

# INTERNATIONAL

## U. S. and USSR Extend Fisheries Agreements

The United States and the Soviet Union agreed on Dec. 18, 1967, to extend for one year the provisions of two fishery agreements concerning the northeastern Pacific Ocean. Talks leading to the extension began in Washington, D. C., on Dec. 7.

The first, a 3-year Kodiak (Alaska) agreement, was signed Dec. 14, 1964. It was designed to alleviate the conflicts between fixed king crab pot gear operated by U. S. fishermen and mobile gear operated by Soviet fishermen. It established areas near Kodiak Island in which fishing with mobile gear was forbidden during certain months.

The second agreement, for one year, was signed Feb. 13, 1967. It established areas of the high seas off Washington and Oregon in which the Soviets were not to fish in order to permit access of U. S. vessels to key fishing grounds for ocean perch. Also, it designated certain areas contiguous to the U. S. exclusive fishing zone in which the Soviets would not fish to protect U. S. sport fisheries and other small-boat operations. It also established areas of substantial total size within the U. S. contiguous fishery zone, particularly near the Aleutian Islands, in which Soviet vessels were permitted to fish and/or conduct cargo transfer operations.

### Both Nations Desired Changes

In considering the agreements, each side thought some modifications were desirable. The U. S. delegation wanted expansion and additions to high-seas areas where Soviet fishing does not take place off Oregon and Washington because certain areas important to the U. S. trawl fisheries were not covered. Also, in view of the growing king crab fisheries in Alaska in areas other than Kodiak, the U. S. also wanted to add to the agreement some seasonal protective measures to minimize gear conflicts in these areas. Further, the U. S. wanted more protection for the Kodiak crab fishery through expansion of closed areas and extension of closure period.

The Soviet delegation took the position that Soviet concessions had been inadequately compensated. They wanted additional areas within the U. S. contiguous fisheries zone to fish and/or load cargo.

The discussions were inconclusive. It was decided that the agreements should continue unchanged for another year. Since the king crab quota agreement in the Eastern Bering Sea will come up at the same time, it was understood that all three agreements would necessarily be considered together.

The agreement was signed for the U. S. by Ambassador Donald L. McKernan, Special Assistant for Fisheries and Wildlife to the Secretary of State, and for the Soviet Union by M. N. Sukhoruchenko, Deputy Minister of Fisheries of the USSR.



## 10 Nations Sign London Pact on North Atlantic Fishing Conduct

Ten of the original 18 countries that established the London Convention on Conduct of Fishing Operations in the North Atlantic have signed the Convention. After signing, instruments of ratification must be deposited in London. When 10 are received, the Convention comes into force. The signatories include Denmark, France, Ireland, Portugal, U.K., the USSR, West Germany, Norway, Belgium, and Italy.

The Convention specifies regulations for marking fishing vessels and gear, sound and light signals, vessel operation, and mutual inspection of fishing vessels beyond national fishery limits. (U. S. Embassy, Copenhagen, Dec. 1, 1967.)



## Ireland Joins GATT

Ireland joined GATT (General Agreement on Tariffs and Trade) as a full contracting party effective Dec. 22, 1967. GATT now has 75 contracting parties and 12 other countries with some other form of membership or association.



## FAO Plans Conference on Port and Marketing Facilities

FAO is aware of the need to improve port handling and marketing facilities to handle increased catches. Some developing nations are not benefiting fully from larger catches because they are unable to handle them at the port and distribute them. Some developed nations face the same difficulties.

To help alleviate this problem, FAO is planning to hold a special congress in Bremen, Germany, in September 1968. The subjects will include: planning ports, investments needed, administration and operation, and the building of facilities.



## Report on World Fish Meal Production

The International Association of Fish Meal Manufacturers (IAFMM) is the source for the following data on world fish meal production:

	July	Aug.	Sept.	Jan.-Sept.	
	1967	1967	1967	1966	
	(Metric Tons)				
Canada . . . . .	15,928	12,864	8,444	72,901	70,512
Denmark . . . . .	17,482	19,981	15,290	114,164	83,338
France . . . . .	1,100	1,100	1,100	9,900	9,900
German Federal Republic . . . . .	6,891	6,588	6,609	56,653	55,207
Sweden . . . . .	414	1,040	987	5,197	3,864
United Kingdom . . . . .	7,714	6,641	5,847	60,713	66,310
United States . . . . .	31,014	26,031	14,326	137,009	141,358
Angola . . . . .	3,511	1/	1/	2/24,118	36,211
Iceland . . . . .	18,232	13,331	17,631	93,956	121,489
Norway . . . . .	33,527	51,018	39,904	406,793	355,704
Peru . . . . .	524	699	51,673	1,082,158	1,105,111
So. Afr. (including S.-W. Afr.) . . . . .	35,975	37,470	42,920	331,188	245,221
Belgium . . . . .	375	375	375	3,375	3,375
Chile . . . . .	13,457	6,158	11,588	98,851	183,133
Morocco . . . . .	1/	1/	1/	1/	21,300
Total . . . . .	186,144	183,296	216,694	3/2,496,976	2,502,033

1/Data not available.

2/Data available only for January-July 1967.

3/Includes production in Angola through July only.

Note: Japan does not report to IAFMM monthly fish meal production. Estimate for 1967 of fish meal and other animal meal (mostly fish meal) is 350,000 metric tons; 347,000 metric tons in 1966. (Foreign Agricultural Service, Tokyo, Nov. 15, 1967.)



## Food Protein Will Be Extracted from Crude Oil

The British Petroleum Company (BP) has announced that it will build a factory to extract food protein from crude oil. It would be used first in animal feeds, much like fish meal and herring meal, but it is expected that ultimately the product can be used in human foods. Construction of the factory will begin in 1968, near Marseilles, France, and production will be initiated in 1970. The factory will cost 45 million Danish kroner (US\$6,000,000) and have a capacity of 16,000 tons of protein concentrate annually.

### A Competitive Product

The concentrate resembles fine brown sugar and will be competitive with natural products of the same quality. The company states that 100 tons of crude oil yield 90 tons of fuel oil and 10 tons of protein concentrate. The new process is expected to have a significant influence on the world food problem because the protein shortage could be made up by only two percent of the world's annual production of crude oil. Other petroleum

companies are also working to produce protein from petroleum. ("Børsen," and "Berlingske Tidende," Nov. 22, Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 24, 1967.)



# FOREIGN

## CANADA

### EXPERIMENTAL MIDWATER TRAWLING PRODUCES LARGE HAULS

A typical Nova Scotia 100-foot scallop dragger, converted to midwater trawling, made a 121,000-pound catch of pollock in one short tow in mid-November 1967. It was the spectacular culmination of a 5-month project carried out jointly by the Federal and Nova Scotia Governments and the fishing industry. A single haul of demersal (bottom-dwelling) fish never before was made on Canada's east coast by a vessel this size.

The huge drag was one of 4 that loaded the vessel, the "Lady Anna," with 207,000 pounds of pollock. Fishing on the eastern edge of Stellwagen Bank, she made her catch in 13 hours of fishing and 4 hours of actual dragging time. The length of the drags varied from 20 minutes to two hours. Catches were made in 32-34 fathoms. The fish were taken from one to 15 fathoms off sea bed.

The first drag yielded 40,000 pounds, the second 16,000, the third 30,000--and the fourth the 121,000-pound haul.

#### German Vessels Use Trawl

Midwater trawling for herring has been successfully carried out by very large German vessels. Lady Anna's net is as large as theirs, although the vessel is considerably smaller. It is powered by a 765-hp, diesel engine. Special deck machinery was installed for the project. Superstructure changes were necessary to accommodate the midwater trawl, which is shot and towed over the stern although the cod end is emptied over the starboard side.

The Lady Anna's success is an important breakthrough in the Atlantic herring fishery now expanding rapidly. While fishing for herring in the Bay of Fundy and on Georges Bank, the Lady Anna made numerous single hauls of 40 to 50 tons of spawning herring. Until 1967, herring never had been taken in commercial quantities by midwater trawl off Canada's east coast by Canadian vessels.

## The Net

The net used is a 1,400-mesh German midwater trawl, 300 feet long and 70 feet wide. Its opening is spread by two hydrofoil otter boards, each about 1,400 pounds. The vertical opening varies with the speed of the boat from 36 to 70 feet, but the opening for catching fish usually is about 48 feet. (Department of Fisheries, Canada, Nov. 23, 1967.)

