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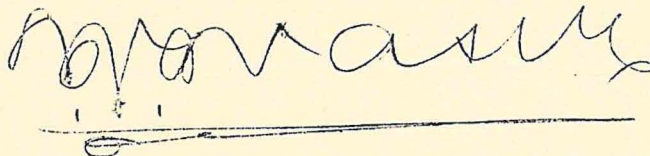
PUBLIC RELATIONS

It will be remembered that at the 1951 Inspectors' Conference several inspectors mentioned the custom in some departments (particularly Commonwealth departments) of appointing a public relations officer to keep the public in touch with departmental activities and to disseminate, by means of bulletins and press releases, information concerning the various activities of those departments. The view was expressed that as the public "paid the piper", as it were, it was only right that the public should be kept advised of developments in the fishing industry, and that the early appointment of such an officer would be appropriate.

The suggestion was made that Inspector J. E. Munro would probably fill the role of public relations officer most adequately, and Mr. Munro and I were asked to look into the whole question and see whether something could not be done.

We have had several talks on the subject, but looking at the matter from every possible angle it does not seem to either of us that the time is opportune for such an appointment to be made. Mr. Munro feels there is little he can do in the way of publicity, and is of the opinion that the Department's best ambassadors are the field inspectors themselves. They come much more in contact with the fishing and angling community than we at Head Office do, and he thinks a great deal of good work can be done by them to make known the Department's functions and to enlist the co-operation of all.

I am afraid I must agree with Mr. Munro that the time is not yet ripe for launching any publicity campaigns, but I do not want anybody to feel that the question has been shelved once and for all. Any officer is free to bring it down for a dusting just when he feels moved to do so.



(A. J. Fraser)
SUPERINTENDENT.

TOMMY ROUGH (SEA HERRING) AND CRAYFISH SURVEY

The following summary of a report submitted by Mr. K. Godfrey, in relation to the operations of M.V. "Lancelin" during March and April is forwarded for the information of the field staff.

The crew comprised Mr. H. C. W. Piesse, Master, Mr. K. Godfrey, Technical Officer, C.S.I.R.O. Fisheries Division, and Assistant Inspector L. C. Oliver. "Lancelin" sailed from Fremantle on February 28, proceeding direct to Bunbury, from which port operations were carried out.

Herring drift nets, 6 craypots, tuna trolling gear and handlines were carried, and 6 additional pots were made available by Mr. R. Amm, of Bunbury.

The main object of the survey was to test the possibility of securing Tommy Roughs offshore by means of drift nets, but owing to the unprecedented absence of herring in quantity, it was not possible to carry out this part of the programme. The drift nets were shot in daylight and hauled back on board, and were found to work satisfactorily.

The second part of the programme was to continue earlier craypotting experiments, and some encouraging results were obtained.

The 12 craypots consisted of 6 standard (beehive) cane pots as used in the Abrolhos and Lancelin

areas, 3 cane pots with larger mouths and 3 wire pots with wide cane mouths.

Sixteen sets were made between a point 22 miles S.S.W. of Rottnest Island and Canal Rocks, near Cape Naturaliste. The area covered by each set was approximately one mile; in deeper water they were set in a line either north-south or east-west. In clear, shallow water the most promising reef situations were selected. The pots were set in all depths ranging from 2 to 20 fathoms, from 200 yards to 25 miles offshore, and on varying types of bottom.

The best catch per set was in 10-14 fathoms on light broken reef, when 13 Northern crays (Panulirus longipes) were taken. Most of the fish came off the broken reef country interspersed with sand. Close inshore and on heavy reef very few fish were taken.

The total catch from 6 sets of 6 pots and 10 sets of 12 pots was 46 Northern crayfish and 3 Southern crayfish (Jasus lalandii), an average of .341 crays per pot. The greatest number in any one pot was 7. The average weight of the Northern crays was 3 lb. and of the Southern crays 4 lb. 10 oz. Of the 46 Northern crayfish taken 18 were males and 28 females - of the females 17 showed the "tar spot". The largest cray (a Northern) weighed 10 lb. The bait used was cow hocks and fish.

The crayfish results of this rather hurried survey cannot be regarded as disappointing. It has indicated that crayfish are dispersed over a wide area - something long suspected but never confirmed. A further survey would give us much more information as to the extent of the crayfish-bearing grounds in the Geographe Bay area, the seasonal occurrences of crayfish and the best type of pot to be used. It would also enable us to pin-point the areas of greatest concentration of the fish.

