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(Formerly)

WHALING REPORTS.

CONNECTED FILES.

NUMBER

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310
1
W1
2.7.64
pr.

King Edward Point,
South Georgia.

13th June, 1964.

Sir,

WHALING REPORT SEASON 1963/64

I have the honour to submit in quintuplicate my report on the whaling operations carried out in the Dependency of South Georgia during the season 1963/64, together with company reports attached.

Headings are enumerated as follows:-

1. Introduction
2. Operating Companies
3. Catchers
4. Duration of Season
5. Asdic
6. Operational Planning
7. Weather
8. Factory Ships
9. Catch
10. Catching Areas
11. Production
12. Estimated Value of Catch
13. Whaling Inspectors and Infractions
14. Export Duties
15. Terms of Lease
16. Conclusion.

2. Operating Companies.

For the first time in the history of South Georgia whaling, Japanese companies operated both land stations. The following companies applied for and were granted licences to operate for the season. Kokusai Gyogyo Kabushiki Kaisha, Tokyo, manager K. Muraji, operated from Grytviken and Nippon Suisan Kaisha, manager S. Hirabayashi, operated from Leith Harbour. Both companies operated under sub-leases, at Grytviken from the Albion Star Company (South Georgia) Ltd., and at Leith from The South Georgia Company., and both these companies supplied managers and key men to advise the Japanese companies. In the case of Grytviken Manager F. Ringdal and Leith Manager W. Johansen. Captain T. Miyata, managing director of Nippon Suisan Kaisha was also present at Leith for part of the season.

The Kokusai Gyogyo Kabushiki Kaisha was, in fact, the negotiating and managing company for a consortium of three companies, the other two being Taiyo Gyogyo Kabushiki Kaisha and Kyokuyo Hogeï Kabushiki Kaisha.

Hereafter in this report companies will be referred to by the name of the station from which they operated, i.e. Grytviken and Leith.

3. Catchers.

<u>Catchers</u>	<u>Name</u>	<u>Gross Tonnage</u>	<u>Built</u>	<u>I.H.P.</u>
Grytviken	Toshi Maru	739	1940	3500
	Seki Maru No.15	598	1953	3000
	Toshi Maru No.2	741	1940	3500
	Fumi Maru No.16	598	1954	3000
	Toshi Maru No12	647	1957	3000
	Toshi Maru No16	758	1958	3500
	Kyo Maru No.10	695	1956	3500
	Kyo Maru No.20	724	1944	3500
Leith Harbour	Konan Maru No23	753	1957	3280
	Konan Maru No20	750	1956	3280
	Konan Maru No15	746	1955	3280
	Konan Maru No11	741	1954	3280
	Konan Maru No10	741	1954	3280
	Konan Maru No 7	471	1952	1100
	Konan Maru No 2	398	1949	2200
	Koyo Maru No 51	366	1946	1800

4. Duration of Season.

Grytviken operated from 7th October to 2nd December and during that period the full catcher force was reduced. Toshi Maru No.2 suffered ice damage to the hull which necessitated going to Buenos Airies for repairs. This catcher was non-operational from 11th November until 26th November. The Kyo Maru No.10 had to leave for Capetown for repairs to rudder machinery on the 24th November and did not return.

Leith Harbour operated from 24th October to 5th March and during this period the catcher force was reduced as follows. Konan Maru Nos. 23, 20, 15, 7 left South Georgia at the end of November to join the Pelagic Fleets.

For the remainder of the season Konan Maru Nos. 10 and 11 were used as catchers. Konan Maru No. 2 and Koyo Maru No.51 were used exclusively as buoy boats.

5. Asdic.

Nearly all catchers were fitted with Asdic apparatus of Japanese design. The system had one transmitter-receiver and one extra receiver, giving a stereo effect. The domes were hydraulically operated and, it was claimed, could be lifted in six seconds. There was no case of a catcher being docked for repairs to domes damaged by whale lines, mainly as a result of the use of this quick lift gear.

6. Operational Planning.

Both companies had a control room in their freezing vessel. For twenty-four hours a day a Whaling Officer, in consultation with the manager, directed catchers to operational areas and directed and nominated towing vessels. The control room was situated next to the radio room and all catchers were in constant radio-telephone and W/T contact with the Whaling Officer. Frequent reports were made on water temperature and these were plotted, even a difference of plus or minus one degree was evident, as the plots were made similar to the lines of soundings on a chart. Where there was a change of one degree of temperature appeared to be the vital spot for whales, and catchers were directed to the area. The Japanese appear to attach great importance to the difference in water temperatures and certainly the system pays dividends.

7. Weather.

From October to December gales were frequent but by South Georgia standards the weather could be termed generally fair. From December until March there was considerably less wind but fog was prevalent and fairly frequently hampered catching.

8. Factory Ships.

It was again reported that in January and February Factory Ships were operating in what might be termed island catching grounds, i.e. up to 400 miles off the island. Leith catchers sighted the Norwegian factory ship Kosmos IV, and the Norwegian factory ship Thorshavet was known to be about 200 miles off the island.

9. Catch.

During the months of October and November the main catch was of Fin whales. During December there was a scarcity of Fin and Sei whales. In January and until the end of the season the main catch was Sei whales.

There were many reports of flagged whales being attacked by Killer Whales. These attacks were prevalent during the first two weeks in January.

Company catches were as follows;-

	<u>FIN</u>	<u>SEI</u>	<u>SPERM</u>	<u>TOTAL</u>
Grytviken	363	-	28	391
Leith	189	409	32	630
TOTALS	552	409	60	1,021
	=====			

10. Catching Areas.

There were four main catching areas for Fin whales centered at the following positions:-

- i. 180 miles ESE of the island.
- ii. 180 miles SW " " "
- iii. 210 miles NW " " "
- iv. 220 miles NE " " "

The catching area for Sei whales extended over 150 to 200 miles NW through N to NE of the island.

11. Production.

Although Grytviken caught 391 whales as against Leith's 630, production figures were about the same for both companies. This is explained by the fact that whereas Grytviken caught 363 Fin whales, Leith caught only 189, the remainder of their baleen catch being 409 Sei whales.

Production figures

	OIL		MEAT
Grytviken	21,173 barrels		2,896 tons
Leith	20,710 "		3,709 "
TOTALS	<u>41,883</u> =====		<u>6,605</u> =====

Seasons' comparative figures are as follows:-

<u>Season</u>	<u>Number of Companies</u>	<u>Whales</u>	<u>Brls. Oil</u>	<u>Tons Meat</u>
1957-1958	3	3,356	161,485	Nil
1958-1959	3	2,504	102,638	1,061
1959-1960	3	2,300	97,673	1,839
1960-1961	2	2,274	109,796	726
1961-1962	1	1,183	49,815	Nil
1962-1963	Nil	Nil	Nil	Nil
1963-1964	2	1,021	41,883	6,605

Estimated value of catch

Gytviken	estimates	the value of their catch	as	£580,900
Leith	"	"	"	£553,881
			Total	<u>£1,134,781</u> =====

The above total is made up as follows:-

Oil.....	£ 533,797
Meat.....	£ 489,030
By Products	£ 111,954

Some of the estimates appear to be somewhat on the conservative side. From a study of the company reports attached it will be seen that Leith estimates Bone Meal at £20 per ton whereas Grytviken gives £30 per ton. Grytviken, in fact, sold Bone Meal to the Falkland Islands at that price. Frozen meat is valued by Leith at £70 per ton, but Grytviken gives £79 per ton, with Salted Meat at £50 per ton.

During the season it was reported on the Norwegian radio that Japanese companies had purchased Frozen Meat from Norwegian whaling companies at £120 per ton.

Leith gives the value of oil as £75 per ton and Grytviken £77 per ton and these figures are in keeping with world market prices.

13. Whaling Inspectors and Infractions.

This season we were particularly fortunate in having Mr. S.G. Brown M.Sc. as a Whaling Inspector, he being seconded from the Institute of Oceanography. Mr. Brown, who is a specialist on Whaling, was invaluable in all matters appertaining to Biological work in addition to the actual inspection. Furthermore, he was able to instruct the other three young inspectors, D.L. Cram B.Sc., J. Dye B.Sc. and A.J. Smith B.Sc., none of whom had previous experience of the whaling industry. All inspectors carried out their duties in a conscientious manner and impressed the Japanese with the standard of inspection.

	<u>Undersized</u>		<u>Lactating</u>	
	Fin	Sei	Fin	Sei
Grytviken	8	Nil	11	Nil
Leith	5	Nil	1	6

Definition of Lactation.

During this season most mamary glands of mature females were cut and any trace of milk was interpreted as evidence of lactation. This is in accordance with Ministry of Food Agriculture Notice to Inspectors, paragraphs (b) "If the inspector has the slightest suspicion that a whale might be lactating, he should cut the gland" and (c) "If there is any trace of milk, it should be assumed that the whale was accompanied by calf, and no bonus should be paid".

In previous seasons inspectors judged the presence of milk in the teats as the criterion of lactation.

All inspectors recorded the fact that the Japanese were very helpful, not alone with assistance at inspection, but in inquiries into cases of undersized and lactating whales and in the collection of biological specimens.

14. Export Duties.

Before the commencement of last season both Japanese companies approached the Colonial Office for a reduction in the export duty on whale meat, but this was refused. If both companies operate next season, I should not be surprised by a renewed application for this reduction. Should they do so, I would recommend that even on their own estimated value of Frozen Whale Meat there is no justification for a reduction. 11/6d per ton duty on a product valued at approximately £75 per ton is not exacting.