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## HERRING PRICES TUMBLE IN BRITISH COLUMBIA

Herring prices in October 1967 were dropping in British Columbia (B.C.) because the market for B. C. herring fish meal and oil had dwindled. In contrast, supplies of Peruvian and Norwegian fish meal products, vegetable oils, and other marine oil products had increased. Members of the Fisheries Association of B. C. offered herring fishermen C\$9.60 a short ton, compared with C\$17.60 paid since 1965. (Exvessel prices for herring in B. C. are not comparable to those of certain other countries because B. C. processors furnish much of the equipment used in the fishery, along with benefits such as a medical plan.)

The herring fishery industry was having marketing and price problems because of a continued increase in operating costs. Such conditions were expected to continue throughout the rest of the herring season. ("Facts on Fish," Fisheries Association of B. C., Oct. 26, 1967.)

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## FISHERY LANDINGS IN ATLANTIC PROVINCES EXPECTED TO INCREASE

Canada's Atlantic Provinces' fishery landings will increase an estimated 2-3 percent per year between now and 1970, according to a government report. This growth rate is slightly higher than the last decade's. An average 2-percent growth is forecast from now to 1980.

Obstacles to catch increases are limitation of fish stocks and increased international

## Canada (Contd.):

competition for the resources. (U. S. Embassy, Ottawa, Nov. 23, 1967.)

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### FISHERIES TRENDS, JANUARY-AUGUST 1966-67

Canadian sea fisheries landings (including Newfoundland's) from January through August 1967 were 1.5 billion pounds with an exvessel value of C\$96.1 million. (Excludes seaweeds.) In the 1966 period, landings were 1.6 billion pounds worth \$107.1 million. These data are in the August 1967 "Monthly Review of Canadian Fisheries Statistics."

The landings and exvessel values of principal species were:

	January-August			
	1967	1966	1967	1966
	Landings		Value	
	.. (1,000 Lbs.) ..		.. (1,000 C\$) ..	
<b>Atlantic Coast:</b>				
Cod . . . . .	393,931	442,019	17,228	19,491
Haddock . . . . .	78,500	81,558	5,226	5,825
Pollock . . . . .	23,008	24,217	898	967
Flounder & sole . . . . .	156,250	136,592	5,241	4,585
Herring . . . . .	475,900	256,685	5,145	2,915
Ocean perch . . . . .	84,483	103,608	2,189	2,832
Swordfish . . . . .	2,711	3,126	1,361	1,511
Lobsters . . . . .	27,437	28,890	17,491	16,474
Scallops . . . . .	8,799	12,305	4,818	4,747
<b>Pacific Coast:</b>				
Halibut . . . . .	19,917	30,674	4,988	10,977
Herring . . . . .	100,453	166,652	1,674	2,780
Salmon . . . . .	99,416	136,755	29,248	32,706
Cod . . . . .	7,769	18,636	545	1,291

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### REINSTATES DOGFISH MARKETING ASSISTANCE PLAN

Canada's marketing assistance program to produce dogfish flaps, initiated in 1966, was scheduled to be reintroduced toward the end of 1967. The assistance will be payment to fishing companies of a maximum of 11 Canadian cents a pound on production of skinned dogfish flaps. Companies are required to

pay fishermen a minimum of C\$50 a short ton for round fish, or 13.5 cents a pound on unskinned dogfish flaps, on a delivered basis, for all dogfish purchased under this plan.

### Money Provided

A total of \$24,000 has been made available. This will provide for the production of about 200,000 pounds of dogfish flaps.

There is a ready market in Germany for these flaps. Companies also are hopeful of selling some skinned carcasses in the United Kingdom. (Department of Fisheries, Canada, Nov. 23, 1967.)

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### FOOD AND DRUG DIRECTORATE SAYS FPC CAN BE WHOLESOME

The Food and Drug Directorate of Canada's Department of National Health and Welfare is satisfied that fish protein concentrate (FPC) can be made from whole fish, and that it can be wholesome, nutritious, and safe. In Canada, as in the U. S., the presence of viscera, intestines, and other parts not normally used in preparing a food for humans was once considered objectionable by some people.

### Will Not Violate Food & Drug Law

The section of the Food and Drugs Act stating that no person shall sell food consisting wholly or partly of any disgusting material has been the authority under which sale of a food could be prohibited. However, officers of the Food and Drug Directorate now believe it is possible to manufacture FPC from whole fish that would not violate the section. Other sections of the Food and Drug Act will require amendment when FPC becomes available in Canada. (Department of Fisheries, Canada, Oct. 25, 1967.)



## EUROPE

### Norway

#### REPORT ON CANNED SARDINE INDUSTRY

Production of brisling this season should be about 550,000 cases ( $\frac{1}{4}$ 's), a larger number than the last three-year average of 430,000 cases. However, during recent years, exports and home sales have been about 500,000 cases (they were fewer in 1965). Production, therefore, is not larger than needed to maintain sufficient stocks of various kinds for carryover into the new production season.

It is not possible to forecast what the remaining refrigerated quantity of raw material will give of the various types of cans. As matters now stand, stocks of  $\frac{1}{16}$  brisling are too small, and stocks of cross-packed have not reached the necessary quantity either. Up to now, sales of brisling for export are about 45,000 cases lower than at the same time last year. This is due almost exclusively to smaller sales to Great Britain. The U. S. and Canada are about on last year's delivery levels.

#### Sild Production Lags

The situation is different for small sild: production does not keep pace with sales. Since the end of May 1967, stocks have been decreasing despite producers' interest in obtaining raw material. Stocks are now much lower than normal for this time of year. Even if production were intensified for the remainder of the season, it would be difficult to fill stocks sufficiently. Recently, it also has been difficult to obtain raw material. This is still true for small fish for  $\frac{1}{16}$  cans and for cross-packed. At the same time, it has not been possible to obtain any considerable quantity of  $\frac{1}{4}$  club sardines, for which there is some interest.

#### Exports to Several Markets Up

There is a marked increase of exports to several markets--South Africa and Sweden, and especially to the U. S. The increase to the U. S. may have resulted in part from Maine's poor fishing and reduced sardine production. On the other hand, sales to West Germany have decreased notably, from 50,000 cases to 40,000 cases in 1966. By the end of August 1967, only 17,500 cases had been exported. The 1967 quantity will probably be reduced to 25,000-30,000 cases.

However, total exports, as of September 9, were the largest since 1950. ("Norwegian Cannery Export Journal," Oct. 1967.)

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#### REFRIGERATED-SEA WATER VESSEL BUILT

The first fishing vessel in Europe to feature the refrigerated-sea water (RSW) system for tank transport of catches is a 170-ft. purse seiner launched recently in Norway. Catches will be transported from the fishing grounds in refrigerated sea water in 9 tanks with a combined capacity of about 630 tons. Herring can be kept aboard without deterioration for six days; mackerel for 12 days; tuna for 14 days. The 6-million-kroner vessel (almost US\$860,000) is scheduled to be delivered to Norwegian owners in January 1968. It features also a new sea-water circulation system developed by the builders. (Export Council of Norway Press Service, Nov. 1967.)

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#### SALMON FISHING IS GOOD

Because of poor salmon catches in the Baltic during spring 1967, two Swedish vessels sailed to Bodø in north Norway to fish the Norwegian Sea. About 10 Danish cutters also were there. All made good salmon catches. One Swedish vessel caught 6 tons of salmon in 3 months; the fish were sold in Denmark. It is expected that several Swedish salmon boats will fish the north Norway salmon grounds next spring. ("Berlingske Tidende," Nov. 5, 1967; Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 24.)

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#### REPORT ON EXPORT TRENDS OF FISHERY PRODUCTS

Norwegian exports of frozen fillets for Jan.-Sept. 1967 declined about 7 percent from the 1966 period. Shipments of herring, cod, and haddock fillets declined significantly.

Canned fish exports through Sept. were 20,276 metric tons, slightly below comparable 1966 shipments. Exports of small sild sardines were up about 10 percent, but brisling

## Norway (Contd.):

shipments were down 22 percent. The main canning season for brisling and sild sardines begins in the spring.

Product	Jan. -Sept.	
	1967	1966
	.. (Metric Tons) ..	
<b>Frozen fillets:</b>		
Haddock . . . . .	7,792	10,912
Cod . . . . .	19,571	20,792
Coalfish . . . . .	15,423	13,512
Herring . . . . .	6,481	8,207
Other . . . . .	4,953	4,674
Total frozen fillets . . . . .	54,220	58,097
Frozen herring . . . . .	8,829	12,365
<b>Canned fishery products:</b>		
Brisling . . . . .	4,358	5,619
Small sild sardines . . . . .	9,727	8,784
Kippers . . . . .	2,478	2,429
Shellfish . . . . .	389	568
Other . . . . .	3,324	3,452
Total canned fish . . . . .	20,276	20,852
Fish meal . . . . .	341,193	183,121
Herring oil, crude . . . . .	89,371	49,195

## Industrial Fish

Norwegian exports of fish meal through Sept. 1967 were up 86 percent from 1966. The large stocks on hand at the start of 1967 contributed to the gain. Landings of fish for industrial purposes continued at a high level in early 1967. Fish meal output was running slightly ahead of first-half 1966. The gain was due to larger landings of capelin and mackerel. ("Fiskets Gang," Oct. 26, 1967, and Oct. 27, 1966.)

