will contain live bait for tuna fishing.

The hold is insulated and is provided with a freezing plant of the freon type for freezing the fish. A comparatively large quantity of ice will also be carried on each trip for rapid cooling of the catch.

The principal catches will consist of tuna caught on hooks and short fishing rods by fishermen on platforms on the outside of the vessel. The frames of the platforms consist of perforated rubber tubes to provide water under pressure to be used in bait fishing for tuna along the same lines as the Japanese, basically to save bait.

The vessel is also equipped for fishing with different types of seines and nets, and also for trawling.

The Albacora was scheduled to leave in about mid-January 1952 for Buenaventura, Columbia, under the command of a Swedish captain and six Swedish assistants. Delivery of the two remaining vessels, the Alcatraz and the Delphin is scheduled for February and March. As soon as the first vessel has been turned over to the owners

in Colombia, the crew will fly back to take over the third vessel, while the second one will have another crew. The journey to the Pacific coast of Colombia is estimated to take around eight weeks.

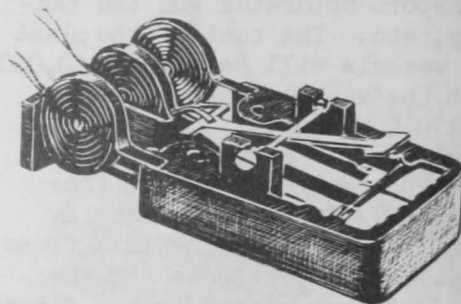
Normally, the Albacora will have a crew of 12 during fishing trips of at least 14 days, including the journey to the Galapagos and back.



Denmark

AUTOMATIC MARINE FIRE ALARM INSTALLED ON DANISH FISHING VESSELS: A new automatic marine fire-alarm system has been installed on a number of small Danish wooden fishing vessels, reports the December 15, 1951, issue of The Fishing News, a British fishery periodical. Developed by a Danish firm, the efficiency of this installation was demonstrated in London in mid-December. A tray of methylated spirits was lit in a large room and within 20 seconds the alarm bells were ringing.

The system is based on the rapid rise of temperature in a confined space. Small coils of wire expand in an attachment fitted to the deckhead and contact is made through a magnetic spring arm, the alarm bell being run off an ordinary accumulator.



MARINE FIRE ALARM. MECHANISM OF THE TRANSMITTER.

In the Danish M.F.V.-type fishing vessels already fitted with this system, four transmitters are installed--one in the wheelhouse, one in the engine room, one in the crew's quarters, and one in the pantry. Alarm bells are fixed fore and aft.

Danish insurance companies are allowing a 4-percent discount on the first premium for vessels fitted in this way.



India

WEST BENGAL TO INCREASE FISH SUPPLY WITH U. S. AID: The Central Government of India has announced that, with United States aid, West Bengal would acquire five new fishing trawlers and a cold storage plant. It is hoped that this will aid in increasing Calcutta's fish supply, points out a February 11 dispatch from that city.

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REPORT ON DEEP-SEA FISHING IN BENGAL WATERS IN 1951: In December 1950 the West Bengal Government undertook a deep-sea fishing project in the Bay of Bengal with the help of Danish personnel, states a January 24 American consular dispatch from Calcutta.

Up to the end of December 1951, the two Danish trawlers bought by the State Government made 19 trips, in the course of which investigations were carried out

in 11 fishing grounds and a total of 299.7 long tons of fish were caught. Of the total catch, 12 percent was first-quality fish, 85 percent edible varieties of so-called second quality, and 5 percent sharks, rays, swordfish, and the like. The total price obtained by sale of the catches was Rs.126,067 (about US\$26,474). The total capital outlay for the project until the end of December 1951 was Rs.1,172,923, (about US\$246,314) and the recurring expenditure incurred until that date Rs.205,098 (about US\$43,070).

The Danish expert and three other Danish personnel have been released and the training of Indians to replace the Danish crew is reported to have "made progress," according to a press report in The Statesman of January 21. The State Government is reported to be considering the increase of the existing fleet of trawlers by five in order to maintain a regular flow of fish supplies. In the State Government's opinion, the data so far obtained give reasonable cause for hope that marine fishing can be undertaken in the Bay of Bengal on a commercial scale and that private enterprise would be attracted to that sphere. The West Bengal Government is also considering the training of Indians under the guidance of Japanese experts.