In 1962 the export duty on whale oil was reduced to a nominal 1/- per barrel to assist the two British companies then operating in South Georgia. This was a sympathetic gesture to the two companies which had been the Dependency's main source of revenue for the past 50 years and which were now facing difficult times. The Japanese were indeed fortunate that for what they termed 'this experimental year' the same nominal duty of 1/- per barrel applied.

I consider that this duty should be raised now to 2/6d per barrel. Little can be expected from the Japanese employees in the way of income tax and this increase in the export duty on whale oil should in some measure reduce HM Government's grant in aid.

No doubt the Japanese companies will strenuously oppose any increase in the export tax on whale oil and claim that they are operating on a minimum profit margin. This may be true in so far as the whaling section of their companies is concerned, but it should be borne in mind that these companies are, in fact, combines with a number of subsidiary companies whose existence depends on the supply of raw materials, i.e. whale meat. These subsidiaries manufacture a number of proprietary brand whale products which in turn are sold to the public through their own retail organisation. In the case of Norwegian, and in the past British, whaling companies, their raw material is sold on the world markets at ruling prices and these were a fairly accurate yardstick of the companies' prosperity.

The Japanese companies operating in South Georgia will have a decided advantage over other Japanese whaling companies who are solely dependent on pelagic whaling. It appears beyond doubt that the International Whaling Commission will recommend a drastic cut in the Blue Whale Unit quota for the 1964/65 season. Last season Blue Whale Units were fixed at 10,000 of which Japan was granted 46%, Norway 28%, USSR 20%, and Netherlands 6%. It is expected that the quota of Blue Whale Units for the season 1964/65 will be reduced to 5,000. If this is done, some of the pelagic companies will be unable to operate, there just wont be enough units to make an expedition possible. It is on this ground that I reason the Japanese companies operating in South Georgia will be fortunate in the concession as whales caught here will be outside the international quota, South Georgia being classed as a land station.

The foregoing remarks are made for consideration in the event of applications for reduction of export duties or objection to increase, and that they may be viewed in proper perspective.

15. Terms of Lease.

In their original application to operate at Leith Harbour, the Nippon Suisan Kaisha requested permission not to produce Bone Meal as they considered it would be uneconomical to do so. Their request was granted for 'the experimental year'. However, they did produce a small quantity of Bone Meal.

I discussed this matter with Captain Miyata, managing director of the company, and pointed out to him that it was contrary to whaling ethics for by-products not to be produced, as full carcass utilisation of the whale is a byword of the industry. He fully agreed that this was so, but confessed they had not sufficient men for full scale production. However, after our discussion they did produce 57 tons valued at £1,140, as against Grytviken's 737 tons valued at £22,100.

Grytviken also produced Meat Extract, 22.5 tons valued at £18,000, but although Leith station has a most up-to-date and efficient Meat Extract Plant, none was produced there.

I would stress that both companies should be informed that full utilisation will be expected under the terms of their lease, should they intend to operate this coming season. I would add that, before his departure, Captain Miyata confirmed that it would be his company's intention to produce Bone Meal if they operate.

The disposal of rubbish and garbage is another matter which needs definite attention. Both companies were extremely careless in this matter, and whilst I will, of course, issue them with copies of the Harbour Ordinance and regulations.....I think it would be well to draw attention to this matter in their lease.

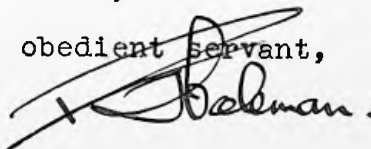
16. Conclusion.

The managers of both Japanese companies told me they were very well satisfied with the results of this experimental season. Whilst a comparison of this season's catch report with those of former years may not appear to be encouraging, it should be borne in mind that the Grytviken company operated for only two months and that Leith operated for most of their catching season with only two catching boats. The previous years' results are on a full season of six months and with a full catcher force of eight catchers per station.

I have the honour to be,

Sir,

Your obedient servant,



Administrative Officer.

The Honourable,
The Colonial Secretary,
Stanley.
FALKLAND ISLANDS.

N A Z K E L A N D I S L A N D S

WHALING SEASON.....1963/1964.....South Georgia.

FACTORY.....Grytviken.....Company.....INTERNATIONAL FISHERY CO/Ltd

WHALES CAUGHT

WHALE	OCT	NOV	DEC	JAN	FEBR	MARCH	TOTAL
Blue							
Fin	139	224					363
Sei							
Sperm	14	14					28
Other							
TOTAL	153	238					391

PRODUCTION (TO NEAREST UNIT)

DESCR	UNIT	OCT	NOV	DEC	JAN	FEBR	MARCH	TOTAL	EST. VALUE (IN £)
WHALE OIL	BAR. ELS	6303	11952	1353				19608	253400
SPERM OIL	BARRELS	811	754					1565	20000
MEAT	TONS ^F Sp	870	1954 27	45				2869 27	229500 1000
MEAT MEAL	TONS	202	484	48				734	36700
BONE MEAL	TONS	196	483	58				737	22100
SOLUBLES	TONS								
MEAT EXTRACT	TONS	5	14	3.5				22.5	18000
FINNERS	TONS								
SPERM TEETH				0.2				0.2	200

WHALES CAUGHT PER CATCHER

NAME OF CATCHER	BLCE	FIN	SET	SPERM	OTHER	TOTAL
Toshi Maru No.1		51		1		52
Toshi Maru No.2 ✓		37				37
Toshi Maru No.12 ✓		49		3		52
Toshi Maru No.16 ✓		59		9		68
Seki Maru No.15 ✓		35				35
Fumi Maru No.16 ✓		53		8		61
Kyo Maru No.10		36		2		38
Kyo Maru No.20		43		5		48
TOTAL		363		28		391

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Date December 6th, 1963

K. Muraji
Manager.

FALKLAND ISLANDS

WHALING SEASON. 1963 - 1964. AREA ~~XXXXXXXXXXXXXXXXXXXX~~

FACTORY. Leith Harbour Miyajima Maru COMPANY. Nippon Suisan Kaisha Ltd.,

WHALE CATCH

WHALE	OCT	NOV	DEC	JAN	FEB	MARCH	TOTAL
BALD	0	0	0	0	0	0	0
FIN	30	119	31	6	3	0	189
SET	0	1	17	215	138	38	409
SPEAR	1	18	5	2	4	2	32
OTHER	0	0	0	0	0	0	0
TOTAL	31	138	53	223	145	40	630

PRODUCTION (TO NEAREST UNIT)

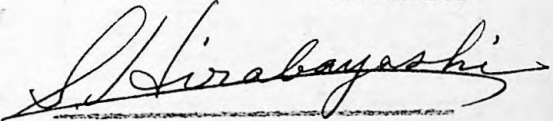
DESCR	UNIT	OCT	NOV	DEC	JAN	FEB	MARCH	TOTAL	EST. VALUE (IN £)
WHALE OIL	BARRELS	405	7477	2351	4594	3468	1031	19126	241,943-18-0
SPEAR OIL	BARRELS	60	935	238	89	173	89	1584	18,453-12-0
MEAT (FROZEN)	TONS	89	871	361	1368	846	119	3654	255,780-0-0
MEAT MEAL	TONS	0	172	83	155	159	65	634	33,602-0-0
BONE MEAL	TONS	0	0	0	43	14	0	57	1,140-0-0
SALTED MEAT	TONS	0	18	8	14	10	5	55	2,750-0-0
EXTRACT	TONS								
BLINNERS	TONS						10	10	200-0-0
SKINNERS	ABS.						220	220	12-0-0

WHALES CAUGHT PER CATCHER

NAME OF CATCHER	BLUE	FIN	SEI	SPERM	OTHER	TOTAL
KONAN MARU NO. 10	0	57	226	13	0	296
KONAN MARU NO. 11	0	51	183	16	0	250
KONAN MARU NO. 15	0	25	0	0	0	25
KONAN MARU NO. 20	0	15	0	0	0	15
KONAN MARU NO. 23	0	31	0	0	0	31
KONAN MARU NO. 7	0	10	0	3	0	13
KONAN MARU NO. 2	0	0	0	0	0	0
KOYO MARU	0	0	0	0	0	0
TOTAL	0	189	409	32	0	630

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Date 16.3.64


 Manager

usual SK/P
 PMA

L. I. ref: D/4/50/II

S. O. ref:

371
1/A

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 2nd July, 1964.

No. 13 SAVING. SOUTH GEORGIA

South Georgia Whaling Report (1963/64) Season.

310 I enclose for information four copies of the report on
the 1963/64 whaling season at South Georgia.

OFFICER ADMINISTERING THE GOVERNMENT

FH

12
10

DECODE.

No. 80.

TELEGRAM.

From Grytviken Japanese Manager Muraji, Koyomaru.

To Governor, Falklands.

Despatched : 21st October, 19 64. Time : 1200
Received : 21st October, 19 64. Time : 0915

I am coming back again and would like to operate sealing and whaling at Grytviken until early in December. Looking forward to your kindest co-operation on my business. Best regards to your wife.

Grytviken Japanese Manager Muraji

P/L : LH
(Intld.) HLB

Si

pe.

Pa
25/10/64

DECODE.

No. 99.

TELEGRAM.

2

From Administrative Officer, South Georgia.

To Colonial Secretary, Stanley.

Despatched : 24th September, 19 64. Time : 1800

Received : 25th September, 19 64. Time :

No. 314. Japanese Manager Grytviken informs me they only intend operating until about the 3rd December. Two whaling inspectors will become redundant at that time.