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## BIGGEST FISHING VESSEL COMPLETED

A 1,560-GRT stern trawler has been delivered to a Norwegian fishing company. The 20-million-kroner (US\$3 million) vessel, biggest in the fishing fleet, is equipped to produce a maximum of 60 metric tons of fillets a day. The freezing rooms can store 1,300 tons of fillets. The trawler now is being tested on various fishing grounds. (Export Council of Norway, Nov. 1967.)



## Denmark

REPORT ON FISHING INDUSTRY,  
JAN. -SEPT. 1967

Landings of fish in local ports by Danish craft during January-September 1967 were

808,000 metric tons--about 28 percent above the 1966 period. Landings of both cod and flatfish were up about 10 percent over the 1966 period; catches of herring and brisling were up 35 percent. Catches in the "other fish" category (includes such industrial species as sand eels and Norway pout) were up 60 percent. The supply of pond trout was little changed from 1966.

Landings in Danish ports by foreign vessels were up about 10 percent--to 134,000 tons from the 121,000 tons of 1966.

## Production of Processed Products

There was a 12-percent increase in production of sterile canned items, to 9,800 tons, and a 10-percent decrease in fresh and frozen fillets, to 66,000 tons. Since 1967 landings of cod and flatfish of approximately 176,000 tons were about 10 percent higher than in the 1966 period, the decline in fillet production shows further diversion of those supplies to fresh fish markets. This became evident during the previous 3 months and continues to reflect the price decline in western markets for frozen blocks of cod fillets.

Heavy landings of industrial fish in January-September 1967 resulted in a 44-percent increase over the 1966 period in production of fish meal, oil, and solubles. Fish meal production was 107,000 tons and oil about 44,000 tons.

## Exports

Although fishery exports in Jan. -Sept. 1967 increased 13 percent in quantity over the 1966 period (259,000 tons to 292,000 tons), value increased less than 2 percent. For edible products, decline in value was produced primarily by the substantial drop in value of fillets exported.

Among industrial products, declines in value of fish meal and oil exports reflected price drops in 1967 of around 25 percent from January-September 1966. The quantity and value of pond trout exported were up slightly. The sterile canned category continued to show a 20-percent increase in quantity and a 10-percent increase in value over the previous year.

## Exports to the U. S.

All categories of fishery exports to the U. S. declined in 1967 from the 1966 period,

## Denmark (Contd.):

except canned products. These showed a slight increase in quantity but a decrease in value.

Total fishery exports to the U. S. in Jan.-Sept. 1967 totaled 5,600 tons, compared with 7,000 tons a year earlier. Frozen cod-fillet blocks exports predominated: 4,000 tons, down 28 percent in quantity and over 40 percent in value. Although this decline is substantial, the figures reflect improving U. S. market conditions during the third quarter of 1967; the January-June data had shown declines of 60 percent in quantity and 70 percent in value compared with the 1966 period.

Exports of pond trout, the other major frozen commodity shipped to the U. S. in 1967, nearly doubled the 1966 period's in quantity and value.

Shipments of canned sprats, herring, and mussels all increased in quantity, although values were little changed. Shrimp, the other major canned item purchased by the U. S., declined in quantity and value. The first 1967 Danish export to the U. S. of an industrial fish commodity occurred during the third quarter when 50 metric tons of fish solubles were shipped. (Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 13, 1967.)

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## NEEDS FISHING VESSEL CREWS

About 75 cutters fishing for edible fish and 25 fishing for industrial fish in the Danish west Jutland port of Esbjerg are either without crews or are very poorly manned. The situation is said to be similar in all major Danish fishing harbors. Some large North Sea cutters have sailed to the dangerous Fladen Ground with only 2 crew members aboard. Many men left fishing when better-paid jobs were readily available ashore; there are many who could be reemployed readily on the cutters. The situation has become so serious that many vessel owners may have to cease operations. ("Vestkysten," Nov. 2, 1967; Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 26.)

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## STORM DAMAGES US\$2 MILLION WORTH OF FISHING GEAR

Denmark's 12,000 pound-net fishermen have totaled their losses from the hurricane that struck northern Europe on Oct. 17, 1967. Immediately following the storm, it was es-

timated that 75 percent of the pound-net gear had been destroyed. Questionnaires were sent by the Danish fishermen's association to provide a basis for estimating the total loss. It now has been calculated at US\$2 million.

## The Losses

About half the estimated loss was for lost and damaged nets and piling; the remainder resulted from loss of fishing time and catch. Some pound-net fishermen, including two of the largest, lost all their gear.

The association hopes to take up the matter of disaster assistance with the Ministry of Fisheries in the near future. Pound-net fishermen normally ready their gear for the spring fishery during winter. So action should be taken soon. The yearly production from the Danish pound-net fishery is worth about US\$5 to \$7 million. ("Borsen," Dec. 7, 1967; Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Dec. 8.)

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## FAROESE MAY LOSE CANADIAN FISHING GROUNDS

Faroese fishermen may lose valuable cod fisheries off Canada because of the latter's new 12-mile fishing limit. These fishing operations provide incidental catches of porbeagle. Canada has carried on bilateral negotiations with 8 countries that will be affected by the extension of fishery limits: Norway, Denmark, France, Great Britain, U. S., Spain, Italy, and Portugal. The only Danish fishermen affected by the revision are those of the Faroe Islands. ("Politiken," Nov. 20, 1967; Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 24.)

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## EXPORTS MUSSELS TO THE NETHERLANDS

A new fishery for blue mussels (*Mytilus edulis*) has developed at the Danish west coast port of Esbjerg. Dredge catches are brought to Esbjerg from the fishing grounds at nearby Ho Bay. Then, using an old gravel sorting machine, the mussels are cleaned and sorted.

The fisherman who initiated the enterprise has contracted to supply 20 metric tons of

## Denmark (Contd.):

mussels a day. He found the Dutch would pay three times the price per ton now paid in Denmark. He has leased 2 cutters and his operation employs 10 men. Dutch importers send trucks to Esbjerg to transport the mussels to Holland. ("Vestkysten," Nov. 13, 1967; Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 26.)



## Netherlands

## FISH OIL PRODUCTION AND IMPORT INCREASE

Production of fish oil by the Netherlands for first-half 1967 of 865 metric tons was up about 8 percent from Jan.-June 1966; imports more than doubled--64,019 tons compared with 31,588 tons. The doubled imports of fish oil resulted from low prices for Peruvian fish oil; most imports went into stocks.

Fish oil exports were off from 1,760 tons in the first 6 months of 1966 to 1,304 tons in 1967. Exports dropped in favor of hydrogenated oil exports, which consist chiefly of evaporated fish oil. Stocks on hand of 23,241 tons, as of July 1, 1967, were appreciably above the 17,765 tons in 1966. (U. S. Foreign Agricultural Service, Hague, Nov. 22, 1967.)



## United Kingdom

## DEVALUATION IS MIXED BLESSING FOR FISHING INDUSTRY

Devaluation of the British pound sterling will be a mixed blessing for the fishing industry. It should affect favorably the demand for British-caught fish. But its possible effects on industry costs are not so favorable, particularly on fuel oil, the second highest cost in fishing vessel operation. If wage increases are restrained, however, there should be a distinct short-term improvement in industry earnings. British exporters now have a substantial advantage over exporters from other fish-producing countries that have not devalued their currencies. ("Fishing News," Nov. 24, 1967.)

## Imported Fish More Expensive

Imported fish will be more expensive, but Britain is not a large importer of fish products. The U. S. imports very little from her. But in 1966, the U. S. shipped to the U. K. a little more than 21 million pounds of edible fishery products worth US\$14 million. Since British importers will have to pay more pounds for those same imports, they probably will reduce purchases.

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## WHITE FISH AUTHORITY RAISES INTEREST RATES ON FISHERY LOANS

The White Fish Authority of the United Kingdom changed interest rates on loans effective September 9, 1967.

Fishing vessels, new engines, nets, and gear:

On loans for not over 5 years: 7 percent, increase  $\frac{1}{8}$  percent.

On loans for over 5 years but not more than 10:  $7\frac{1}{4}$  percent, increase  $\frac{1}{8}$  percent.

On loans for over 10 years but not more than 15:  $7\frac{3}{8}$  percent, increase  $\frac{1}{8}$  percent.