The fish supplies obtained during 1951 as a result of the operation of the Danish trawlers touched only the fringe of Calcutta's fish-supply problem. According to press reports it would appear that Calcutta needs nearly as much fish daily as the trawlers caught in a whole year. The normal daily fish requirements of Calcutta alone are estimated at about 576,100 pounds.

NOTE: VALUES CONVERTED TO U.S. DOLLARS ON BASIS OF ONE INDIAN RUPEE = 21 U.S. CENTS.



Japan

JAPANESE WILL NOT FISH FOR CRABS IN BERING SEA THIS SEASON: The Japanese do not intend to take part in crab fishing in the Bering Sea this season, according to a declaration to that effect by the Minister of Agriculture and Forestry and the Director of the Fisheries Agency. A Department of State report from Tokyo states an official release to that effect has been issued in Japan and has appeared in the Japanese press.

The Minister of Agriculture and Forestry remarked that fishing for crabs in the Bering Sea before the fisheries treaty was ratified was detrimental to Japanese interests and would antagonize American fisheries interests.

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MAJOR PROBLEMS CONFRONTING INLAND SEA FISHERMEN: The fishing population in 11 prefectures bordering on the Japanese Inland Sea was estimated by a Government official at 260,000, states a January 31 American consular dispatch from Kobe.

Generally, the officials consider that there is an over-abundance of Japanese labor involved in fishing and that this has contributed to some extent to the relatively poor standard of living.

Since the decontrol of the price of fish in April of 1950, the prices of some of the better fish have almost doubled while, on the other hand, many of the common fish, such as sardines, have declined from 30-50 percent in price. In consideration of the rising costs of materials fishermen require, particularly manila rope and fuel oil, the margin of profit for the fisherman has not been improved. The independent nature of the men whose livelihood is fishing was given as one of the most significant reasons why any program attempting to form cooperatives is generally unsuccessful.

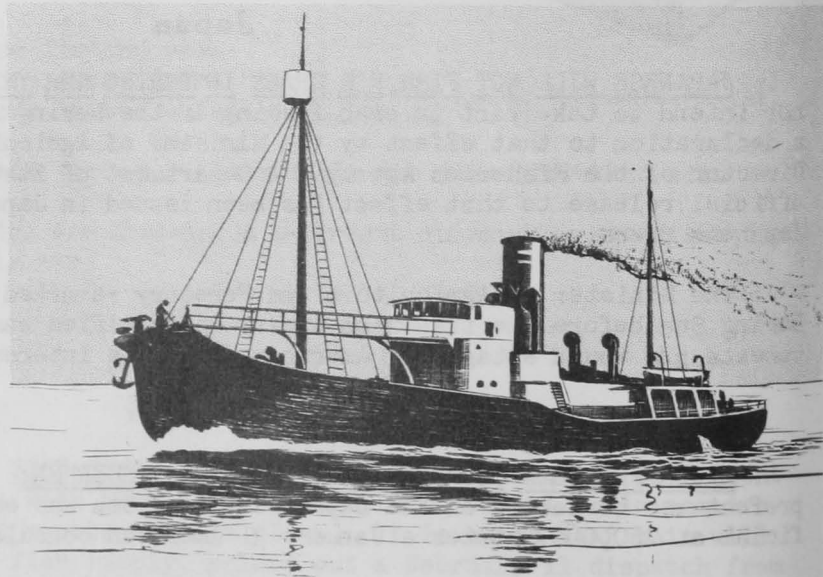
Some of the major problems confronting the fishing industry in the region can be listed as: (1) Lack of balance between the fishing population and the fish resources; (2) Raising the standard of living for fishermen and lowering their operation costs; (3) Assisting those in the fishing industry to accumulate sufficient capital in order that they can replace their equipment on a rational basis; (4) Encouraging a cooperative movement in order that the local fishing industry can attain greater economy; (5) Assisting fishermen to provide a higher education for their children in order that they may eventually seek employment in other fields and thus eliminate the excess fishing population; (6) Stabilizing the price of fish at a competitive level and expanding refrigerating and fish processing facilities; (7) Attempting to provide better ports and harbors to protect fishing boats during the typhoon season; and (8) Attempting to lower interest rates on loans made to fishermen.

Reports indicate that the quantity of fish caught in the Kobe area of Japan has been steadily increasing and compares favorably with prewar statistics.

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ANTARCTIC WHALING EXPEDITIONS: The Japanese Antarctic whaling expedition for the 1951-52 season consists of three fleets, reports the October 31 issue of SCAP's Natural Resources Section Weekly Summary.