During the survey 3 tuna trolls were fishing while the vessel was under way, and a number of strikes were made. Standard aluminium jigs were employed. The fish taken by trolling were -

- 2 Sea Kingfish (Seriola hippos)
- 34 Southern Bluefin Tuna (Thunnus maccoyii)
- 5 Bonito (Sarda orientalis)
- 1 Northern Bluefin Tuna (Kishinoella tonggol)

The single specimen of Northern Bluefin Tuna measured 118.7 cm. (l.c.f.) and weighed approximately 40 lb. This is the first to be recorded so far south. A Southern Bluefin Tuna measured 29.6 cm. (l.c.f.) and weighed 1 lb. 2 oz. This is the smallest recorded from the South-West.

A few further interesting facts were mentioned in the report. (1) Two small schools of tuna were observed about 10 miles offshore in the region of Bunbury. (2) Two plankton hauls with a N70 net yielded a heavy catch in each case. (3) Large concentrations of pilchard (Sardinops neopilchardus) were observed north of Cape Naturaliste in calm water. (4) Weather conditions throughout were excellent, only 3 days being lost through adverse weather out of 42.

STAFF NOTES

Mr. B. R. Saville returned to duty on April 24 after long service and annual leave.

Inspector X. W. Stathy and Cadet Inspector J. A. Thorn have resigned from the Department.

Inspector A. V. Green has been transferred permanently to Bunbury, vice Stathy.

Assistant Inspector R. J. Baird, who will shortly take up duty as Inspector, Shark Bay, is at present on annual leave. He is expected to sail for Shark Bay in the M.V. "Misty Isle" during the first week in May, accompanied by the Supervising Inspector.

Inspector A. K. Melsom, who has been relieving at Bunbury since March 31, has now returned to Perth.

Inspector A. J. Bateman and Cadet Inspector N. E. McLaughlan have sailed for the Abrolhos in M.V. "Kooruldhoo".

Inspector R. M. Crawford, Skipper of M.V. "Garbo", is at present visiting the Eastern States on leave.

Assistant Inspector O. Hello has left for Geraldton to assist Inspector Bowler during the crayfish season.

Inspector G. C. Jeffery, of Albany, has been appointed a Whaling Inspector.

Mr. H. C. W. Piesse, Master of M.V. "Lancelin", returned to Fremantle just before Easter after several weeks in the Bunbury-Busselton area. Assistant Inspector L. C. Oliver was with him.

GERALDTON PERSONALS

Mr. T. M. Fitzgerald has relinquished the position of manager of the Geraldton Fishermen's Co-op. Ltd., and accepted a similar position with Geraldton Ice Works Ltd. Mr. Fitzgerald has been succeeded by Mr. James G. Pritchard, formerly of Adelaide.

Mr. P. St. Quentin, foreman of the Co-op., has resigned his position. His place has been taken by Mr. R. A. Gundlach, formerly of Queensland.

ABROLHOS CRAYFISH SEASON

The Abrolhos season, which opened on April 1, got away to an excellent start. On April 9 more than 62,000 lb. of crays were landed at Geraldton wharf. This was the second largest one-day landing on record, the highest being 70,000 lb. on April 19, 1950.

GOOD SNAPPER CATCHES

L.f.b. "Saga" (G19) returned to Geraldton on March 16 from a 12-day cruise to the Shark Bay area with 6,000 lb. of snapper in her ice box. This was a record for that time of the year.

L.f.b. "Isobel" (G55), returned to Geraldton from her maiden voyage to Shark Bay on March 27 with 3,000 lb. of snapper aboard. "Isobel" is a 15-ton cutter, 37'6" in length with a beam of 12'11", and is powered with a 37 H.P. diesel motor. She was built at Geraldton by Mr. J. Houston, a local shipwright, and is owned by Messrs. J. Crabb, C. Willock and H. Akerstrom. The cold storage capacity is 5,000 lb.

WHALE OIL PRICE DROPS

The Norwegian whaling companies have sold 20,000 tons of whale oil to processing factories in Norway at a price of 2,000 Kroner (£100) a ton. Last December the companies sold 15,000 tons to Denmark and Sweden at £120 a ton.