Administrative Officer

P/L : LH
(Intld.) HLB

Reply at 5.

ack. 3
How does this
fit in with contract?

re. attack P. Files
61064

4

JG.

They are engaged for a period of nine months "door to door"

Clause 8 (i) of the Agreement provides the Solution, but since there is not three months left we wd. be required to pay one month's Salary in lieu of this notice

||

SI ✓

28.10.64

DECODE.

TELEGRAM.

From Colonial Secretary, Stanley.

To Administrative Officer, South Georgia.

Despatched : 10th November, 19 64. Time : 0915
Received : 19 Time :

2 No. 505. Your telegram 314. Whaling officers.
They may be released under clause 8 (1) of their agreements.
We shall have to pay both one months salary in lieu of notice.

Colonial Secretary

G.T.C. : HLB/IH

ka

DECODE.

No. 39.

TELEGRAM.

From Manager Muraji, South Georgia,

To His Excellency Governor, Stanley.

Despatched : 7th December, 19 64. Time : 1355
Received : 19 Time :

Finished operation on 8th. On behalf of our companies obliged very much your kindest co-operations. If possible wish to come back next season again best regards Grytviken.

Muraji

7

C.S.

Please send suitable reply -
we must do anything we can to show
that we would welcome their return.

R/L : LH
(Intld.) MB

(Intld.) CH

7/12

per

Reply at 8

8

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			10.12.64

To

etat MURAJI SOUTH GEORGIA

SGA/c

6 His Excellency thanks you for your kind message and looks forward to your return in the future stop Best wishes for a good voyage home

Secretary

WHT/LH

fa

DECODE.

TELEGRAM.

9

From South Georgia.....

To Colonial Secretary, Stanley.....

Despatched : 15th January, 19 65. Time : 1800
Received : 16th January, 19 65. Time : 0900

No. 16. Following for Toop from Dye.

Am writing whaling report and would welcome your comments and suggestions for inclusion particularly with reference to inspection results and wording of conclusions. All communications on the subject of official report can go through official channels. Am leaving biological report till return probably via Kista Dan.

P/L : LH
(Intld.) HLB
Copy to: Mr. Toop

Pa

GOVERNMENT TELEGRAPH SERVICE

312
10

FALKLAND ISLANDS

SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			22.1.65
To	ctat ADMIRALTY ENH			SGG/C

No. 14. Following for Dye from Toop Points for inclusion stop short whales come suspicion of slipping extra inches stop lactating whales come milk occasionally found in small section of gland stop exhaustive investigation carried out on glands ten ons plus stop incomplete utilisation come dumping meat trimmings from Koyo come increased half whales due to longer towing times and bad weather stop request measures to ensure infraction rate is kept comparable to NSM in future seasons considering continued whale stock decline stop will send full comments to AO per Shackleton stop sending official note of thanks for assistance to Taiyo

Secretary

HT/MB.

Copy to Mr. Toop

fe

Time

DECODE.

No. 126.

TELEGRAM.

From Administrative Officer, South Georgia.

To Colonial Secretary, Stanley.

Despatched : 25th January, 19 65. *Time* : 1800

Received : 26th January, 19 65. *Time* : 0900

No. 23. For Toop from Dye. Concerning report cannot complain about cheated inches, our job to keep them straight. Will make points about small quantities of milk, dumping, but no evidence of significant worse weather and longer towing times. Recent figures show NSK infractions now about level with International Fisheries. Am completing official report before leaving. Maybe preferable if you examine in UK and send your additions to AO later as appendix. That would avoid duplication etc but all up to you.

Administrative Officer

P/L : LH
Copy to: Mr. Toop

la

DECODE.

12

TELEGRAM.

From Colonial Secretary, Stanley.

To Administrative Officer, South Georgia.

Despatched : 27th January, 19 65 *Time* : 1100

Received : 19 *Time* :

No. 29. Whaling. In view of need to consider licensing next season grateful your assessment and separately assessment whaling inspectors of relative merits of different companies. Reply by mail.

Secretary

G.T.C.
WHL/TB

Copy to Mr. Toop

Bu 16.2.65

No. _____

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.

29th. January 1965

To. Colonial Secretary

From. M. Toop

Stanley, Falkland Islands.

Whaling Inspector, Grytviken.

SUBJECT:- Appendix Whaling Report, Grytviken.

I should be grateful if you would forward my notes for the Whaling Report to the Administrative Officer, South Georgia.

14
Colonial Secretariat,
Port Stanley,
Falkland Islands

21st. January, 1965.

Dear Mr. Muraji,

I should like to thank you for the assistance given to me as Whaling Inspector during my work with your company at Gryviken Whaling Station. I shall always remember the wonderful hospitality shown to me by you and your staff at the Whaling Station.

Since at present Whaling is in such a precarious position I hope your operations at Gryviken were not too unsuccessful. Although I am not at present in direct contact with Mr. John Dye I feel sure he would be in agreement with me.

Yours faithfully,

Whaling Inspector

Mr. Muraji,
Whaling Manager
Taiyo House
191 Kaizuka,
Kawasaki-Shi
Kanagawa-Ken,
JAPAN.

Introduction

During the period October 1st. - November 26th. 1964 I carried out my duties as Whaling Fishery Inspector at South Georgia. Fin (Balaenoptera physalus), Sei (Balaenoptera borealis), and Sperm Whales (Physeter catodon) inspected, were caught and processed by Taiyo International Fishery Co. Ltd. of Tokyo at Grytviken Whaling Station, King Edward Cove.

The following is recorded from memory whilst at the Secretariat, Port Stanley December - January, 1964/5. On 21st. November following a request from the Administrative Officer for South Georgia I left my work as Whaling Inspector at Grytviken to aid the Sealing Inspector, Mr. R. W. Vaughan with his Fur Seal Research programme on Bird Island. At the time it was intended that I collaborate with Mr. John Dye my partner at Grytviken on the Whaling Report on my return from Bird Island, and this was so up to 8th. January 1965. I did record various comments while working at Grytviken however these remain with the rest of the inspection data at South Georgia. Figures concerning whales shot, meat and oil production etc. I leave to Mr. Dye who is compiling the main Whale Inspection Report. Thus the following comments are only general, and those which I can remember accurately.

Short or 'Illegal Whales'

In several cases the short whales were especially stout (i.e. width compared with length). Since the gunner estimates length by the width of the back of the whale as it surfaces and dives, it is possible in these cases, and also in bad weather conditions that the short whales were the result of an error of judgment, on his part.

The procedure adopted for measuring the length of the whale was as follows. As the whale came up on to the plan the Chief Worker took one end of the tape measure and held it against his spiked pole opposite the apex of the tail fluke notch. The Plan Foreman then pulled out the tape tip of the upper jaw. After the whale had stopped moving up the plan the length was quickly noted. Under practical conditions it was found that in borderline cases there was the suspicion that the tape was moved by the Chief Worker at the tail end. The Whaling Inspector should watch out for this. Mr. Dye and myself worked together and when the whale looked as if it might be short, the inspector not noting the measurement would watch the Chief Worker at the tail end.

Lactating Whales

When taking the mammary gland thickness during biological work the mammary gland tissue should always be inspected to ensure that it is not lactating. This is so even down to a thickness of say 9cms. (usual minimum for lactation is 11cms.) as it is possible for the gland to be crushed when the whale is being hauled up the slipway. Besides being flattened to a thickness of less than is normal for lactation the milk is squeezed and washed out. On several occasions we only found milk after a thorough search of the gland and then only a small amount could be scraped onto the knife. So as not to delay flensing we found the most satisfactory method was to take several large slivers (transverse sections) of the gland and examine them at the side of the plan. If the Plan Foreman was not present at the time of examination he can be shown the offending tissue as necessary. Such cases could be verified by the presence of the corpus albicans of lactation on the ovary.

Towards the end of lactation, as the calf begins weaning, the milk becomes brown. At this stage non utilised milk is re-absorbed by the mammary tissue. Since the calf still needed the parent for survival we counted this as lactation. Dr. T. Ichihara of the Whales Research Institute, Tokyo, informed us that some workers consider there are 6 stages in lactation. It is worth noting that Japanese Whaling Regulations take any mammary gland over 11cms. as lactating. Obviously the laws relating to lactation remain unsatisfactory and could do with further clarification and definition.

Incomplete Utilisation

The number of 'half whales' brought up on the plan might be an increase on previous years. While a whale is being towed from the catching grounds, the chains which tie the whale to the side of the catcher slowly bite through the body. During the case of bad weather involving long towing times the chains completely sever the whale, so the portion of the carcass in front of the dorsal fin is lost. Thus the larger number of cases of 'half-whales' is probably due to the great distance of the present day catching grounds

Edible whale meat was trimmed into blocks for freezing on board the Koyo Maru (freezing ship), the waste trimmings being thrown onto a barge lying alongside via a chute. During a lull in operations the waste meat was taken back to the plan, and from there was dragged up to the meat loft, and into the meat boilers. Occasionally the lull was so long that the boilers were closed down and so these trimmings were left for up to 48hrs. On one occasion it was reported that this waste meat was taken out to Cumberland Bay and dumped into the water. This was denied by company officials, and Mr. Dye and myself found no further evidence of this having happened. As advised by the Administrative Officer we kept

careful watch for further incidents. I suggest future Whaling Inspectors are informed of this, as the practice is illegal.

Besides the above, there were no cases of waste as under regulations 11, 12, Section II of the Falkland Island Whaling Ordinance. Future Whaling Inspectors should note that there must be no waste or likelihood of waste, and the above regulations make it possible for them to prevent the taking of whales that would lead to an accumulation of whale matter, that could not be utilised without undue waste.