On loans for over 15 years but not more than 20:  $7\frac{3}{8}$  percent, no change.

Processing plants:

On loans for not over 20 years:  $7\frac{3}{4}$  percent, increase  $\frac{1}{8}$  percent.

The rates on loans made before September 9 remained unchanged. ("Fish Trades Gazette," Sept. 23, 1967.)



## France

## EXPERIMENTAL TUNA FISHING IN MEDITERRANEAN

Experimental tuna seining for 45 days in the Gulf of Genoa, mostly between Nice and Corsica, produced very satisfactory results. In August 1967, 400 tons of tuna were caught by 2 vessels fishing about 30 miles offshore. As soon as the news reached the southern ports, about 20 other vessels sailed for Nice from Port-Vendres, Agde, Marseilles, and other ports.



## France (Contd.):

Fishermen have caught at the same time in the same schools both "red tuna" (bluefin) and "germon" (yellowfin). The greatest part of the catch was sold in the fresh fish markets of southwest France. Part was sent to the canneries of the west because there are no canneries in southern France.

### 2 Tuna Migrations

Observations indicate that two migrations of tuna take place in the Gulf of Genoa--in the spring and in the summer.

The same observations have been made on the coast of Port-Vendres, where tuna fishing seems to be developing.

Until recently, the Gulf of Fos, near Marseilles, was the principal center of tuna fishing. But it seems to be deserted more and more by schools of fish. Both fishermen and ichthyologists have observed that the tuna have been scared off by work on the new port of Fos-sur-Mer, where mines are frequently set off. ("France Peche," Oct. 1967.)

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### FISHING FLEET NEARED 14,000 VESSELS AS 1967 BEGAN

The French fishing fleet totaled 13,906 vessels (287,992 gross tons) with a total of 908,676 horsepower on Dec. 31, 1966.

The number declined by 749 from 1960 to 1965 but increased by 340 in 1966. Small vessels (under 50 tons) and very large ones (over 500 tons) accounted for the rise.

Growth of Fleet Over Past 6 Years			
Date	Number of Units	Overall Gross Tonnage	Aggregate Power
Dec. 31, 1960	14,315	255,181	687,850
Dec. 31, 1965	13,566	287,776	880,556
Dec. 31, 1966	13,906	287,992	908,676

### Tonnage Increases

Overall gross tonnage increased between 1960 and 1966 by 32,811 tons, or 12.8 percent. It did not vary appreciably in 1966. The increase in tonnage of large craft and 25- to 50-ton vessels was compensated for substantially by the decline in tonnage of medium craft. The decrease in 25- to 50-ton vessels

was particularly evident. The aggregate tonnage of very small craft has not varied significantly.

### Power Capacity Changes

Fluctuations in power capacity have been more considerable than those involving number and size of vessels. The overall power capacity of the fishing fleet increased by 32 percent between 1960 and 1966, and by 3.2 percent during 1966, corresponding to an additional 28,120 horsepower. Despite its size, this is less than the average increase of the 5 preceding years, which had been 39,700 horsepower. ("La Peche Maritime," Aug. 27, 1967.)



## West Germany

### FIRMS TO LEASE FISHING CUTTERS

Fisheries enterprises in Bremerhaven and Cuxhaven, West Germany, are interested in leasing under advantageous conditions Icelandic, Norwegian, and Faroese cutters for use in the herring fishery. An inquiry about renting 30 cutters has been sent to Norway and one regarding 10 cutters has been sent to Iceland. One fishing boat owner in the Faroeese has been invited to rent his vessels. ("Politiken," Nov. 14, 1967.)



## East Germany

### DELIVERS TRAWLERS TO DENMARK

Two Danish fish exporters in Skagen have received the first in a series of steel trawlers that will be delivered from East Germany in accordance with 1965 trade agreements. One of the exporters has ordered 12 steel side trawlers and 6 large stern trawlers. The other has contracted for 10 side trawlers. Vessels will be sold by the Danish exporters to fishermen.

Side trawlers are 110 feet long, 175 GRT, with 678-hp. turbo-supercharging motor. Their speed about 11 knots. They can be mounted with power block and purse seine, have reversible propeller, and latest electronic devices. They will be manned by a

### East Germany (Contd.):

crew of 6. One vessel cost 1.3 million kroner (about US\$175,000). Some vessels to be delivered later will be higher priced.

#### Welcomed by Fisheries Ministry

The increase in large steel vessels is welcomed by the Danish Ministry of Fisheries, which has urged modernization of the fishing fleet. Two large fishing centers in Jutland spearhead this development: Hirtshals leads with 54 such newer vessels, followed by Skagen with 49. Most of the additional vessels to be delivered from East Germany will probably be divided between those two ports. (Regional Fisheries Attaché, U. S. Embassy, Copenhagen, Nov. 26, 1967.)



### USSR

#### EXPANDS SAURY AND MACKEREL FISHING OFF JAPAN

The Soviet Union began fishing for saury and mackerel off the northeastern coast of Japan in 1963. She has been steadily expanding her operations. In 1965, she sent three 10,000-ton motherships and about 20 catcher vessels; in 1966, one 15,000-ton and two 10,000-ton motherships accompanied by about thirty 100- and 300-ton catcher vessels. In 1967, she is operating 6-7 miles offshore of Hokkaido two 14,000-gross-ton motherships accompanied by twenty-six 300-ton catcher vessels. They are purse-seining for mackerel.

#### Japanese Fishermen Urge Countermeasures

In view of these expanding operations, the Japanese saury and mackerel fishermen are urging the Government to develop drastic countermeasures. They demand that Japan establish a 12-mile exclusive fishing zone. They claim that excessive fishing will nullify saury and mackerel fishing regulations established in Japan to adjust domestic supply and demand and deplete the resources. However, it is understood that the Government

considers it premature to establish a 12-mile fishing limit. It believes such an action would have an adverse effect on the fisheries of Japan's northern waters (Okhotsk Sea, Bering Sea, and North Pacific Ocean). ("Minato Shim-bun," Nov. 11, 1967.)

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#### TRAWLER REPORTED OFF JAPAN'S WEST COAST

A 1,200-ton Soviet stern trawler was reported in mid-November 1967 off western Japan, about 11 nautical miles off Hagi, Yamaguchi Prefecture. This is the first time that a Soviet fishing vessel has come so close to the west coast.

The local fishermen, alarmed by the Soviet trawler's presence in an area prohibited by Japanese law to offshore trawling to protect coastal fishermen, are asking the Fisheries Agency to develop measures to cope with the Soviet operations. They fear that full-scale Soviet fishing operations would threaten the existence of the coastal fisheries in western Japan. ("Shin Suisan Shim-bun," Dec. 4, 1967.)



### Spain

#### SHRIMP TRAWLER TO FISH OFF WESTERN CENTRAL AMERICA

A large Spanish trawler will be operating for several months off the west coast of Central America. The vessel is owned by Admiral M. Dominquez Macaya, owner of large fleets in Vigo and Cadiz, Spain. Efforts will be directed toward deep-water shrimp. The shrimp will be processed, packed in cartons, and frozen aboard ship. Incidental species also will be processed and frozen. The vessel has a freezer capacity of 250 tons. (Projecto Regional de Desarrollo Pesquero en Centroamerica, "Boletin Informativo," Nov. 15, 1967.)



## LATIN AMERICA

### Mexico

#### FISHERIES PRODUCTION IS UP

Mexican fisheries production during the first eight months of 1967 was 14.5 percent ahead of comparable figures of a year earlier. Nearly all important species showed impressive gains. Total production for Jan.-Aug. 1967 was 151,483 metric tons, compared to 132,341 tons in 1966. Among leading species were sardines, 22,432 tons (up 53 percent); shrimp, 19,566 tons (up 8 percent); anchovy, 16,296 (up 74 percent). Gains also were made for skipjack, other tuna, and red snapper.

#### Shrimp Exports Ahead of 1966

Shrimp exports continued to remain far ahead of 1966. During Jan.-Aug. 1967, shipments were worth US\$30,664,000, or 33.6 percent above the 1966 period; 1966 was 7.4 percent ahead of 1965's poor year. Shrimp ranked fifth among all Mexican exports during the first eight months of 1967. Heaviest shrimp production normally occurs during the last 4 months of the year. Reports from the Pacific Coast indicate that the season, which opened on Sept. 1, has been good so far. As of Oct. 20, exports were up 7 percent over last year. (Regional Fisheries Attaché, U. S. Embassy, Mexico City, Nov. 19, 1967.)