Two will engage in baleen whaling (blue fin and humpback) and the third in sperm whaling. The first fleet to depart was headed by the Baikal Maru, a 6,000 gross-metric-ton factoryship, and consisted of five catchers and one tanker. This fleet departed Osaka on October 15, 1951. While the International Whaling Convention limits the season and the catch of baleen whales, no such restrictions are placed on sperm whales and the Japanese Government decided to dispatch this small fleet for the catching of sperm whales. Estimates indicate that 500 sperm whales may be taken in approximately 75 days of operation.



JAPANESE WHALE CATCHER.

The next to depart was the Nisshin Maru, a newly-constructed factoryship of 17,000 gross tons, accompanied by 11 catchers, two whale-towing boats, a 10,000 gross-ton tanker, two refrigerated whale-meat carriers of the 10,000 gross-ton class, one of 3,000 gross tons, and four of 1,000 gross tons. This fleet departed Yokosuka on October 25. The fleet engaged in sperm whaling from November 19, 1951, to January 1, 1952. On January 2, the baleen whaling season was officially opened and the fleet then engaged in baleen whaling. Estimates indicate that the following catch and products will be obtained: 200 sperm whales from which 1,900 tons of sperm whale oil and 1,200 tons of meat and other products will be produced; 200 blue whales and 1,000 fin whales, comprising 900 blue-whale units, 1/1 from which it is estimated 18,000 metric tons of whale oil and 19,400 1/ONE BLUE-WHALE UNITEQUALS 1 BLUE WHALE, 2 FIN WHALES, OR 2-1/2 HUMPBACK WHALES.

tons of frozen and salted meat, blubber, and other food products will be obtained. Present plans are that operations will be completed by March 12, and the fleet will return to Japan by April 7, 1952.

The last fleet left Japan from Osaka on October 31, 1951. This fleet is headed by the mothership Tonan Maru of 19,000 gross tons which was salvaged after having been sunk at Truk Island in 1943. The ship was salvaged in 1950 and recommissioned on October 18, 1951. This fleet was comprised of the mothership, 11 catchers, two whale-towing boats, one scout boat, one 10,000 gross-ton whale tanker, one 10,000 gross-ton refrigerated carrier, one of the 3,000 gross-ton class, and two of 1,000 tons. Estimates indicate that the following catch and production will be obtained: 230 sperm whales producing an estimated 2,185 metric tons of sperm whale oil and other products; 350 blue whales and 1,000 fin whales, comprising 850 blue whale units, producing 17,000 metric tons of whale oil, 7,700 metric tons of frozen meat, and 4,420 metric tons of salted products. Like the second, this fleet engaged in sperm whaling prior to the opening of baleen whaling on January 2, 1952, and expected to complete operations and return to Japan at approximately the same time.

These three fleets of the 1951-52 expedition represent the sixth Antarctic whaling expedition dispatched from Japan (see table 1). The first expedition was

Table 1 - Composition of Japanese Antarctic Whaling Expeditions, 1946-47 to 1951-52

Type of Vessel	S E A S O N S											
	1951-52		1950-51		1949-50		1948-49		1947-48		1946-47	
	No.	Gross Tonnage (Metric Tons)	No.	Gross Tonnage (Metric Tons)	No.	Gross Tonnage (Metric Tons)	No.	Gross Tonnage (Metric Tons)	No.	Gross Tonnage (Metric Tons)	No.	Gross Tonnage (Metric Tons)
Factory	3	40,000	2	20,000	2	20,000	2	20,000	2	20,000	2	20,000
Cargo	11	28,500	12	28,000	12	28,000	10	25,000	11	22,000	6	21,000
Catcher	26	1,500	16	1,150	14	700	12	700	12	700	12	700
Tanker	3	25,000	2	20,000	2	20,000	2	17,000	2	17,000	1	7,000
Scouting Boat ..	3	900	2	700	2	700	2	700	-	-	-	-
Towing Boat ..	3	700	-	-	-	-	-	-	-	-	-	-
Total	49	96,600	34	69,850	32	69,400	28	63,400	27	59,700	21	48,700

authorized by the Supreme Commander for the Allied Powers in 1946 to assist in alleviating the critical shortage of fats and oil in Japan. It was estimated that the expedition could provide 50 percent of all of the Japanese requirements for oil and fats for industrial and edible purposes. The authorization was in keeping with the scope of the Atlantic Charter and the Potsdam Declaration in that the Japanese were permitted access to a world resource on an equal basis with other powers and maximum utilization was made of equipment and personnel existing in Japan. In ensuing years the shortage of fats and oil in Japan remained critical and expeditions were authorized annually.