Summary

All mammary glands especially those over 9cms. in thickness were examined carefully for milk from end to end.

Where the whale was going to be a borderline case the inspector ensured there was no playing with the tape.

Careful watch was kept to prevent waste being dumped.

Conclusion

The above are practical points which future inspectors are advised to note as they may have no previous experience, or anybody to advise them.

With the continued decline in whale stocks it is of even greater importance that immature and lactating whales are not taken. With this decline it will pay the whaling companies more and more to shoot illegal whales, such a whale being better than nothing.

The gunner used to be able to choose what he shot now he can not. Action must be taken to prevent a repetition of this season's number of infractions.

I believe the whaling report also goes to the International Whaling Commission, and if this is the case they would no doubt offer advice on the matter. In collaboration with Mr. Dye I shall make enquiries with the commission.

The major issue is the number of infractions otherwise, personally, I found company officials very helpful. The vitality and efficiency of the company is commendable and I feel that the provided the number of infractions is reduced Taiyo's operations at Grytviken should be encouraged.

15

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			29.1.65
<i>To</i>				
	etat ADMINOFF ZBH			SGA/c

No. 32. Following for Dye from Toop cheated inches warning future inspectors stop Request action prevent repetition number infractions stop Appendix complete stop Request transcript whaling Ordinances for inspectors stop Conclude dont forget my biological collection

Secretary

Copy to: Mr. Toop

MT/LH

Bu 25.2.65 (12)

Time

Bu 19.2.65

DECODE.

No. 184.

TELEGRAM.

From Administrative Officer, South Georgia

To Colonial Secretary, Stanley

Despatched : 16th February, 1965. Time : 1800

Received : 17th February, 1965. Time :

12 No. 55. Reference your telegram No. 29. Reports from whaling inspectors Leith arrived here too late for Kista Dan mail will forward next opportunity.

Administrative Officer

P/L : LH

16
W.
17.2.65
Bu 25/3/65 (se mail)

Ref: SG614.

Administrative Office,
King Edward Point,
SOUTH GEORGIA.

5th February, 1965.

The Honourable,
The Colonial Secretary,
PORT STANLEY.



Sir,

12 With reference to your telegram number 29 dated 27th January, 1965, (Decoded as follows) :-

18 "NO.29. WHALING. IN VIEW OF NEED TO CONSIDER LICENCES NEXT SEASON GRATEFUL FOR YOUR ASSESSMENT AND SEPARATE ASSESSMENT OF WHALING INSPECTORS OF RELATIVE MERITS OF DIFFERENT COMPANIES. REPLY BY MAIL."

2. Herewith a brief description of the two Companies.

TAIYO GYOGYO K.K.(International Fishery Co.)

Capital : 35,000,000 Dollars
Number of vessels owned : 764 (459,300 Gross Tons)
Number of Employees : 12,604
Number of Affiliated Companies : 71

NIPPON SUISAN KAISHA, LTD.

Capital : 30,000,000 Dollars (Approx)
Number of vessels owned : 134 (224,000 Gross Tons)
Number of Employees : 10,430
Number of Affiliated Companies : 32

3. It has been reported in the Press that Nippon Suisan Kaisha has signed a £420,000 three-year Contract with the South Georgia Company (terminating in the 1966/67 season). They previously had a provisional one-year lease with the South Georgia Company and found that its whaling activities in the Antarctic had been greatly enhanced by the use of this base, despite the fact that only sixty per cent of the Catch target was achieved.

They are convinced that a more intensive search will result in much higher catches, and an added attraction is that this area is outside the International Quota Control. This was 8,000 Blue Whale Units this year and a further reduction is expected next year. Nippon Suisan Kaisha's new lease does not require them to make additional payments to the South Georgia Company for each whale caught on a bonus basis, as was stipulated in the first one-year lease agreement.

4. The International Fishery Company, Grytviken, operated 1963/64 season as an experimental season with the option of entering into a three-year sub-lease with Albion Star. In 1964 they failed to take the option of the three-year lease and it was only after prolonged discussion that they decided to operate in 1964/65 season. At the time of writing it is not known whether or not they will operate in the 1965/66 season. Ryan, of Albion Star, has frequently said that if the Japanese do not operate then he will.

5. Both Companies are short of Catchers and, in the case of the International Fishery Company, they have not sufficient to operate a Shore Station and their Pelagic Fleets simultaneously - hence the two-months' season in 1963 and 1964. After the commencement of the Pelagic season, Leith (Nippon Suisan Kaisha) are able to retain five Catchers, the other five going to their Factory Ships for Pelagic Fishing.

17 b

6. Assuming that 'relative merits of different Companies' refers to the conduct of their operations in so far as the observance of the Falkland Islands Laws and International Whaling Convention Regulations, please find attached herewith a summary of infractions for all Companies operating at South Georgia during the period 1951 to 1965, this includes

Compania Argentina de Pesca/Albion Star
Salvesens
Tonsbergs Hvalfangeri
International Fishery Company
Nippon Suisan Kaisha

17 a

Also attached is a summary of Infractions in respect of Antarctic Whaling, including South Georgia, for the years 1951 to 1957. Unfortunately reports on years 1958 - 1964 are not available.

7. Up to 1957 there were no Whaling Inspectors stationed at South Georgia. Each Company submitted an Infraction Report based on the whaling Plan report. The whaling Plan reports are kept so that the total running feet per Catcher's catch can be credited to the crew of the Catcher concerned. This is the basis

/on which

on which Bonus is paid and, for this reason, it can be assumed to be reasonably accurate. You will note that Pesca and Tonsberg have never reported catching a lactating whale, and that the first report from Leith was in 1955/56 season. I imagine that the absence of lactating whales is due to the simple fact that they were never reported. (Lactating whales are mature female whales and seldom undersized). Whaling Inspectors were first employed in the 1958/59 season but it was not until 1963/64 that the following definition of 'lactating' was introduced :-

"If the Inspector has the slightest suspicion that a whale might be lactating, he should cut the 'gland' and if there is any trace of milk, it should be assumed that the whale was accompanied by a calf, and no bonus should be paid."

In previous seasons Inspectors judged the presence of milk in the teats as the criterion of lactation.

8. Instructions to Whaling Inspectors on the procedure for measuring whales, Whale Fishery Ordinance, Section 17 (b), states :-

"For the purpose of this Regulation whales must be measured when at rest on deck or platform, as accurately as possible by means of a steel tape measure fitted at the zero end with a spiked handle which can be stuck into the deck planking abreast one end of the whale. The tape measure shall be stretched in a straight line parallel with the whale's body and read abreast the other end of the whale. The ends of the whale, for measurement purposes, shall be the point of the upper jaw and the notch between the tail flukes. Measurements, after being accurately read on the tape measure, shall be logged to the nearest foot, that is to say, any whale between 75 feet 6 inches and 76 feet 6 inches shall be logged as 76 feet, and any whale between 76 feet 6 inches and 77 feet 6 inches shall be logged as 77 feet. The measurement of any whale which falls on an exact half foot shall be logged at the next half foot, e.g., 76 feet 6 inches precisely shall be logged as 77 feet."

9. From the foregoing instructions it should be easy for Inspectors to measure and decide on the length of a whale. It is useless for Whaling Inspectors to talk about 'cheated inches'. It is their main task to make certain that there are no 'cheated inches'. If they are unable to prevent this, then it amounts to a confession of incompetence.

10. Whaling Inspectors are instructed by the Administrative Officer to immediately report any irregularities which may occur at their station. This year both stations had an increase in the number of infractions relative to the Catch, unfortunately the Whaling Inspectors did not report this as promptly as they should, but on receipt of their reports I addressed a letter to the Managers (copy attached). You will note that in the attached letter it has been stressed that there is no excuse for taking lactating whales. This was stressed because, of the two types of infractions, the taking of lactating whales is the greater crime. However, weather conditions around South Georgia are usually bad with periods of poor visibility and rough seas, making it extremely difficult for a Gunner to estimate the length of a whale, or to see whether the whale is accompanied by a calf. Unless the Gunner can see a calf, there is no other indication that the whale is a 'lactating' whale. With the present criterion of 'lactation' it is possible for a 'lactating' whale to be unaccompanied by a calf. From the receipt of my letter a marked improvement was noted. It is intended to send both Companies a warning on infractions at the commencement of next season and a careful watch will be kept on the ratio of infractions to Catch.

11. Taking all the foregoing into consideration, I would say that the present Companies are neither better nor worse than other Companies which have operated here in the past, and that there is little to choose between Grytviken and Leith at present. I think that the increase in the infractions this year was partly due to panic at falling short of the Companies' quotas, and partly a try out to ascertain Government's reaction. By comparison with Antarctic results, South Georgia infractions have always been relatively high. Nevertheless, I think both Japanese Companies merited a strong warning with regard to their infractions for 1964/65.

12. At the moment both Companies are being instructed on the method of calculating amount of Bonus forfeited in respect of infractions. The method used in South Georgia, approved by the Governor in 1954 (C.S. File D/4/50), differs from the Japanese method and has been the subject of discussion and correspondence. Nippon Suisan Kaisha at Leith have now agreed to use our form of calculation and similar agreement is expected from the International Fishery Company. It would, however, be prudent to insert in the Whale Fishery Ordinance, after Section 9 - 1(a)

"1 (b) Bonus forfeited on illegally caught whales should be calculated by the method approved by Government.