According to reports circulating in Tønsberg, the Norwegian whaling port (says the March, 1952, issue of "The South African Shipping News and Fishing Industry Review"), the British Ministry of Food, which last autumn paid £110 a ton for advance purchases of whale oil from British expeditions now operating in the Antarctic, is now not willing to pay even £100 a ton.

Sven Foyn Bruun, acting chairman of the Norwegian whaling companies' sales association, states that the unsold portion of Norwegian oil from the present season's output will be stored temporarily. Storage space has been secured in Norway and abroad. Total Norwegian whale oil output in the Antarctic last season was 165,000 tons. A similar quantity is expected this season.

U.S. TUNA TARIFF CAUSES CONCERN IN JAPAN

The following is copied from "The Japan Industrial News" of January 30, 1952. This follows the recent imposition by the United States of an almost prohibitive tariff on tuna entering the States. The article reads -

The total quantity of canned tuna made in Japan imported into the United States during 1950 amounted to 1,600,000 boxes or about eight times as large as that for the preceding year. This naturally gave considerable shocks to the American tuna canners and fishermen. To cope with the situation, in January 1951 the tariff on tuna in oil was raised to 45% or double the rates in force in 1950, which dealt a severe blow upon Japan's tuna industry since the raising of tariff resulted in decided decrease in exports to the United States. Tariff problems of this kind took place time and again in prewar days, but amicable settlement was reached every time through negotiations between the two countries. At present, however, Japan is in a very disadvantageous position because it

is pointed out that the United States could do without importing tuna products from Japan during the wartime. At the same time it is undeniable that the fact that Japanese tuna products, like other kinds of merchandise for that matter, are sold at low prices (not because of dumping but because of the cheap labor in Japan) is having unfavourable effects upon the retail prices on American products to the great concern of the American tuna industry.

In California a tariff bill was introduced to the Lower House in September last year to impose tariff on imported frozen tuna for the protection of its own tuna industry. The bill, whose aim it is to restrict the import of Japanese products, calls for the imposition of \$60 per ton tariff on raw and frozen tuna which had heretofore been on the free list. This bill passed the House in November, but did not go through the Senate during the year as its session was adjourned until the new year.

We cannot but feel that this bill, which was introduced before the Congress in spite of the fact that Japanese tuna products are favourably received by American consumers for their cheapness in price and superiority in quality, has considerable political significance behind it. In any case, such a big increase in tariff is tantamount to the virtual ban on the import of tuna which holds the second place among the Japanese exports to the United States, which not only constitutes a question of life or death for Japanese fishermen and canning workers but must give considerable adverse effects upon Japan's economy in general.

Under these circumstances, those interested set up the Council On Tuna Exports in December of last year and submitted a petition, through Prime Minister Yoshida, for the postponement of action on the bill in the Senate to General Matthew B. Ridgway and Ambassador John Foster Dulles, as well as President Alben B. Barkley of the Senate.

In order, however, to conduct direct negotiations with the American side, it has been decided to send a fishery delegation composed of both government's and people's

representatives with Mr. Tsunejiro Hiratsuka as leader. The delegation is scheduled to attend the public hearing to be held in Washington, D.C. on February 6 and will request the lowering of the tariff by explaining the position in which Japanese fishermen and canners are placed.

It is not proper for a democratic state such as the United States to adopt measures whereby the people are forced to buy domestic products at higher price whereas they favour Japanese products which used to be served on their dining tables for many years past.

It would be a great pity if national sentiments were aggravated on account of such measures at this very time when economic co-operation between the United States and Japan is being pushed vigorously and mutual friendship is getting closer between the two countries.

RADIM HELPS TOWBOATS TO FIND WHALES

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.

Specially designed by 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 short-wave, the killing of a whale.

A tugboat 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 "Kosmos IV", one of the largest Norwegian floating whale factories. On the basis of experience during the current pelagic season, RADIM will be perfected and put into operation.

-(The South African Shipping News and Fishing Industry Review, March, 1952.)

TAGGED SALMON RECAPTURED

On July 17, 1951, Mr. L. G. Smith, Technical Officer, marked a number of Australian Salmon at Cheyne Beach with internal belly tags. On April 22 of this year one of those salmon was recaptured at Hamelin Bay. When tagged the fish were on the "back run", i.e., their eastward migration, apparently after spawning. The recaptured fish had probably continued its eastward movement after tagging, and returned to the Leeuwin on a further spawning migration. No details are available as to size when tagged or recaptured.