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#### FRENCH MAKE LARGE FISHERIES LOAN

A French loan of about US\$35 million to develop Mexican fisheries, made in November 1967, will be used for exploratory fishing and to construct vessels and processing facilities. French vessels, with mixed French-Mexican crews, later to be replaced by all-Mexican crews, will conduct exploratory fishing, and prototype vessels to exploit any resources found will be built in France. More vessels will be constructed in Mexico, probably at Matzatlan, using French engines and equipment.

Three vessels were on their way from France in early November 1967, each with 2

French officers and fishermen. A 200-ton trawler will begin operating at Mazatlan; the other vessel will operate from Ensenada and from Progreso, Yucatan. Existing shore facilities will be used the first 6 months, and frozen fish will be produced for the domestic market. If experimental fishing and marketing justify them, additional vessels and processing facilities will be added. It is hoped that an export market in the U. S. and Europe will be created.

The operations will be based on those underway in Mauritania by the parent French company (Compagnie Internationale de Gestion et de Participation). The Mexicans will provide 5 percent of the financing; the remaining 95 percent will be loaned by the French for 9 years at 6½ percent interest.

#### Loan A Result of Protocol

The loan follows the protocol negotiated in June 1967 and adopted by both governments. The protocol guarantees the agreement between the French company and Mexican fisheries interests. No specific sums are mentioned, nor number of vessels. The plan generally calls for French technical assistance and French vessels to fish several months to determine facilities and infrastructure needed to develop Mexican fisheries.

The Mexican delegation in June was headed by Octaviano Campos Salas, Secretary of Industry and Commerce; the French by Jean Morin, Secretary General of the Merchant Marine. Both delegations included industry and government representatives, including Jorge Echaniz, Mexican Director of Fisheries. The negotiations were preceded by a visit to Mexico by French fishing experts. They decided then to limit development plans to the Pacific coast. The Mexicans, in turn, visited Mauritania later to view operations.

The agreement does not seem universally popular. Although the operation is described as strictly private enterprise, both French and Mexican governments will supervise it. Some Mexican participating companies are government owned. Some private entrepreneurs claim they will be unable to take advantage of the opportunity because they have

## Mexico (Contd.):

lost control to fishermen's co-ops. Conversely, the co-ops are reported to view the arrangement as a threat to their domination. (Last summer, Campos Salas reassured both sides that both would profit from the deal.) Also, during the period between the protocol's negotiation and approval, when it was uncertain either government would approve, Echaniz reportedly sought a similar deal with Spanish interests to provide assistance being sought from the French. Both sides have good records, however, and informed observers say the venture has a better-than-even chance of success.

The following Mexican facilities will be utilized: at Ensenada, Guillermo Mejia will use several plants of Empresa Rodriguez; at Preoreso, Alberto Solis will use his freezing plant; at Mazatlan, Antonio Cevallos will use his freezing plant, Refrigeradora Mexicana, in partnership with Tomas de Rueda of Astilleros Unidos del Pacifico, a shipyard.

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#### REPORT ON MAZATLAN'S FISHING VESSEL CONSTRUCTION

The largest shipyard on Mexico's Pacific Coast, Astilleros Unidos del Pacifico, S.A., of Mazatlan, is operating at about 30 percent of capacity. Most of the output is steel fishing vessels for export. The yard had to turn to the foreign market because the domestic fishing industry virtually ceased ordering new vessels. Although very successful, the yard had difficulty showing a profit. The plant now is a government operation with the original management.

In recent years, the shipyard built and exported shrimp trawlers and purse seiners to Kuwait, Pakistan, Brazil, Chile, and Venezuela. Recent contributions to the Mexican fleet include a kelp harvester and a tuna purse seiner for Ensenada, and a shrimp trawler for Mazatlan. Completed, but unsold, are 3 purse seiners--two ordered by Chilean interests who could not pay when anchovy fishery slumped.

#### Vessels in the Works

Work underway includes: Five 73-foot shrimp trawlers for a Japanese company in Surinam; two 73-foot shrimp trawlers for Venezuela (the second order, and for a sec-

ond purchaser); two 67-foot shrimp trawlers for Brazil, for 2 different companies, and follow several shipments; one 67-foot shrimp trawler for Mazatlan; one 300-ton tow-boat for PEMEX--identical to 3 others being built in Veracruz and 2 under construction in Tampico.

The shipyard has built a small landing-craft-type boat as a shrimp pick-up carrier in the lagoon fishery. This shallow-draft boat can carry 5 tons at 25 knots, and is powered with an inboard-outboard.

The yard anticipates orders for 10 more vessels from Japan, and 30 trawlers per year from the Cooperative Bank.

#### The Mazatlan Vessel

The vessel being built for Mazatlan is of particular interest. It is identical, except in one respect, to the sistership delivered to the National Bank for the Development of Cooperatives in October 1967. These are the first 2 large steel trawlers added to the Mexican shrimp fleet in many years and the first to have all-brine refrigeration. The fiberglass brine tanks were built by an affiliated yard. Until now, the Mexican fishery failed to follow the lead of all other shrimp fleets and so the boats are all ice refrigerated. Another innovation is that both boats are equipped with shipboard reduction plants for manufacturing fish meal from incidental or scrap fish taken while fishing for shrimp. The plants are built by Productos Marinos Industrializados, S.A., an affiliate of the Cooperative Bank. As with vessels built for export, all steel is Mexican; the winches, hoists, etc., are manufactured in Mazatlan by Rice Hermanos. The first of these two trawlers is powered by a U. S.-built engine. So were all fishing vessels previously built by Astilleros Unidos. The vessel under construction has the first Rolls Royce engine to be assembled in Mexico. The engine reportedly contains 20 percent Mexican components and 80 percent British. The new Rolls Royce assembly plant will increase Mexican components to 30 percent in 1968, and 70 percent in 5 years. If successful, this engine will constitute serious competition for the universally popular U. S. engine.

#### Boatbuilding Costs High

Mexican boatbuilding costs are rather high because of higher prices for material and

## Mexico (Contd.):

import taxes on engines and other equipment. The Mexican yards can compete with Japanese yards only because of lower transportation costs to the user in Surinam. It costs US\$5,000 to sail a trawler from Mazatlan to Paramaribo with a Mexican crew, versus \$20,000 for shipment from Japan. For the export market, the price of a completely equipped 73-foot steel trawler is \$90,000. This is \$5,000 less than the domestic delivery price because of a rebate on all import taxes on machinery and equipment and a 15 percent discount on domestic materials, which are granted as export incentives. Further, export credit terms are for 9 years at 6½ percent, whereas domestic credit is for 4 years at 11 percent. The encouragement of exports results in higher prices to local fishermen, who continue to use obsolete boats.

Adjacent to Astilleros Unidos is an associated but privately owned boatyard, Kessler-Rueda, S.A. de C.V. This yard, operated and partly owned by the large yard's manager, produces fiberglass fishing boats and pleasure craft. It specializes in 26-foot canoes, most used in the lagoon fishery for shrimp, and some for shark gill-netting. They can carry 1½ tons of shrimp or fish. Most are outboard powered, but some have small inboard diesels. Kessler-Rueda has sold 280 of these "pangas" during the past 5 years. Now it is starting to build 28-footers with 2½-ton capacity. This plant also builds fiberglass tender boats and seine skiffs for steel seiners and trawlers, and brine tanks for the new trawlers mentioned above. It also manufactures fiberglass truck fenders for Kenilworth.

The Mazatlan shipbuilding complex is rounded out by its affiliated but separately owned machine shop and a Volvo Pentax sales and service operation. (Regional Fisheries Attaché, U. S. Embassy, Mexico, Nov. 28, 1967.)

\* \* \*

## NATIONALIZATION OF FISHING INDUSTRY POSSIBLE

Following a series of recent moves, the Mexican Government-controlled National Bank for the Development of Cooperatives (Banco Nacional de Fomento Cooperativo, BANFOCO) has become the dominant force

in the fishing industry. In addition to gaining control of the west coast shrimp industry, BANFOCO is entering fish meal production and fish canning. It is able to expand further if it wishes. This dominance is exemplified below.

### Shrimp

On the west coast, BANFOCO dominates production, processing, and export to the U.S. and Japan. Mexican law says shrimp may be fished only by co-op fishermen. The co-ops are controlled through BANFOCO's control of operating funds, etc. Traditionally, the Bank has controlled the inshore fishery, with co-ops owning vessels. Co-ops are now expanding their hold on the high-seas fishery. They are buying up privately owned trawlers and expanding control to where private owners complain of difficulty in making a profit.

Control of production is falling exclusively to BANFOCO. Also, it owns 9 of 19 Pacific shrimp packing plants, with 66 percent of total freezing capacity. It controls Crest Importing Company and Ocean Garden Products, Inc., which handle shrimp from all BANFOCO plants, plus 6 independent plants. This leaves only 4 small plants open to other importers.