1 (c) Definition of Bonus Whale :-

75	English feet	Blue Whale	= 1	Bonus Whale
110	"	Fin Whale	= 1	" "
120	"	Humpback Whale	= 1	" "
110	"	Sperm Whale	= 1	" "
200	"	Sei Whale	= 1	" "

/Furthermore, I suggest

Extracted
to

D/4/58

Extracted to
D/4/58

Furthermore, I suggest that it should be made very clear to the Japanese Companies that payments for Infractions are not considered as a source of revenue but merely the imposition of a penalty required by both Falkland Islands Laws and International Whaling Convention Regulations. The Falkland Islands Government would far rather that such payments were not necessary thereby indicating a stricter observance of the Laws and Regulations by the Companies.

310 in
D/4/50/II

13. Apart from one barge-load of rotten meat which was dumped at sea by Grytviken, full utilization was made of all whales caught. The disposal of rubbish and garbage was again brought to the attention of the Managers (See my Whaling Report for season 1963/64, paragraph 15).

14. As a result of some, presumably Grytviken, personnel abusing Sea Elephants on the beaches a strongly worded protest was sent to Manager Muraji, and he issued very strict instructions to all personnel not to interfere with Wild Life. No reports of this nature have been received from Leith, but it is difficult to keep a careful watch on Leith, particularly as no 'Service Boat' is available; and when it is available Government Officials' arrivals are known in advance. From past reports, British and Norwegian personnel were not innocent of depredations of this sort, and on occasions British Antarctic Survey personnel and ships' crews have had to be dealt with for similar abuses.

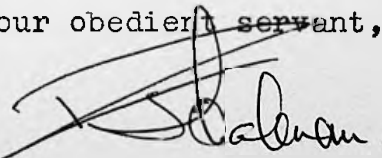
15. Other than the incidents mentioned, the Japanese personnel are more law-abiding and sober than the British and Norwegian whalers. From a Customs point of view their behaviour is far better than that of previous whaling personnel and ships' crews during their stay in South Georgia. At that time there was a considerable amount of attempted smuggling and building of illicit Stills, particularly at Leith Harbour. The Managers of both Companies are co-operative and give every appearance of wishing to conduct their operations in accordance with the Laws and Regulations, but they have their difficulties with their own personnel, particularly Gunners.

16. The foregoing paragraphs 3 to 15 inclusive have been extracted from the Administrative Officer's Whaling Report on the 1964/65 season now in the course of preparation.

I am,

Sir,

Your obedient servant,



Administrative Officer.

SOUTH GEORGIA.

SUMMARY OF INFRACTIONS OF THE INTERNATIONAL

WHALING CONVENTION, 1946.

(Antarctic, including South Georgia)

Period: 1951/52 Season to 1956/57 Season

Season.	Whales taken.	% taken at South Georgia.	Infractions.	% of Infractions at South Georgia.
1951/52	33,237	7	782	3.9
1952/53	30,650	7.4	803	6.7
1953/54	34,869	10.2	1053	6.8
1954/55	37,654	8.4	532	3.7
1955/56	38,538	7.7	578	3.1
1956/57	36,051	8.5	502	2.3

TOTAL WHALES CAUGHT BY COMPANIES AT SOUTH GEORGIA
FROM 1951/65 INCLUDING NUMBER OF INFRACTIONS

GRYTVIKENE

Season:		Total Catch	Infractions:	
			Undersized:	Lactating:
1951/52	(Cia.Pesca)	798	17	-
1952/53	" "	666	12	-
1953/54	" "	1075	34	-
1954/55	" "	934	10	-
1955/56	" "	802	6	-
1956/57	" "	1095	5	-
1957/58	" "	1841	28	-
1958/59	" "	920	17	-
1959/60	" "	923	3	-
1960/61	(Albion Star)	1248	19	-
1961/62	" "	1183	11	-
1962/63	(Closed)	-	-	-
1963/64	(Int.Fishery)	391	8	11
1964/65	" "	321	15	15

LEITH HARBOUR:

1951/52	(Salvesen)	945	-	-
1952/53	" "	763	42	-
1953/54	" "	1242	17	-
1954/55	" "	1219	6	-
1955/56	" "	1077	9	1
1956/57	" "	958	-	-
1957/58	" "	1515	31	1
1958/59	" "	814	18	3
1959/60	" "	721	5	-
1960/61	" "	1026	10	-
1961/62	(Closed)	-	-	-
1962/63	" "	-	-	-
1963/64	(N.S.K.)	630	5	6
1964/65	" "	(594	17	15)

HUSVIK HARBOUR: -(Tonsbergs Hvalfangeri)

1951/52		887	14	-
1952/53		841	-	-
1953/54		1273	21	-
1954/55		1028	4	-
1955/56		1122	2	-
1956/57		1015	7	-
1957/58	(Closed)	-	-	-
1958/59		770	19	-
1959/60		656	7	-

Station not operating after 1959/60 Season apart from being used as a subsidiary station for Grytviken during 1960/61 season.

(COPY)

Ref: 602.

Administrative Office,
King Edward Point,
South Georgia.
17th November, 1964.

Sir,

It has been reported to me by the Whaling Inspectors that there is a marked increase in the number of infractions.

I have studied this report and find that of a total catch of 222 Fin Whales, 28 are infractions, and of these 13 are lactating and 15 short. This is an exceedingly high percentage in relation to the total catch.

It would appear that your Gunners are becoming very careless in observing the Falkland Islands Whaling Laws and the International Whaling Convention Regulations. It is appreciated that your Gunners are endeavouring to secure a given quota, but this must on no account be achieved by disregarding the aforementioned Laws and Regulations. I am particularly disturbed by the number of lactating whales which have been taken. I can find no excuse for this and take a very serious view of this matter.

I must instruct, that you send an immediate warning to all your Gunners that the Falkland Islands Whaling Laws and the International Whaling Convention Regulations must henceforth be scrupulously observed. If after that, there is not a marked improvement, the matter will be the subject of a report to His Excellency The Governor. Should such a report become necessary it will be a very vital factor in the decision as to whether or not a Licence will be issued to your Company for 1965/66, should your Company wish to operate in South Georgia for that season.

However, I feel sure that you, personally, will do everything in your power to ensure an improvement in the standard of the catching operations.

I am, Sir,
Your obedient servant,

(SGD.) D.J.COLEMAN,
Administrative Officer,
SOUTH GEORGIA.

The Manager,
The International Fishery Co. Ltd.,
Grytviken.

c.c. Whaling Inspectors, Grytviken.

(N.B. It was observed that N.S.K.-Leith also had an increased number of infractions and a similar letter was addressed to the Manager on 7th January, 1965.)

COPIES TO: COLONIAL SECRETARY ✓
ADMINISTRATIVE OFFICER
J. DYE (WHALING INSPECTOR)
FILE COPY.

King Edward Point,
SOUTH GEORGIA.

18
51
24/2

11th February, 1965.

An Assessment of the Relative Merits
of the Whaling Companies operating at South Georgia in
the 1963/4 and 1964/5 Seasons.



Introduction

I have been an Inspector of Whale Fisheries at South Georgia during the last two seasons but in that time I have only worked at the Grytviken Station of International Fisheries, except for a very short spell at the N.S.K. Station at Leith Harbour in the 1963/4 Season. Consequently my knowledge of the Japanese companies must of necessity be somewhat one-sided, and what I know of the Company operating at Leith Harbour may well be out of date. During last Winter the Service Boat at Leith Harbour was capsized when heavy snow accumulated on the deck. Accordingly, during this season, there has been no regular connection between the stations. However, the season at Leith Harbour started a week later than that at Grytviken so the Leith Harbour Inspectors had a chance of seeing the Grytviken Company in operation before they went to the other station. Had it been possible, a better assessment could have been made at a meeting of all the Inspectors but this will not be possible before we return to the United Kingdom. If necessary, such a meeting might subsequently be arranged although I cannot say for certain that this would be possible.

Since some difficulty exists as to the exact nature of the assessment required, I am assuming that such details as conditions of leases, value of products and income to the Government are already available from other sources and I shall confine my remarks to my personal observations and knowledge,

which, as/

which, as I have explained, is largely confined to one Company. I trust that a general picture will emerge when the assessments of different Inspectors are compared. I feel myself completely unqualified to make any statement that one Company is 'better' than the other, I can only note the differences, such as I see them, and trust that conclusions will be drawn from the collected assessments of all Inspectors.

1. Organisation of the Companies.

Both stations in South Georgia are operated by large Japanese concerns and the operations in South Georgia form only a small part of their activities. The Grytviken Company, International Fisheries Co. Ltd., is a combination of two large Japanese concerns that operate independently at other times. These Companies are Taiyo Gyogyo Co. Ltd., and Kyokuyo Hogai Co. Ltd., Of all the Japanese companies Taiyo Gyogyo is the largest and the company operating at Leith Harbour, Nippon Suisan Kaisha is the second largest. Since all Japanese Whaling Companies incorporate their own processing and marketing organisations it would appear that the Grytviken Company can command a substantial part of the Japanese home market. Both Companies also operate pelagic expeditions in the Antarctic Ocean and the operations in South Georgia may at times be linked to those of the pelagic fleets. For instance, products from South Georgia may be collected by ships from the pelagic fleets on their way North or a damaged catcher from the Antarctic Ocean may put in to South Georgia for repairs.