Table 2 - Whale Catches by Japanese Antarctic Whaling Expeditions, 1946-47 to 1950-51

Species of Whale	S E A S O N S					Total for 5 Seasons
	1950-51	1949-50	1948-49	1947-48	1946-47	
	No.	No.	No.	No.	No.	No.
Sperm	409	172	-	2	4	587
Blue	271	818	631	710	693	3,123
Fin	2,052	1,056	1,014	608	478	5,208
Humpback	9	67	-	-	-	76
Total	2,741	2,113	1,645	1,320	1,175	8,994
	Units	Units	Units	Units	Units	Units
Blue-whale units $\frac{1}{2}$	1,200.6	1,372.8	1,138.0	1,014.0	931.0	5,656.4

$\frac{1}{2}$ ONE BLUE-WHALE UNIT EQUALS ONE BLUE, TWO FIN, OR 2.5 HUMPBACK WHALES. SPERM WHALES ARE NOT CONVERTED TO BLUE-WHALE UNITS.

The five expeditions produced 102,520 metric tons of whale oil and 148,332 metric tons of meat and other products. (Table 3) The value of the whale oil is estimated at US\$40,000,000 and that of the meat and other products at US\$40,000,000. This estimate is based on the value of food that would have been imported in place

of the whale meat and other products supplied by these expeditions. Thus the products of the five expeditions are valued at about US\$80,000,000. Deducting \$5,000,000 as the approximate cost of fuel oil and other material supplied from United States funds, the products of the expeditions represented a direct saving to the United States taxpayer of not less than \$75,000,000.

The improvement in utilization of the whale carcass by the Japanese expeditions is outstanding. Prior to World War II, the average production per blue-whale unit

Product	S E A S O N S					Total for 5 Seasons
	1950-51	1949-50	1948-49	1947-48	1946-47	
 (metric tons)					
Sperm oil	3,815	1,647	-	-	-	5,462
Whale oil	25,060	27,010	20,350	17,840	12,260	102,520
Meat ^{1/}	29,639	39,124	29,863	27,479	22,227	148,332
Total	58,514	67,781	50,213	45,319	34,487	256,314

^{1/}TERM "WHALE MEAT" INCLUDES OTHER PRODUCTS SUCH AS VENTRAL GROOVES, CARTILAGE, INTERNAL ORGANS, FLUKES, AND LIVER OIL.

for Japanese fleets was 16 metric tons. The 1950-51 expedition raised the average production to 42 metric tons. Whaling fleets of other nations produce approximately 25 metric tons per blue-whale unit.

Prior to World War II, Japan had the unenviable reputation of showing disregard for the conservation methods established by the International Convention for the Regulation of Whaling in which all the major whaling nations except Japan participated. Since the first season in 1946-47, Japan has adhered meticulously to the regulations and now has the highest record in the world for complete utilization of the whale carcass and for the least number of violations of the Convention.

JAPANESE GOVERNMENT



Mexico

RESTRICTION OF AMERICAN FISHING ACTIVITIES OFF LOWER CALIFORNIA URGED BY MEXICANS: The Mexican Government is being urged to "take steps to prohibit the capture of sardines in the most characterized phase of spawning in Mexican national waters and particularly in those which surround Cedros Island, Benitos Island, and San Juan Vizcaino Bay." Former President General Abelardo L. Rodriguez, owner of a fishing company in Baja California, wrote two statements which appeared in El Heraldo de Baja California (Tijuana) on January 29 and 30, 1952. He further states that otherwise the imminent risk is run of having sardines "disappear as has occurred along the American Pacific Coast." These statements publicize the fear held by the Mexican fishing industry of American fishing operations in the waters off Lower California.

Briefly, the statements cite studies prepared in the United States tending to show that the most important sardine spawning fields on the Pacific Coast lie off central Baja California, precisely within the area covered by the operations of the company owned by General Rodriguez. Having established this point, he goes on to say that American tuna fishing vessels constantly obtain their bait in these spawning grounds both in and out of the spawning season and, as a result, sardines are disappearing with a consequent serious threat not only to his company but also to the over-all fisheries wealth of Mexico. He further urges the Mexican Government to take appropriate steps to safeguard this wealth even at the expense of foregoing the important revenues obtained in San Diego and San Pedro, California, from the sale of fishing permits to American vessels.