### Fish Canning, Meal Production

In October 1967, BANFOCO bought into Empresas Rodriguez, gaining control of 7 plants in Baja California and half interest in another. Facilities include the largest fish cannery and fish meal plants in Mexico, the largest purse seine fleet (sardine, mackerel, and tuna), plus repair facilities.

### The Gulf of Mexico

On the Gulf, BANFOCO is not as dominant, but it is growing. The complex at Alvarado is boosting shrimp production and is building nineteen 85-foot, all-weather, deep-water trawlers to exploit offshore resources; 35 more vessels are being considered.

On the west coast, 30 new vessels per year are planned for an indefinite period. Also, co-ops enjoy exclusive right to harvest valuable species other than shrimp, including lobsters, abalone, and oysters. All lobsters taken in Baja California are marketed through BANFOCO. (Fisheries Attaché, U. S. Embassy, Mexico, Dec. 10, 1967.)

\* \* \*

Mexico (Contd.):

### FISH MEAL AND TURTLE PROCESSING PLANTS OPEN

New fish meal and turtle processing plants began operations in Mexico in November 1967. The two plants are located together in San Blas, Nayarit, on the Gulf of California. They represent an investment of US\$118,000 and will provide 105 new jobs. The fish meal plant is Harinas del Pescado del Pacifico, S. A. Of the \$100,000 invested in it, \$66,000 will be used for machinery and equipment, \$8,000 for nets, \$10,000 for two large barges, and \$16,000 for a fishing vessel. The plant employs 68 and can produce 4 tons of fish meal and 700 liters of oil daily. All production will be shipped to Mexico City, to a firm of the same name, to be processed further and marketed. The principal investors are Alfonso Sanchez Dalvos and Manuel Corenzo; Corenzo will serve as manager.

#### Turtle Plant

The turtle plant, which will use some facilities of the fish meal plant, employs 37 and has a capacity of 500 turtles daily. All parts of the turtles will be used--meat, oil, hides, and eggs. The plant's main backer is Frandelli, S. de R. L. Investment is \$18,000: \$2,000 for plant equipment, \$14,800 for 5 boats, and \$1,600 for 2 motor vehicles. (U. S. Consulate, Mazatlan, Dec. 7, 1967.)



## Argentina

### PROMULGATES LAW REGULATING FOREIGN FISHING

The long-awaited law controlling foreign fishing in the 200-mile territorial sea proclaimed in January 1967 was published in the "Boletin Oficial," Nov. 24, 1967. It followed close upon the October 1967 fisheries promotion law that provided, among other things, that fish within 12 miles be reserved for Argentine fishermen.

The new law, Argentine Decree No. 8802, provides: (1) Foreign vessels now fishing must register within 60 days. (2) Each foreign vessel must buy a license and a permit.

The license fee is US\$500, the permit US\$10 per net registered ton. The rates are double for factory and freezerships. The license is good for a year, the permit for 120 days. (3) An agent legally accredited and responsible for the conduct of a vessel must be present in Argentina. (4) Conservation regulations issued by Argentina must be observed. (5) Sale in Argentina of foreign-caught fish is prohibited, except by special permit. (6) Vessels must report positions each day, plus dates of entering and leaving zone of Argentine jurisdiction. (7) Notice of transshipments of fish must be given to Argentine authorities offering an opportunity to inspect; items and quantities transshipped must be recorded and transmitted to the Government. (8) The vessels must comply with provisions of the Convention on Safety of Life at Sea. (9) Vessels with valid permits and licenses may buy supplies, fuel, etc., at Argentine ports and may employ Argentine crewmen. (10) Fines for violations shall vary between US\$5,000 and US\$100,000, to be determined by the maritime authorities. In certain instances, gear may be seized and vessels detained. (U. S. Embassy, Buenos Aires, Dec. 13, 1967.)

Note: The U. S. and several other nations have officially protested the Argentine 200-mile claim. An unofficial translation of the law is available from BCF's Branch of Foreign Fisheries.



## Chile

### FISH MEAL PRODUCTION DECLINES

The Chilean fish-meal industry will show a decrease in production and exports of fish meal, fish oil, and sales in 1967. The reasons: (1) total fish catch in northern Chilean waters will be lower (present estimate, 700,000 metric tons of anchoveta) than in 1966 (1,070,719 tons), and (2) average export price per ton, f.o.b. Chilean ports, has dropped considerably (\$115 a metric ton) from 1966 (\$160 a ton). Present-day levels are running at around \$100 a ton f.o.b.

#### Financial Difficulties

Overexpansion in the fish-meal industry during 1964 and 1965 is now resulting in numerous bankruptcies and other financial difficulties. This situation resulted in government sponsored reorganization of the industry with a series of mergers, shut downs, and liquidations.

## Chile (Contd.):

The current make-up of the industry is:

Zone	1966 Plants	1967 Plants	1966 Tot. Plant Cap.	1967 Tot. Plant Cap.
	... (No.)	...	... (Tons/Hr.)	...
Arica to Taltal	38	17	1,320	690

## The Anchoveta Vessels

In December 1966, anchoveta vessels registered in northern Chile (omitting tuna vessels and small sardine boats) were reliably estimated at 224, with a total hold capacity of 30,009 tons. In November 1967, comparable figures are 120 vessels, with a total hold capacity of 17,185 tons. The latter two figures are based on vessels believed capable of fishing. (U. S. Embassy, Santiago, Nov. 17, 1967.)



## Honduras

## REPORT ON FISHING INDUSTRY

The only truly developed fishery in Honduras is the shrimp industry on the Caribbean Coast. Four freezing plants and their trawler fleets are the fishery. Practically all production is exported to the U. S. The shrimp plants also pack frozen lobsters for export.

The two largest and most modern plants are located at Guanaja, a small town on a coral key close to Guanaja Island. The inhabitants of Guanaja, like those of the other Bay Islands, speak English. They consider themselves Bay Islanders rather than Hondurans. The men are excellent watermen. Many serve as crewmen on local shrimp trawlers and on U. S.-based trawlers that fish offshore. Others serve the merchant marines of many nations.

Until the two shrimp plants were built, the money sent home by the seamen was Guanaja's main source of income. The new plants have absorbed all available labor on the island; additional workers have been brought over from the mainland. The local people call their home Bonacca, the English rendition of Guanaja.

## The Two Plants

The larger plant is Industria Pesquera Hondureña, owned and operated by a Spaniard named Daniel de Solabarrieta. He also owns and operates sardine and fruit canneries in Mexico. The plant is improved and expanded constantly and rates with the best in Latin America. It is housed in a modern concrete plant on the key's shore, adjacent to a marine terminal for petroleum products. It was started about 6 years ago and was intended originally to freeze lobster. Two years ago, it was realized the lobster resource is limited, and that shrimp would prove more profitable. Since then, the facilities have been greatly expanded.

Like other successful operations in isolated locations, the Guanaja plant is completely self contained: its own electric power plant, ice making machinery, freezers, cold storage, net loft, spare parts depot, etc.

The other Guanaja plant is Caribbean Producers, located on a tiny key close to the village. It is a joint operation of Adam Smith and Alberti Seafoods of the U. S. and "Kirk" Kirkconnell of Guanaja. Somewhat smaller, it is equally modern and well equipped. It also is self contained. The parent company operates freezer ships to transport production to the U. S. Most of the pack is individually quick frozen peeled and deveined.

## The Fleet

The fleet serving Industria Pesquera Hondureña consists of 25 trawlers. Eleven of these are U. S. flag vessels owned by Sam Tringali of Florida. These are all modern trawlers with standardized equipment to facilitate maintenance. As is usual with a distant-based fleet, the owner or a top representative is on hand to supervise. The other 14 trawlers are old and new boats, flying the flags of Honduras, the U. S., and Panama. Some are company boats. The plant owner plans to expand the fleet to 50 trawlers. He has 7 new steel vessels under construction in Veracruz, Mexico; the remainder will be built locally or be brought in from the U. S. (U. S. Embassy, Mexico, D.F.)



## ASIA

### Japan

#### CANNED SALMON AND CRAB EXPORTS HIT BY POUND DEVALUATION

Devaluation of the British pound is expected to affect adversely Japanese canned salmon and crab exports to the sterling areas. Particularly hard hit will be exports of canned pink salmon and canned tanner crab to Great Britain, Australia, and New Zealand. About 58 percent of the 1967 canned pink salmon production already has been exported (over 40 percent was purchased by Great Britain). But the sale of the remaining 42 percent is expected to decline sharply as a result of devaluation. Exports of the 1967



Fig. 1 - Part of Crab Fleet at Choshi (Boso Peninsula near Tokyo).  
(Photo: Edelsberg)



Fig. 2 - A large catch of crabs on the deck of a Japanese crab factoryship in the North Pacific.