The two companies, although superficially similar, have two quite different methods of operation. The Grytviken Company uses a large number of high-powered catchers for a short season,

later sending/

later sending both the catchers and factory staff to the pelagic fleets, while the Leith Harbour Company sends only some of its catchers South and retains a few small catchers (which might not be so economical in the Antarctic) and the factory staff to work through the whole season. This means that International Fisheries are using their South Georgia Operation to effectively extend their Antarctic Season from three-and-a-half months (December to April) to six months (October to April), while N.S.K. only do this for a few catchers but for the rest run a five month season (October to March) in South Georgia. During the latter part of the South Georgia season N.S.K. concentrate on catching Sei Whales, the meat of which commands a good price on the Japanese market. The first two months of the South Georgia season there are very few Sei Whales in South Georgian waters and the catch of the Grytviken Company consists almost entirely of Fin Whales.

2. Methods of Operation.

Both Companies operate their catchers in a very efficient manner. All catchers are in frequent and regular radio contact with the station and send in reports of whales seen, weather, water temperature and any observations of catchers or 'flagged' whales of the other Company ('flagged' whales have a radio beacon so that they can be found in bad weather and by detecting these both companies can find out if a concentration of whales has been detected). All these reports are, of course, sent in code as are the instructions sent out to the catcher by the Whaling Officer. The positions of the vessels are followed by means of magnetic models on a chart. For both seasons, the Chief Whaling Officer at Leith Harbour has been Mr. Seki and it might be that his experience of conditions in this region would

give him some advantage over his opposite number in the other company who is replaced each season. However, the Manager at Grytviken has been the same in both seasons and has used his experience. In fact, during the time that the two Companies are working together the catching rate of the Grytviken company is nearly always far greater than that of their rivals. The reason for this, is possibly, that the training of the catcher crews of Taiyo Gyogyo is superior and the crews are more efficient. It may be, however, that N.S.K. sends its best crews to the Pelagic fleets where conditions are more exacting. Another difference between the Companies is in the functions of the catchers. At Grytviken, all the catchers except one were used full-time for catching, the one being used mainly as a searching craft, gathering information about areas where no other catchers were operating at that time; N.S.K. did not, I think use a searcher but did use a small catcher as a buoy boat, this doing no catching whereas the searcher did occasionally catch whales.

Both Companies are primarily trying to produce as much frozen meat as possible but that which cannot be frozen is turned into other products. The machinery at Grytviken is more efficient in producing high-grade oil but that at Leith Harbour is I believe, more efficient in the production of meat meal. There is another factor to be taken into consideration, that of the Sealing Operations at Grytviken; these yield a large quantity of high-grade oil which is added to the whale oil, so that the poorer quality whale oil is improved.

3. Profit and Efficiency.

Both Companies insist that their first Season at South

Georgia resulted/

Georgia resulted in a loss ! It is obvious that the cost of mounting such an Operation is considerable and the Grytviken Company, which only leased the station for a single season could easily have terminated their activities if they were such a bad risk. However, the time during which they operate in South Georgia is between the North Pacific and the Antarctic Season and even at a loss, an operation means a continuance of supply of the many products upon which the large number of Companies in the Taiyo Gyogyo Hogeï and N.S.K. groups depend. When calculating values of products the current world market prices are used, but since many of the products are sold to allied concerns the actual value could be greater. The Grytviken Company uses more men than the Leith Company, but in both stations there appear to be only the absolute minimum number of workers. In my experience, the workers of both companies have always been industrious and efficient and exceedingly cheerful in their work, I have been told that there is considerable competition for such jobs in Japan although I understand they are not very lucrative by British standards. It has always been my conviction that the workers at Grytviken are friendlier and more industrious than those at Leith Harbour but I have heard the opposite opinion from the Leith Harbour Inspectors !

Certainly, in both seasons I have found it easier to deal with the Grytviken Company, N.S.K. seem very reluctant to come to decisions and very prone to alter them. A minor example of this is seen in the shipping between Leith and King Edward Point, very few ships have come from Leith this season and on

each occasion/

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 men
 sailing
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each occasion very little warning has been given and the estimated time of arrival has been changed three or four times. This is a very small point, I know, but it occurs so regularly that one is tempted to regard it as indicative of a lack of efficiency in the running of the Company. However, no such difficulties arise for the Grytviken Company, who are only a few minutes away from King Edward Point and most difficulties can be discussed at leisure, but this is an accident of geography rather than a difference of efficiency.

Another indication of possible inefficiency is the fact that the Leith Company appear to have under-estimated the supplies needed for the season and have had to arrange extra shipments later, but it may be that these shipments had always been arranged and the situation to be merely one of language difficulty. On the subject of language, difficulties exist in both companies. I have found more difficulty at Leith, paradoxically because they have an interpreter, Mr. Yamamoto; he, also the secretary and was so busy that I often could not locate him. I believe there are more English-speaking personnel at Leith this season, both the difficulty remains. At Grytviken there is nobody comparable to Mr. Yamamoto although the general standard is higher and there are many dictionaries so one learns to make oneself understood to more people.

4. Infractions.

In the last two seasons the inspection of whaling has, I am convinced been more strict than previously. Stricter, I am equally convinced, than the Japanese Companies are used to, and difficulties have arisen with each Company regarding the

methods of/

methods of inspection and the payment of bonuses in the case of infractions. The latter difficulty being mainly with the Leith Company possibly arising because of the limited contact between them and the Government. The job of a Whaling Inspector can be very thankless and in both Companies there were men 'one had to watch' when working on the Plan. Indeed, when a whale looked as if it might be short one Inspector stood at either end whenever possible so that the measurement could not be wrong. In passing, I feel bound to say that this has probably always been the case, and in all fairness I must add that there were men who could be absolutely relied upon to be fair at all times. I have, for short periods, felt a certain antagonism towards me at Grytviken, which is only to be expected, and I was given to understand that this was less marked at Leith Harbour last season though I cannot speak for this season. Certainly such occurrences were rare and soon passed with no ill-feeling on either side as far as I could judge.

I have no figures for the infractions at Leith last season but I believe their record was better than that at Grytviken, this may have been because most of their catch were Sei Whales and these were present in such numbers as to offer a wide choice to the Gunners so that they could be more careful. This season the whales were harder to find and there seems to be less discrepancy between the two Companies, but I have heard no recent report of the Leith Harbour Infractions this season. I believe that if there is good weather and there is no shortage of whales, the records of both companies will show an improvement next season, should they be operating.

5. Sealing.

This is not my domain, but since the Sealing Inspectors are not on the island, I feel a comment on this sphere of activity may be relevant. Sealing is at present only carried on by the Company at Grytviken and I would not think that the quota was large enough to make sealing profitable for two companies in the same season. In fact, Sealing is much, still a Norwegian concern as it is not really done by the Japanese Company at all, but by the Norwegian Sealing Crews at Grytviken. At the present time there are three seal-boats each skippered by a Norwegian who knows the coast and weather very well and is able to make quick decisions regarding the safety of his vessel and crew. I believe the Japanese of the other Company could probably work a season sealing, but I feel their lack of experience of the coast and conditions would show itself in the results. With the same Skippers and Gunners, I do not think there would be a great difference in the results between the two companies, but this is a personal opinion and I am sure that many other people with more knowledge than I could be of more assistance.

6. Conclusion.

While the differences in the operations of the two companies makes direct comparison very difficult it is apparent that the value of the two month operation of International Fisheries is greater than that of the first two months' operation of the other Company. I feel that, if a full season was worked by both Companies, International Fisheries would show more profit. However, the present system seems to have advantages for both companies and they show no sign at present of wanting to change it. As matters stand, the Government stands to gain more revenue from a Company working all season.

J. Dye

Whaling Inspector.

mail from 17.

CS.

19

All papers read with interest.

- ✓ 2. Please have a letter of thanks sent to Mr. Dye for his report; such a letter could contain a reference to Mr. Toop's contribution.
- ✓ 3. There is a suggestion for action in para 12 of 17.
- * 4. What is his normal procedure re disposal of miss reports?

LD
26/2/61

* I have now seen his answer on his previous file.

20

LD

1/3

Ref: D/3/64.

Colonial Secretary's Office,
Stanley, Falkland Islands.

1st March, 1965.

Dear Mr. Dye,

Thank you very much for your extremely informative and helpful assessment of the relative merits of whaling companies in South Georgia.

Your observations will be of great assistance to us, and I would like to congratulate you on the clear way in which you have stated and set them out.

I hope you enjoyed your trip home and that you are finding an English winter not too hard to bear!

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY

Mr. J. Dye,
40 Queensbury Road,
Kingsbury,
London, N.W.9.

wht3im

Note Folios 22 a 23 transferred
to 1/4/58.

LS
29/6/65

24

MEMO

S.G. No.....614..

C.S. No.....

16th February, 19.65

*OK
20/2/65*

From:—

To:—

THE ADMINISTRATIVE OFFICER,
SOUTH GEORGIA.

The Honourable,
.....
The Colonial Secretary,
.....
PORT STANLEY.

Assessment of the Relative Merits of the two Japanese
Companies operating at South Georgia

With reference to yourtel No 29 I enclose reports from Whaling Inspectors at Leith which arrived at King Edward Point after the sailing of M.V. "Kista Dan".



Administrative Officer,
SOUTH GEORGIA.

SZ/A
24/A

ASSESSMENT OF THE RELATIVE MERITS OF THE TWO JAPANESE
WHALING COMPANIES OPERATING AT SOUTH GEORGIA.

P.R. Atkinson, Leith Harbour, 6th Feb., 1965.

The two Japanese companies compared are respectively International Fisheries Co. Ltd. at Grytviken, and Japanese Marine Products Co. Ltd at Leith Harbour. As last year the two companies worked different seasons, International Fisheries Ltd departing in December whilst Japanese Marine Products Ltd remained for full season at South Georgia.