The Mexican Ministry of Marine is being urged to give some protection to the diminishing supply of Lower California sardines. During the past three months the Mexican Navy Department has purchased several small vessels from the United States Navy. Occasionally news items have appeared in the Tijuana and Ensenada newspapers indicating that these newly-acquired vessels are to be used to patrol the coast of Lower California where it is contended American fishing vessels constantly carry on fishing operations without appropriate Mexican permits, according to a February 4 American consular dispatch from Tijuana.

In Tijuana the newspapers have readily agreed with General Rodriguez and in editorials have urged further protection of the Mexican fishing industry which he advocates.

It would appear that restrictions against the operation of American fishing vessels in Mexican waters off the coast of Lower California may soon be expected, according to reports.

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TEMPORARY CLOSED SEASON FOR PACIFIC COAST SHRIMP: A 30-day temporary closed season on shrimp fishing in the Pacific from San Blas, Nayarit, northwards along the coasts of Sinaloa, Sonora, and Baja California in the Gulf of California was announced in the February 7 issue of Mexico's Diario Oficial. The closed season entered into effect 30 days from the date the order was published (March 8, 1952), states a February 7 American consular dispatch from Mexico City.

The Mexican Navy Department announced that this closed season on shrimp fishing in Mexico's north Pacific coastal waters was in effect until April 8 by order of the President. The closure was effective in all Mexican territorial waters from San Blas, Nayarit, north to the United States border and includes both coasts of Baja California.



Norway

NORTH NORWAY'S FISHING INDUSTRY DEVELOPMENT PLANNED: Subject to Parliamentary approval, the Norwegian Ministry of Fisheries has proposed various ways and means of improving the fishing industry in the three northern provinces, as part of the 10-year plan for economic development of North Norway, states the Norwegian Information Service in a January 31 news release. Major attention would be given to expansion of the fishing fleet and processing plants. Plans call for acquisition of many more ocean-going fishing craft, and also several 280-foot draggers for use along the coast of Finnmark Province.

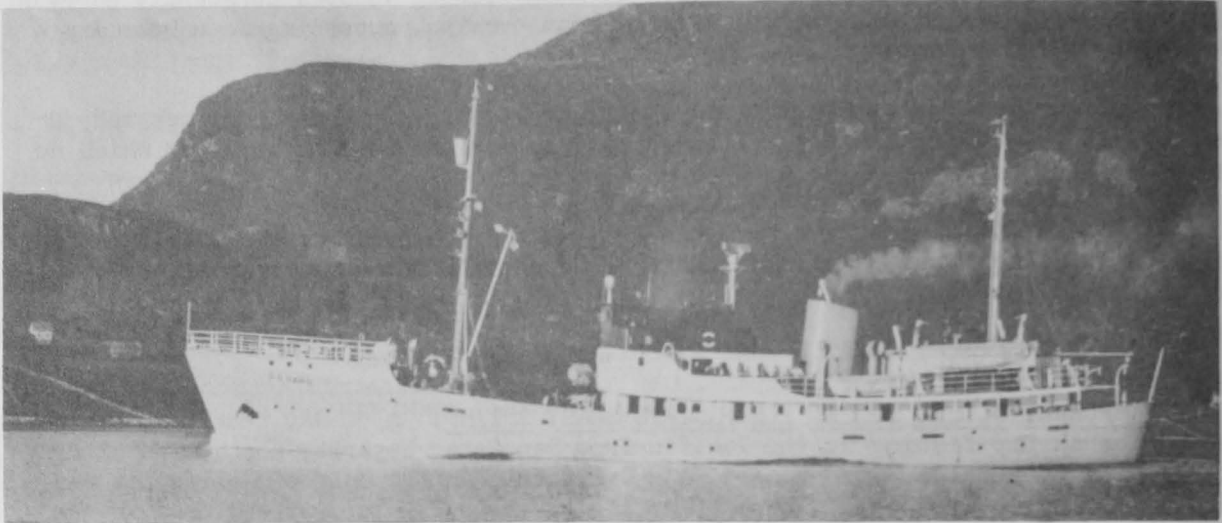
High on the agenda, too, is improvement of fresh-water supplies and construction of much-needed fishermen's cabins in the main ports of the Lofoten and Finnmark fisheries. The Ministry further has proposed construction of a small ocean-research vessel, equipped with echo depth-sounder and sonar instruments, to track down the whereabouts of the herring, so that the research vessel G. O. Sars can devote its attention exclusively to investigating the migrations and habits of cod.

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WINTER HERRING SEASON STARTS: The 1952 winter herring fisheries, off the coast of Sunnmøre Province in Western Norway, got off to a stormy, but very promising

start on January 18, states the Norwegian Information Service in a January 31 news release.