TAGGING OF TOMMY ROUGHS

Opportunity was taken by Mr. L. G. Smith to visit Cheyne Beach during April to capitalise on the large occurrences of Tommy Roughts during the past two or three weeks, when approximately 120 tons were caught there by local fishermen. On April 17 and 21 Mr. Smith, assisted by Inspector G. C. Jeffery, marked 1,015 herring, some with gill-cover tags, but the majority with internal belly tags, the whole operation occupying upwards of 9 hours in all. Working up to their waists in water, Messrs. Smith and Jeffery scale-sampled, measured, punched and tagged each fish before returning it to the water.

L.F.B. "CAPO D'ORLANDO" LOST

L.f.b. "Capo d'Orlando" (F75), an auxiliary ketch 35' x 12', was wrecked near City Beach about noon on Anzac Day. "Capo d'Orlando", under the command of Mr. Frank Carnemolla, and with Mr. Ilarione Rana and another person aboard, was returning to Fremantle after running a line of craypots at Little Island when about noon and 7 miles offshore from City Beach her stern gland broke up, allowing water literally to gush in. By working the pump and the use of buckets the crew managed to keep the vessel afloat - for some unaccountable reason her motor did not stop - until about the first line of breakers, when she went to pieces completely. The engine, mast, sails, and some other equipment were later salvaged, but no part of the hull was worth salvaging.

Mr. Carnemolla and his crew paid tribute to the young life-savers at City Beach who swam to their aid and not only helped them ashore, but also assisted them in their salvage work.

FISHERIES DEPARTMENT DIRECTORY

The following is the present official location of each member of the Department's staff -

At Head Office, 108 Adelaide Terrace, Perth
(phones B2431, B8725)

Administration:

A. J. Fraser, Superintendent
E. J. Brownfield, A.F.I.A., Clerk-in-Charge
B. R. Saville, Senior Clerk
B. K. Bowen, B.Sc., Clerk
K. F. Rundell, Clerk
I. Bartholomew, Clerk
Miss S. M. Norwood, Typist
Miss P. A. Davidson, Typist

Inspection:

J. E. Bramley, Supervising Inspector
J. E. Munro, Metropolitan Inspector
J. Traynor, Fauna Warden
A. K. Melsom, Relieving Inspector
G. Coombes, Assistant Inspector
L. C. Oliver, " "
O. Hello, " "
N. E. McLaughlan, Cadet Inspector
B. A. Carmichael, " "
M. J. Simpson, " "

Investigation:

L. G. Smith, Technical Officer

At Cliff Street, Fremantle (phone L1369)

H. C. W. Piesse, Master, M.V. "Lancelin"
W. Davidson, Inspector
A. J. Bateman, " (m.v. "Kooruldhoo")
F. A. L. Connell, " (m.v. "Silver Gull")
R. M. Crawford, " (m.v. "Garbo")

At P.O. Box 71, Broome

M. Goodlad, Pearling Inspector.

At Shark Bay

R. J. Baird, Acting Inspector

At 3 Gregory Street, Geraldton (phone Geraldton 294)

S. W. Bowler, Inspector

At P.O. Box 49, Mandurah (phone Mandurah 240)

H. J. Murray, Inspector

J. L. Gallop, Assistant Inspector

At Stirling Street, Bunbury (phone Bunbury 598)

A. V. Green, Inspector

At Lower Stirling Terrace, Albany (phone Albany 127)

G. C. Jeffery, Inspector.

At Pemberton (phone Pemberton 44)

J. S. Simpson, Inspector

TAGGED MULLET CAUGHT

Just as the stencils for this issue were going to the duplicator advice was received from Inspector Bowler of the capture at Point Moore, Geraldton, on April 10, 1952, of a mullet (Mugil dobula) which bore tag No. C833. This tag was placed on the gill-cover of the fish at Hough's bank, Collie River (Bunbury) on November 6, 1951, by Mr. L. G. Smith, assisted by Inspector X. W. Stathy and Cadet Inspector M. J. Simpson. When released the fish measured 26.4 cm. (l.c.f.), or about $11\frac{3}{8}$ inches overall. No details, other than the fact that it weighed exactly 1 lb., are available as to size when recaptured. During the 156 days of its freedom the fish travelled approximately 320 miles.