The experience of the writer as a whaling inspector is limited to the present season only and so the following assessment of the relative merits of the two companies is based mainly on the 1964/65 season.

I. Whale Catch.

The table below summarises the catch figures for each company from the start of the season up to December 3rd which is the date on which International Fisheries ceased whaling operations.

1964/65 SEASON. CATCH FROM START OF SEASON TO DEC 3RD.

	INTERNATIONAL FISHERIES CO. LTD.	JAPANESE MARINE PRODUCTS CO. LTD.
Caught:-		
Fin	279	159
Sei	5	15
Sperm	37	17
TOTAL	321	191
Lost:-		
Fin	1	2 #
Sei	0	0
Sperm	1	0
TOTAL	2	2
Whales worked up	319	189
Blue Whale Units	139.83	81.0

One whale consisting of tail flukes only is considered as totally lost.

Because Japanese Marine Products Ltd started whaling late due to snow damage at Leith Harbour Station, and because they operated a different number of catchers than International Fisheries Ltd, the table below has been added which gives a better comparison of the two companies.

1964/65 SEASON. WHALING OPERATIONS FROM START OF SEASON TO DEC 3RD.

	International Fisheries Co. Ltd.	Japanese Marine Products Co. Ltd.
Total number of days whaling	64	58
Number of Catchers	10 #	9
Catcher-days worked	590	522
Whales caught per Catcher-day	0.54	0.37
Blue whale Units produced per Catcher-day	0.24	0.16

For part of Season only 8 were operating.

Since conditions were the same for the two companies during the above period it must be considered the International Fisheries Ltd are the more successful whalers. Figures of catchers by the Japanese pelagic fleets support this conclusion.

II. INFRACTIONS.

Infractions for the 1963/64 season and for the 1964/65 season up to December 3rd and up to dat are summarised in the tables below.

1963/64 season. Infractions.

1963/64	Total Catch	Infractions				Infractions Total: as % of Catch:
		Under size:	Lactating:	Incomplete utilization:	Total:	
International Fisheries Co.	391	8	11	9	28	7.2%
Japanese Marine Products Co.	630	5	7	3	15	2.4%

1964/65 Season. Infractions from start of season to Dec 3Rd.

	Total catch:	Infractions				Infractions Total: as % of Catch:
		Under size:	Lactating:	Incomplete utilization:	Total:	
International Fisheries Co.Ltd.	321	15	15	10	40	10.3%
Japanese Marine Products Co.Ltd.	191	7	7	4	18	9.4%

1964/65 Season. Infractions up to 6th Feb., 1965, of Japanese Marine Products Co. Ltd.

	Total catch:	INFRACTIONS				Infraction as % of catch:
		Under Size:	Lactating:	Incomplete utilization:	Total:	
Japanese Marine Products Co.Ltd.	545	17	15	11	43	7.9%

During the 1964/65 season International Fisheries Ltd had three formal warnings which included one warning from the Administrative Officer, South Georgia. Japanese Marine Products Ltd have had only one formal warning, which was from the Administrative Officer, since which there have been taken three undersize Fin whales and one lactating Sei whale. The conclusion reached is that the latter company have had lower infraction rates in both seasons at South Georgia. In view of the present declining numbers of whales, and the attempts of the International Whaling Commission to conserve the remaining stocks, this must be considered to the advantage of this company.

III. GENERAL CONSIDERATIONS.

Sealing.

The situation in which the sealing licences were granted to International Fisheries for, both of the last two seasons are well known. It is of interest however to note that this company in 1963 went ahead with their application for the licence apparently against the wishes of the Japanese Government, whilst the Japanese Marine Products Ltd stated they were no longer interested. In the outcome the Japanese Government approved, presumably, and it was unfortunate for the latter company that they cancelled their application.

Again in 1964 International Fisheries made early application for, and succeeded in obtaining, the Licence ahead of Japanese Marine Products.

The impression gained from these dealings is that International Fisheries acted somewhat more forcefully than did Japanese Marine Products, especially in the first instance.

Bone Meal.

It would seem that in the disposal of this product Japanese Marine Products experience some difficulty. In 1963/64 Season they obtained a special licence to dump it after cooking for oil. So far in the present season markets in the Falkland Islands, South Africa, and Europe have been tried without success, apparently because of failure to reach a final decision. At the present time the meal is to be shipped to Japan.

In both seasons International Fisheries appear to have found a ready market for Bone Meal in Japan.

Meat Extract.

Whilst both companies operate in South Georgia primarily for meat, a certain amount of meat extract is nevertheless made, particularly as post mortem times are sometimes long, and render much of the meat unsuitable as food.

In spite of this in the 1963/64 season Japanese Marine Products did not bring with them the experts necessary to operate the extract plant at Leith Harbour.

Conclusion.

The overall impression gained is that International Fisheries Ltd is the more efficient company, but that it is likely to have a high rate of infractions in future seasons as whales, particularly Fin whales, become more scarce.

A final consideration in the issue of licences is that at present Japanese Marine Products Ltd have two further years lease of Leith Harbour, whereas on present information the International Fisheries Ltd have not yet indicated that they will be operating at South Georgia next season.

(SGD.) P.R. Atkinson

Leith Harbour, 6th Feb., 1965.

(Copied JRW)

Leith Harbour
31/1/65.

2418

Sir,
Re: S.G.No.614 MEMO. Assessment of Japanese Whaling Operations,
1965.

The following assessment of the relative merits of the two Japanese Whaling Companies operating from South Georgia is to be made solely from the standpoint of inspection and infractions, leaving aside other pertinent questions such as the general running of the Operations and Stations, accessibility, and Sealing.

Owing to the limited period of the seasons worked by the Grytviken Company, a pur comparison in this matter can be made only for the period October to December, on the basis of the Fin whale catch. Here the figures would indicate that there has been greater laxity on the part of the Grytviken Company, especially during the 1963/64 season. Furthermore, at that time there were cases where milk-filled glands were slashed to an unnecessary extent in an attempt to drain away milk, an activity never recorded at Leith Harbour. However, it must be stated that the Grytviken Company in its short periods of operation was working in competitive conditions and aiming at a high BWU target. For the Leith Harbour Company in the current season (1964/65) the catch and production up to late November was poor, meaning that their target was virtually unattainable: in these conditions the percentage of infraction whales taken was extremely high, particularly in regard to lactation. Although instances of ceasing to chase on sighting calves were reported the Gunners appeared to be showing very little discrimination.

Concerning the determination in infraction whales on the Plan, in my experience the Job Officers at Leith Harbour have accepted unquestionably the judgement of the inspector, but it is known that at Grytviken there have been some, though brief, disagreements.

Finally, with regard to incomplete utilization, so far as is known only minor cases of dumping have been observed. However, it should perhaps be noted in this assessment that the Leith Harbour Company on the 1963/64 season dumped a large quantity of bone material and baleen on the South side of the Station (under special permission).

(SGD.) A.J.SMITH

Whaling Inspector (Grytviken 1963/64; Leith Harbour
1964/65).

Extra to the above assessment I must state that, if any choice between the two Japanese Companies was to be contemplated, and if both Companies planned to work a full season, then in general, and outside of inspection, it is my opinion that the Grytviken Company is to be preferred.

(SGD.) A.J.SMITH.

MEMO

S.G. No. 614

"CONFIDENTIAL"

LA 20/2/65
Si 3/10
25
c.s. No.

24th February, 1965

From:—

THE ADMINISTRATIVE OFFICER,
SOUTH GEORGIA.

To:—

The Honourable,
The Colonial Secretary,
PORT STANLEY.

Extracts from 1964/65 Whaling Report.

Due to lack of mailing opportunities the Annual Whaling Report for the 1964/65 Season, (which can only be completed at the end of the Season), may not reach you until Mid-Winter. For this reason I attach two extracts, Headed, "Export Duties" and "Terms of Lease" so that you may have time to consider the recommendations therein before granting Licences for 1965/66 Season.



Administrative Officer,
SOUTH GEORGIA.

Extracts from 1964/65 Whaling Report.

14. Export Duties.

In my 1963/64 Whaling Report I recommended that the export duty on whale oil should be increased to 2/6d per barrel. The arguments set forth in my report (page 6, paragraph 14) still hold good. However on further consideration I now propose that the export duty on whale oil should be increased to 5/- per barrel and export duties on all other whale products be increased to 1/- per 100 lbs. These revisions of the 1963/64 recommendations are based on a study of the revenue obtained in 1963/64 and that estimated for 1964/65.

It is apparent that with existing export duties, revenue from the Japanese Companies, will fall far short of the cost of maintaining Government Administration at South Georgia, in addition we have lost (that which was a major contribution from British and Norwegian Companies) revenue from Income Tax.

The Japanese Companies were indeed fortunate to benefit from a reduction in export duties solely intended to help companies, who, for over fifty years had been the main source of revenue to this island. I maintain that we have no such obligation to the Japanese Companies and in fact that was made quite clear during the period of negotiation prior to their first 'experimental year', when extra charges in connection with administrative costs were waived. I consider it high time that the Japanese Companies, through revenue, should contribute a more realistic figure in comparison with administrative costs.

15. Terms of Lease.

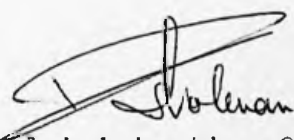
When NSK were granted a sub-lease for the 1963/64 season, termed, ('experimental year' by the Japanese), it was agreed by the Governor,:

"The Governor also agrees that for the 'experimental year' no charge will be made in respect of additional administrative expenses resulting from the

take-over by Japanese Companies, on the condition that the boat will be made available to the Administrative Officer whenever it is required".