Following radio-telephone directions from the Norwegian ocean-research vessel G. O. Sars, an unprecedented number of fishing craft, including many purse seiners



NORWEGIAN RESEARCH VESSEL G. O. Sars.

and drifters, ventured 45 nautical miles out to sea where they found waters teeming with sloc herring. Notwithstanding strong gales that caused heavy loss of valuable gear, in one day more than 37,000 metric tons of herring—worth about 7 million kroner to the fishermen (US\$980,000)—had been landed in Aalesund, main port of the western fisheries. That's a new record for one day.

Kept constantly posted by radio-telephone reports from G.O. Sars, more than 1,000 fishing craft followed the herring toward the shore, fighting storms all the way. The total catch was estimated at over 116,000 tons—twice as much as at the same time last year—with a first-hand value of about 23 million kroner (US\$3,216,780). Analysis shows that this year's herring has a fat content of 14.5 percent, or 1 percent higher than in 1950. Average weight is 11.75 ounces, which is notably more than last year.

In the past 12 months, the Norwegian herring meal and oil industry has made great strides in eliminating some of the bottlenecks which have troubled production in the past. To save valuable time, four large specialty transports, equipped with up-to-date loading and unloading facilities, ply back and forth between fishing grounds and the reduction plants in and around Aalesund. Two of the vessels are equipped with herring grabs, each capable of loading 4,000 metric tons a day. The other two feature huge suction pumps of American design, each with a capacity of 100 tons an hour. Total capacity of the four transports is thus about 10,000 tons a day.

As many fishing craft still bring their catch directly to the wharves of the reduction plants, a number of these have recently installed herring grabs and elevators to speed up unloading. The productive capacity of the meal and oil plants has at the same time been increased by about 20 percent in an effort to keep abreast of deliveries.

Accounting for 1,168,000 metric tons of the 1951 Norwegian landings, the herring fisheries alone produced 100,000 tons more than the total for all fisheries in 1949. The winter herring fisheries landed a record high of 880,000 tons, beating the previous high in 1948 by well over 68,000 tons.

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EXPORTS OF FISHERY PRODUCTS AND BYPRODUCTS, 1951: Norwegian fish exports (headed by stockfish, canned fish, fish oils, herring meal, and cod liver oil) reached a gross value of 961 million kroner (US\$134,405,590) in 1951, higher than ever before, states the Norwegian Information Service in a January 31 news release.

The United States held its position as the largest buyer of Norwegian canned fish, mainly brisling sardines.

Exports of quick-frozen fish to the United States increased substantially to a gross value of 10 million kroner (US\$1,398,600) as compared with 4 million kroner (US\$559,440) in 1950.

Nearly 60 percent of the total stockfish production was exported to Brazil in exchange for coffee. Other large stockfish buyers were Portugal, Cuba, and Spain.

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NEW WHALING AID INVENTED: Norwegian engineers have developed a compact electronic instrument, named RADIM, which automatically calculates the distance between two radio stations as far as 300 nautical miles apart, states a February 14 news release from the Norwegian Information Service. Specially designed for the Norwegian whaling industry, RADIM may help to speed up whaling operations by determining the distance from the floating whale factory to a catcher boat which reports, by shortwave, the killing of a whale. A tug-boat can thus be dispatched directly to the spot where the whale has been killed, relieving the catcher boat of the job of hauling the booty back to the floating factory.



Developed on the initiative of Anders Jahre & Co., the first RADIM set is now being tested aboard the Kosmos IV, one of the largest Norwegian floating whale factories. On the basis of experience during the current pelagic whaling season, RADIM will be perfected and put into production.

Compact in size, RADIM works in conjunction with any ordinary marine shortwave set. It is operated simply by pushing a button. By recording the time lapse of a signal from one radio station to another, RADIM makes it possible to calculate the distance with an accuracy of one nautical mile.



Netherlands

WHALING INDUSTRY, 1950-51: Production and Prices: The only whaling company in the Netherlands reports that the total production from the 1950-51 catch was 15,287 long tons of whale oil, 2,066 tons of sperm oil, and 7 tons of vitamin oil, according to a December 6 American consular despatch from Amsterdam. The Netherlands Government had contracted in advance to purchase the entire whale oil output at fl.1,223.50 (about US\$318) per long ton. Most of the sperm oil was sold to Germany, probably for use in the cosmetic industry. The average price obtained was fl. 900 (about US\$234) per ton. The vitamin oil was sold to a domestic dealer.