Fig. 3 - Removing shell from processed crab meat aboard a Japanese crab factoryship.

canned red salmon production will present no problem because 90 percent of the pack already has been contracted for shipment to Great Britain at the previous exchange rate. Sales of canned tanner crab will be affected seriously since Great Britain is the principal buyer.

#### Study Prices and Sales System

In view of these adverse effects, the Japan Canned Salmon and Crab Sales Company decided on November 20 to suspend temporarily all export sales, and to examine the need for revising the present price structure and sales system. Since Britain's aim in devaluing the pound is to expand exports and restrict imports, the company feels it is logical and essential that Japan seek to develop export markets in the dollar areas. ("Suisancho Nippo," Nov. 21, 1967.)

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#### REVIEW OF HAKE FISHING OFF U. S. PACIFIC NORTHWEST

There are 3 Japanese fleets licensed for experimental hake fishing in the eastern Pacific. One of them is the "Koyo Maru No. 2" (3,456 gross tons) factoryship fleet, which began fishing off the U. S. Pacific Northwest in late September 1967. Stormy weather ended fishing on October 25, cutting short by about 2 weeks the trip originally planned.

The second fleet--8 trawlers led by the factoryship "Kashima Maru" (7,163 gross tons)--is presently fishing off Washington.



## Japan (Contd.):

The third fleet is expected to begin fishing around March or April 1968.

Test fishing by the first 2 fleets has revealed: (1) the hake fishing ground is narrow in width and extends from north to south; (2) the catch fluctuates widely; (3) the sea bottom in areas of hake concentration is rugged, causing severe gear damage; and (4) in October-November, the ocean often becomes very rough, hampering fishing.

## Not Very Productive in Fall and Winter

They have found that the fishery off the U. S. Pacific Northwest during the fall and winter season was not very productive. This is because the hake migrate southward from the area off Vancouver Island to Baja California during September-November. The best fishing season would be the spring and summer months, when the hake begin migrating northward, and when weather, ocean, and sea bottom conditions are more favorable.

Japanese firms felt that the operation of 3 fleets would not adversely affect the resource. ("Suisan Tsuhin," Nov. 14, 1967.)

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CATCH RISES FOR GULF OF ALASKA  
MOTHERSHIP TRAWL FLEET

Ten of the 11 Japanese mothership-type trawl fleets licensed to fish in the Gulf of Alaska in 1967 were operating there at the end of Oct. 1967. An 11th was scheduled to join them. It was the first time in 1967 that all 11 fleets were there.

Bottomfish Catch as of Oct. 22, 1967		
	1967	1966
	. . . . (Metric Tons) . . .	
Flatfish . . . . .	1,000	400
Cod . . . . .	2,000	600
Alaska pollock . . . . .	6,000	4,500
Sablefish . . . . .	5,000	3,000
Pacific ocean perch . . . . .	73,000	50,000
Shrimp . . . . .	1,000	500
Others . . . . .	5,000	1,000
Total . . . . .	93,000	60,000



A Japanese trawler fishing bottomfish for the mothership in Bering Sea.

## Plan Based on FAO Report

Japan's plan to operate 3 fleets in 1967 was based on an FAO report on resource investigations. These indicated the estimated abundance of Pacific hake to be around 1.5-2 million tons, sufficient to support an annual harvest of 200,000-300,000 tons. The

Catches as of Oct. 22 were 93,000 metric tons of bottomfish, up 55 percent above 1966 landings; they consisted of over 75 percent ocean perch, indicating that species' abundance in the Gulf. In contrast, the 1967 Bering Sea bottomfish catch consisted of 75 percent Alaska pollock. ("Suisan Tsushin," Oct. 31, 1967.)

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Japan (Contd.):

#### LICENSES WHALING OFF PERU AND CHILE

The Japanese Fisheries Agency, on October 5, 1967, licensed Kinkai Hogeï Whaling Co. to conduct exploratory whaling off Peru until April 25, 1968. The firm's fleet consists of 3 catcher vessels: "Hassho Maru," 623 gross tons, "Seki Maru No. 11," 473 gross tons, and "Shichisho Maru," 623 gross tons, and one scouting vessel, "Shoyu Maru," 198 gross tons.

The fleet departed Japan for Paita, Peru, on Nov. 4. Its catch target is 150 whalebone whales and 1,200 sperm whales. The catches will be sold to a Peruvian firm. The processed products will be bought back for export to Japan.

#### 2nd Fleet Off Chile

On October 23, 1967, the Agency licensed another whaling firm, Nitto Hogeï, to hunt whales off Chile until April 30, 1968. The firm plans to operate 5 whaling vessels from a Chilean base. The catch target is 200 whalebone whales (converted to blue-whale units) and 348 sperm whales. The catches will be sold also to a local firm and the meat repurchased for shipment to Japan. ("Shin Suisan Shimibun," Nov. 13, 1967.)

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#### APPROVES TRAWL EXPLORATION OFF CHILE

The Nitto Hogeï Whaling Co. has obtained tentative approval from the Japanese Fisheries Agency to conduct exploratory trawl fishing off Chile for hake and shrimp. Approval reportedly was granted on condition that Nitto Hogeï, now negotiating a joint whaling and trawl fishing venture with Chilean interests, establish the joint company by April 1968. The trawlers could then operate under Chile's flag and so avoid complications that could arise from the latter's claim to 200-mile territorial waters, and other problems.

Nitto Hogeï has chartered two 300-gross-ton trawlers for exploratory operations east of 80° W. longitude. Also, it has chartered the freezer ship "Chichibu Maru" (7,477 gross

tons) to serve as a floating cold storage. ("Shin Suisan Shimibun Sokuho," Nov. 4, 1967.)

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#### YAIZU LANDINGS DOWN BUT VALUE UP

October 1967 landings at the leading Japanese tuna port of Yaizu totaled 10,577 metric tons worth about US\$5.48 million, according to the Yaizu Fishery Cooperative Associ-

Landings and Average Exvessel Prices						
Product	Quantity			Average Price		
	1967		1966	1967		1966
	Oct.	Sept.	Oct.	Oct.	Sept.	Oct.
	. . . (Metric Tons) . . .			. (US\$/Short Ton)		
Tuna:						
Bluefin <sup>1/</sup> . .	4,873	3,674	4,056	718	720	584
Albacore . .	630	691	731	474	464	464
Skipjack . .	2,792	2,534	4,500	287	275	199
Mackerel . . .	1,467	989	771	93	83	90
Others . . . .	815	811	876	-	-	-
Total . .	10,577	8,699	10,934	-	-	-

<sup>1/</sup>Includes yellowfin and big-eyed tuna.

ation. Compared with October 1966, landings were down 357 tons but up \$1.18 million. The decline was due primarily to poor skipjack fishing. ("Kanzume Nippo," Nov. 7, 1967.)

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#### JAPANESE TO FISH ARCTIC SALMON AGAIN IN 1968

The Japanese Fisheries Agency reportedly intends to again permit exploratory salmon fishing in the Arctic region in 1968. During the recent annual meeting of the International North Pacific Fisheries Commission convened in Tokyo, a controversy developed over Japanese polar salmon fishing but the Agency's view is that the operation does not violate the Tripartite Fisheries Treaty. The polar operation was first conducted in 1966 by Hoko Suisan Fishing Company with the "Dairin Maru No. 8" (200 gross tons) and in 1967 with the larger "Dairin Maru No. 10" (300 gross tons) but the results in both expeditions were disappointing, with about 80 metric tons of salmon (mostly chums) caught in the first trip and about 86 tons in the second trip. ("Shin Suisan Shimibun," November 20, 1967.)

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## Japan (Contd.):

RAISE ASSESSMENTS  
ON TUNA EXPORTS

The Japan Frozen Tuna Producers Association, which conducts its business with funds obtained from assessments levied on tuna exports, is facing increasing difficulties in managing its finances owing to the sharply reduced revenue caused by depressed tuna exports this year. The Association's data show that fresh and frozen tuna exported during March-September 1967 totaled 64,956 short tons, over 50 percent less than the organization's projection of 145,000 tons of exports for that period. Therefore, to increase its revenue so as to provide uninterrupted service, the Association has raised the assessments on tuna exports as follows (per metric ton): frozen tuna (other than skipjack) in round, dressed, or gilled--24 cents (up 5 cents), fillets--37 cents (up 7½ cents), loins and discs--49 cents (up 2½ cents); frozen skipjack in round, dressed, or gilled & gutted--12 cents (up 2½ cents), loins and discs--25 cents (up 5 cents). ("Nihon Suisan Shimibun," Nov. 10, 1967.)



## Indonesia

S. KOREANS PLAN EXPLORATORY  
SHRIMP FISHING OFF INDONESIA

The South Korean Sinhung (Shinko in Japanese) Cold Storage Co. plans exploratory shrimp fishing in Indonesia off Java Island with 10 shrimp trawlers. The vessels (120 gross tons) were built in Japan with part of the US\$90 million non-Government credit provided by Japan under the economic cooperation agreement with South Korea.

The fleet was scheduled to depart Pusan around the end of November 1967 for its base at Jakarta. Catches reportedly will be sold to Japan. ("Suisan Keizai Shimibun," Nov. 15, 1967.)



## India

SHRIMP AND SHRIMP PRODUCTS  
EXPORTS INCREASED

The latest available figures on Indian shrimp and shrimp products exports--from "Indian Seafoods," The Marine Products Export Promotion Council, Ernakulam, vol. IV, no. 4, 1967--are:

Product	1966		1965	
	Quantity	Value	Quantity	Value
	Metric Tons	US\$ 1,000	Metric Tons	US\$ 1,000
Frozen . . . .	8,783.5	11,683.0	7,028.1	5,450.0
Canned . . . .	1,523.3	2,454.8	1,148.0	1,250.7
Powder . . . .	81.7	7.3	104.0	8.8
Meal . . . . .	-	-	2.0	0.2
Bits . . . . .	3.0	0.7	-	-
Pickles . . . .	1.8	1.6	0.9	0.4

\* \* \*

PROJECTS ARE UNDER WAY  
TO DEVELOP FISHERIES

Projects are underway, or are in the planning stages, to develop several aspects of India's fisheries. One is the construction of 8 harbors with a loan from the World Bank and technical assistance from the USSR.

US\$5 to \$6 million already has been spent in Kerala to develop deep-sea fishing. Over 800 mechanized vessels are to be built in government-owned shipyards in the coming years; in recent years, 785 vessels were built. Refrigeration equipment soon will be installed on some vessels.

## Kerala Looks to Deep-Sea Fishing

The Kerala State Government is preparing a master plan to exploit deep-sea fishing. At the present time, only 10 percent of the available resource is being utilized. Other plans include the organization of fishermen's cooperatives and the granting of Federal subsidies to fishermen. ("Seafood Trade Journal" 1967).



## South Korea

### BUYS NORWEGIAN FACTORYSHIP

The Norwegian factoryship "Bataan" has been sold to a South Korean firm. It was delivered to the new owners Nov. 28, 1967, and renamed "Shin Hung." The vessel has a complete 2-line canning plant (cap. 10 tons an hour); reduction plant (25 tons a day); and freezer handling 100 tons a day. Cold-storage rooms have 2,900-ton capacity. Storage is available for 400 tons of fish meal, 200 tons of fish oil, and 2,500 tons of canned fish. The Shin Hung has a 32-man crew and up to 400 factory workers. (U. S. Embassy, Oslo, Dec. 1, 1967.)



## Taiwan

### PLANS TUNA SALES COMPANY IN AMERICAN SAMOA

Taiwan, which operates over 80 tuna vessels out of American Samoa, reported plans to establish on Samoa a sales company. It would be financed jointly by the Taiwanese Government and the fishing industry.

At present, tuna landings of the Samoa-based Taiwanese fleet are sold through the Japanese Taiyo Fishing Co. and the Formosan Marine Products. The proposed company would take over sales as well as supply procurement for the fleet. ("Suisancho Nippo," Nov. 4, 1967.)



### Taiwanese and S. Korean Tuna Exports Through Japanese Traders Increasing

Formosan and South Korean tuna exports transacted through Japanese trading firms are increasing yearly. They totaled 15,000 short tons in 1966. By Oct. 31, 1967, they

had reached close to 20,000 tons. By species the 1967 exports were: albacore 11,671 tons, yellowfin 6,103 tons, and big-eyed 2,040 tons, totaling 19,814 tons. Most of these exports went to the U. S. Albacore export handled by Japanese firms during this period compares with 20,343 short tons of Japanese albacore validated for direct export to the U. S. during April-September 1967.

Principal Japanese sellers for Taiwanese and S. Korean tuna producers are the trading firms Nichimen, Mitsui Bussan, Toshoku, and C. Itoh & Co., and the fishery firms Taiyo Gyogyo and Kaigai Gyogyo. ("Suisancho Nippo," Nov. 6, 1967.)



## Indian Ocean Tuna Fishing Drops

Tuna fishing in the Indian Ocean was good until late August 1967, then suddenly began declining in September. The albacore catch, which averaged 3-4 metric tons a vessel a day off Mauritius Island and Madagascar until August, declined sharply in October-November. Therefore, tuna vessels moved northward in the western Indian Ocean towards Seychelles Islands, where they were fishing in mid-November for yellowfin. Even in that area, catches were averaging under 2 tons a day.

### 155 Vessels in W. Indian Ocean

Tuna vessels operating in the western Indian Ocean numbered around 155 vessels: 60 Japanese, 80 Taiwanese, and 15 South Korean. Tuna fishing in the Indian Ocean, especially by Taiwan, is increasing steadily, although the Japanese fleet, which numbered 80-100 vessels a few years ago, is dwindling gradually. Some Japanese believe Indian Ocean tuna are being overfished. ("Suisan Tsushin," Nov. 7, 1967.)



## AFRICA

### South-West Africa

#### TIGHTENS FISHERY ENFORCEMENT

The South-West African Administration will buy 2 patrol vessels and an airplane to strengthen its protection of the Territory's fishing industry. This increased enforcement reportedly will be used primarily against South African factoryships and fishing craft that stray into South-West African fishing grounds. (U. S. Consulate, Cape Town, Nov. 17, 1967.)



### Nigeria

#### NEW SHRIMP VENTURE

The West African Development Corporation Ltd. (WADC) is planning to begin shrimp fishing off the Nigerian coast in the near future. Formed in January 1964, WADC has been inactive until now. It owns 2 fishing trawlers, now in Abidjan, which have been adapted for shrimp fishing. It has arranged to lease 10 trawlers and a mothership from Norway and Denmark. Berthing space has also been secured at the Ijora landing in Lagos.

The company used its 2 trawlers to survey the Nigerian coastal waters for shrimp beds in 1964. The managing director estimates that in the initial stages of the operation--with 6 boats at sea at one time--the catch could reach an annual rate of 150 metric tons. Shrimp fishing will begin as soon as arrangements are made with U. S. importers. (U. S. Embassy, Lagos, Nov. 19, 1967.)

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#### NORTHERN NIGERIA PRODUCES OVER HALF NATION'S TOTAL CATCH

An estimated 30,000 tons of fish annually, more than half Nigeria's total fish production, comes from the northern part of the country. Much of the North's output is concentrated in Lake Chad, an international lake at the northeast corner of Nigeria. The lake extends into Chad, the Cameroons, and the Niger Republic.

Many fishermen also work the country's 2 large rivers, the Benue and the Niger. Sometime in 1968, the completion of the Niger Dam will create a lake--and more fishing.

Northern Nigerians do not eat much fish. Most of the catch is transported south to areas where fish is an important part of the diet.

#### Plans to Aid Fishing

There are regional, federal government, and international programs in the North to upgrade the fishing industry and to increase production, especially on Lake Chad. The emphasis is on improved methods and more efficient means of processing and marketing.

The potential for increasing fish catch on Lake Chad seems considerable, and fishing in the other 3 lake-shore nations is only at the beginning stages. Research relating to a regional fisheries project covering the 4 lake-shore countries has begun under the sponsorship of the UN and the Chad Basin Commission. (U. S. Consulate General, Kaduna.)



### Senegal

#### CANOE-TYPE BOATS CATCH 80-85% OF FISH

The fishing industry is important to Senegal's economy--though the chances for growth are not favorable at the present time. The industry contributes about 3 percent of the gross domestic product, 10-12 percent of export cannings, and employs an estimated 25,000 people. Sardinella make up 20-40 percent of the total catch. Almost all of Senegal's processed fish is exported to France.

Fishing is largely "traditional." About 80-85 percent of all fish landed in Senegal are caught by small, canoe-type boats ("pirogues") operating close to shore. One-third of the pirogues are powered by outboard motors that may be bought without paying domestic customs duties. The boats carry 2-6 fishermen and are equipped with handlines and/or small nets.

Most of the catch is sold fresh in local markets without industrial processing. There are no refrigerated trucks to carry fresh fish to the interior. Only Dakar and a few large interior cities have cold storage facilities. (U. S. Embassy, Dakar.)