The entire fleet set out for the Antarctic, and the hunt for sperm whales began on December 1, 1950. The actual whaling season opened on December 22 and closed

on March 9, 1951, in accordance with the International Convention for the Regulation of Whaling. Although activities had to be suspended on several occasions because of unfavorable weather conditions, the catch of the Netherlands whaling fleet

Season	Whale Oil	Price of Whale Oil		Sperm Oil	V a l u e	
		US\$ Per	Guilders Per		US\$	Guilders
		Long Ton	Long Ton			
	Long Tons			Long Tons		
1950-51	15,287	318	1,223	2,066	5,353,317	20,589,680
1949-50	13,030	241	925	843	3,242,008	12,469,260
1948-49	17,679	264	1,015	702	4,792,621	18,433,159
1947-48	13,033	372	990	1,176	5,459,936	14,521,106
1946-47	12,221	376	1,000	173	4,643,067	12,348,583

during the 1950-51 season was considered satisfactory. The expedition caught 303 blue whales, 829 fin whales, 262 humpback whales (equalling 822 whale units), 236 sperm whales, and one sei whale.

Under the eight-year agreement with the Netherlands Government, the company will sell its entire output of whale oil to the Government at the prevailing world market price. The Government, moreover, has guaranteed minimum proceeds sufficient to cover operating costs, amortization, and a yearly dividend. If, in the case of a very disappointing catch, the Company should be forced to have recourse to the Government's guarantee, the dividend will be reduced according to specific scale.

Fleet: The third remodeled Japanese whaler and the two converted British corvettes took part in the 1950-51 expedition. Since the catches of the two converted corvettes had been very satisfactory, the company purchased two more British corvettes which were also converted to whalers. One was ready in time to join the 1951-52 expedition.

Expansion of Fleet: The Willem Barendsz, one of the smallest factory whalers operating in the Antarctic, has a relatively small production capacity compared to motherships operated by other whaling companies. The tendency of the International Convention for the Regulation of Whaling to shorten the whaling season convinced the Netherlands Whaling company to consider expansion of the production apparatus.

The original fleet of whale catchers, consisting of old vessels, has already been partly renewed and expanded. Additional expansion of the fleet is necessary but it would not be justified if new whalers were to serve an antiquated factory-ship. For some time, therefore, the Netherlands whaling company has been considering the replacement of the Willem Barendsz by a new large factory whaler. An arrangement has recently been reached with the Netherlands Government making it possible for this company to place an order for a new factory whaler. This ship, with a loading capacity of 26,500 metric tons and a displacement of 44,000 tons, has been ordered, and it is anticipated that the new whaler will be completed in time to join the 1955-56 expedition.

An article in a leading Amsterdam financial newspaper discussed the plans announced by the Netherlands whaling company in detail and asserted that in spite of the seemingly favorable agreement reached between the Netherlands whaling company and the Government, prospects for the future are rather uncertain. The article states that the projected size of the new factory whaler leaves no doubt of the possibility of a future annual production of over 20,000 tons of whale oil. It points out, however, that the questions which have arisen are (1) whether future catches will not be reduced as a result of the increased number of participants in whaling expeditions and, (2) whether the figure of 16,000 blue-whale units, the maximum catch permitted

under the International Convention for the Regulation of Whaling, will not be lowered in order to provide for the proper conservation of whale stocks.

Outlook for 1951-52 Season: On September 27, 1951, the Willem Barendsz left Amsterdam on its sixth expedition. The contract with the Netherlands Government for the oil price for 1951-52 has yet to be concluded. The present price for whale oil on the world market leads the company to expect that this year's price will be higher than last year's.



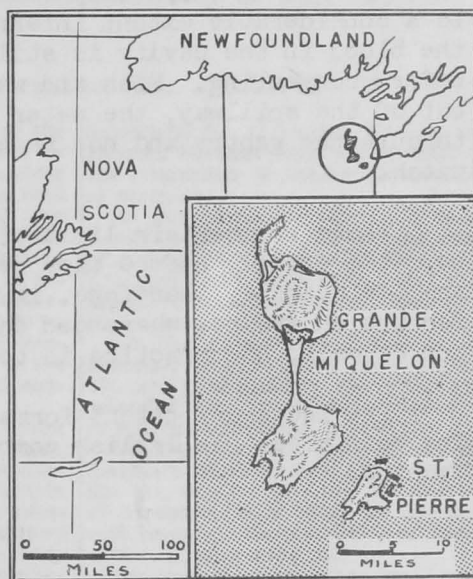
St. Pierre-Miquelon

DEVELOPMENT OF FISHERIES FACILITIES PLANNED FOR ST. PIERRE: The main aspect of a new industrial program for St. Pierre is the opening of a new fresh fish plant, which is expected to go into production during the spring of 1952. The American Consulate at Halifax reports that these plans were revealed in the December 31, 1951, issue of St. John's (Newfoundland) Daily News. The new plant will be situated in the old cold-storage plant built in 1918 at a cost of a million dollars. The businessmen of St. Pierre, like their friends on the south coast of Newfoundland, know that their future in the fishing industry lies in modern fresh fishing methods. During the past year the old cold-storage building has been completely renovated and reorganized for fresh-fish production. When in operation, the plant expects to be able to process all the fish produced on the islands and also that of several trawlers and draggers operating from St. Pierre.

In recent years, the curing of salt fish at St. Pierre has been improved with the introduction of fish dryers. There are five such dryers now in operation on the island. Although with the new fish plant in operation most of the fish will be processed fresh, it is felt that there will be salt fish landed at St. Pierre for many years to come. At present the total catch of the shore fishermen is caught, cured, and marketed on a cooperative basis under government assistance and supervision.

During the spring of 1952 St. Pierre will venture into the seal fishery. The M/S Miquelon owned and operated by the Government, and engaged in the passenger-freight service with the mainland and the islands, will be equipped for the seal fishery. The ship is being sheathed with greenheart for the hunt and will be commanded by a Newfoundland sealing captain. A mixed French and Newfoundland crew will be used so that the islanders may learn the business of seal hunting.

NOTE: ALSO SEE COMMERCIAL FISHERIES REVIEW, JANUARY 1950, P. 53.



United Kingdom

FISH-WASHING DEVICE FOR TRAWLERS: A fish-washing device which is proving remarkably successful for use aboard trawlers has been invented by W. H. Wood, a Hull trawler skipper, states the December 8 issue of The Fishing News, a British fishery

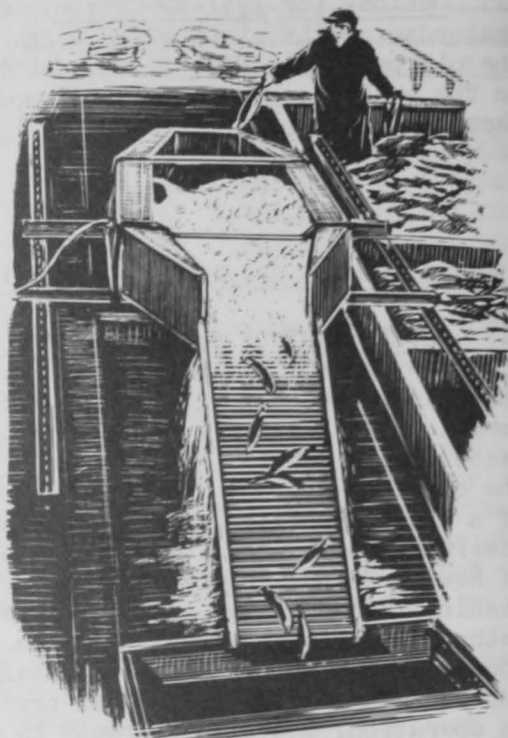
periodical. The new device has already been fitted on almost half of the British distant-water trawlers. Reports indicate that properly used the device is of real service in bulk fishing.

The machine consists of a galvanized metal trough with removable end pieces. This travels on "tram lines" which are welded to the deck stanchions. The transverse members on which the trough rests can be moved up and down along these lines so as to suit whichever of the three hatches is being used. It can be tilted either way so as to spill the fish either forward or aft.

Water is blown into the trough through two jets set at an angle, so that there is always 15 inches or so of fresh sea water in violent commotion. The fish, as they are gutted, are tossed into the trough and are thus washed completely externally and to a considerable extent internally while the blood in the cavity is still fresh and before congealing. Fish and water tumble out of the spillway, the water falling through the gantry and not reaching the hatch.

There are certain limitations—fish need to be sorted before they reach the holds, and the machine, therefore, is most suitable for use on grounds where cod only are being caught. Where there are haddock or small cod as well, the practice is to deal with them separately.

The necessary patent formalities have been complied with in all the main fishing countries. An English company is acting as the sole concessionaire for the machine.



FISH-WASHING DEVICE FOR TRAWLERS.