(Colonial Office Letter to Salvesens
Ref: FSR 54/57/03 dated 11.10.1963)

The boat in question being what is termed a 'service boat' used for the purpose of communications between Leith Harbour and the Government Station. During the winter of 1964 this boat was lost and while it was admitted that this fact was only known to NSK after their departure from Japan to South Georgia, still, no effort has been made to replace it. At present transport between Leith and the Government Station is extremely unsatisfactory. This transport is provided by a whale catcher but there is no guarantee when one will be available. The catchers are operating anything up to 250 miles off the island and are only recalled from the whaling ground when there are whales to tow in and then it takes about 48 hours depending on the weather. In practise therefore, one may have to wait up to as much as a week before transport can be arranged. Once at Leith Harbour and business completed one experiences exactly the same difficulty in arranging a return to the Point. NSK should be firmly instructed to provide a 'service boat' for the 1965/66 season and with the number of fishing vessels at their disposal I see no difficulty in their meeting this condition of their lease.


Administrative Officer,
King Edward Point,
SOUTH GEORGIA.

24th February, 1965.



King Edward Point,
South Georgia.
March, 1965.

CA
30/6/65

Sir,

WHALING REPORT SEASON 1964/65

I have the honour to submit in quintuplicate my report on the whaling operations carried out in the Dependency of South Georgia during the season 1964/65, together with company reports attached.

Headings are enumerated as follows :-

1. Introduction.
2. Operating Companies,
3. Catchers.
4. Duration of Season.
5. Weather.
6. Catch.
7. Catching areas.
8. Production.
9. Estimated Value.
10. Infractions.
11. Whaling Inspectors.
12. Conduct of Operations.
13. Payment of Bonus Forfeit.
14. Export Duties.
15. Terms of Lease.
16. Conduct of Personnel.
17. Future Prospects.
18. Conclusion.

2. Operating Companies.

For the second consecutive year the whaling stations at Leith Harbour and Grytviken were operated by Japanese Companies under sub-lease from The South Georgia Company (Leith) and Albion Star (South Georgia) Ltd., Grytviken.

Leith Harbour was operated by Nippon Suisan Kaisha Ltd., Manager, K.Abe and Grytviken by the International Fishery Company Ltd., in conjunction with the Taiyo Gyogyo Co. Ltd, and Kyokuyo Hoge Co. Ltd., Manager, K.Muraji who comes from the Taiyo Gyogyo, was also Manager during the 1963/64 season.

Herewith a brief description of the two major Companies :-

[Handwritten signature]

TAIYO GYOGYO K.K. (INTERNATIONAL FISHERY CO.)

Capital : 35,000,000 Dollars
 Number of Vessels owned : 764 (459,300 Gross Tons)
 Number of affiliated Companies : 71
 Number of Employees : 12,604

NIPPON SUISAN KAISHA LTD.

Capital : 30,000,000 Dollars
 Number of Vessels owned : 134 (224,000 Gross Tons)
 Number of affiliated Companies : 32
 Number of Employees : 10,430

3. Catchers.

Nippon Suisan Kaisha Ltd. Leith

<u>Name.</u>		<u>Gross Tonnage.</u>	<u>I.H.P.</u>
Konan Maru	No. 7.	471	2200
"	" No. 8.	379	1800
"	" No.10.	742	3280
"	" No.11.	742	3280
"	" No.12.	746	3280
"	" No.15.	746	3280
"	" No.17.	751	3280
"	" No.18.	750	3280
"	" No.20.	750	3280
"	" No.23.	753	3280
Koyo Maru		366	1800

Taiyo Gyogyo Co. Ltd. Grytviken

Toshi Maru	No.12.	647	3000
"	" No.17.	758	3500
"	" No.18.	758	3500
Seki Maru	No.16.	649	3000
"	" No.17.	650	3000
"	" No.18.	647	3000
Fumi Maru	No.17.	648	3000
"	" No.18.	650	3000

Hyokuyo Hoge Co. Ltd. Grytviken

Kyo Maru	No.20.	725	3500
"	" No.22.	697	3500

4. Duration of Season/

4. Duration of Season.

Leith operated from the 7th October until the 23rd March, during this period the Catcher force was as follows :-

From the 7th October until 30th November :

Konan Maru Nos. 10, 11, 12, 15, 17, 18, 20, and 23, joined by Konan Maru No.7. on the 12th October and Koyo Maru on the 21st November. Konan Maru No.8. arrived on the 29th November, this Catcher has no Gunner and is only used for towing, she joined the operations on the 1st December. From the 1st December until the 23rd March the Catcher force consisted of Konan Maru Nos. 7, 8, 11, 12 and the Koyo Maru. Grytviken operated from the 1st October until the 3rd December and during that time operated with full Catcher force as listed under Heading 3. Catchers.

Both Companies are short of Catchers and in the case of the International Fishery Company they have not sufficient to operate a Shore Station and their Pelagic Fleets simultaneously - hence the two-month's season in 1963/64 and again in 1964/65.

After the commencement of the Pelagic season, Leith (Nippon Suisan Kaisha) are able to retain five Catchers, the other five going to their Factory ships for Pelagic Fishing.

5. Weather.

Gales were considerably less frequent than in the previous season but fog was much more prevalent and operations were much hampered by poor visibility.

6. Catch.

During the months of October and November the main catch was of Fin Whales. During December there was a scarcity of Fin and Sei Whales. In January and until the end of the season the main catch was Sei Whales.

	<u>FIN</u>	<u>SEI</u>	<u>SPERM</u>	<u>TOTAL</u>
Grytviken.	279	5	37	321
Leith.	224	501	104	829
Totals	<u>503</u>	<u>506</u>	<u>141</u>	<u>1150</u>

7. Catching Areas.

The Fin and Sei catch was mainly concentrated in the following areas :-

Grytviken:	250 miles	NW	of	South	Georgia
	175	"	N	"	"
	225	"	NE	"	"
	190	"	SW	"	"
Leith:	150	"	NW	"	"
	150	"	NE	"	"

8. Production.

Production Figures.

	<u>Oil.</u>	<u>Meat.</u>
Grytviken	16493 Barrels.	2424 Tons.
Leith	29682 Barrels.	3352 Tons.
Totals	<u>46175 Barrels.</u>	<u>5776 TONS.</u>

Season's comparative figures are as follows :-

<u>Season</u>	<u>Number of Companies</u>	<u>Whales</u>	<u>Barrels of Oil</u>	<u>Tons of Meat</u>
1957-58	3	3,356	161,485	NIL
1958-59	3	2,504	102,638	1,061
1959-60	3	2,300	97,673	1,839
1960-61	2	2,274	109,796	726
1961-62	1	1,183	49,815	NIL
1962-63	NIL	NIL	NIL	NIL
1963-64	2	1,021	41,883	6,605
1964-65	2	1,150	46,175	5,776

9. Estimated Value of Catch.

Grytviken	estimate	value	of	their	catch	at	£489,560
Leith	"	"	"	"	"	"	£791,525
						Total	<u>£1281,085</u>

The above total/

The above total is made up as follows :-

	<u>Leith.</u>	<u>Grytviken.</u>
Oil	£355,480	£217,150
Meat	245,591	206,040
By-Products	190,454	66,370

10. Infractions.

	<u>Undersized</u>			<u>Lactating</u>		
	<u>Fin</u>	<u>Sei</u>	<u>Sperm</u>	<u>Fin</u>	<u>Sei</u>	<u>Sperm</u>
Grytviken	15	Nil	Nil	15	Nil	Nil
Leith	18	1	Nil	12	7	Nil

In so far as the observance of the Falkland Islands Laws and International Whaling Convention Regulations, please find attached herewith a summary of infractions for all Companies operating at South Georgia during the period 1951 to 1965, this includes:-

Compania Argentina de Pesca/Albion Star
Salvesens
Tonsberge Hvalfangeri
International Fishery Company
Nippon Suisan Kaisha

Also attached is a summary of infractions in respect of Antarctic Whaling, including South Georgia, for the years 1951 to 1957. Unfortunately reports on years 1958 to 1964 are not available.

Up to 1957 there were no Whaling Inspectors stationed at South Georgia. Each Company submitted an Infraction Report based on the Whaling Plan Report. The Whaling Plan Reports are kept so that the total running feet per Catcher's catch can be credited to the crew of the Catchers concerned. This is the basis on which Bonus is paid for whales caught, and for this reason it can be assumed to be reasonably accurate. You will note that Pesca and Tonsberg have never reported catching a lactating whale, and that the first report from Leith was in 1955/56 season. I imagine that the absence of lactating whales is due to the simple fact that they were never reported. (Lactating whales are mature female whales and seldom undersized).

Whaling Inspectors were first employed in the 1958/59 season, one to each station, but it was not until the 1963/64 season that the following definition of lactating was introduced :-

" If the inspector has the slightest suspicion that a whale is lactating, he should cut the 'gland' and if there is any trace of milk, it should be assumed that the whale was accompanied by a calf, and no bonus should be paid."

In previous seasons Inspectors judged the presence of milk in the teats as the criterion of lactation.

11. Whaling Inspectors.

Instructions to Whaling Inspectors on the procedure for measuring whales, Whale Fishery Ordinance, Section 17 (b), states :-

" For the purpose of this regulation whales must be measured when at rest on deck or platform, as accurately as possible by means of a steel tape measure fitted at the zero end with a spiked handle which can be stuck into the deck planking abreast one end of the whale. The tape measure shall be stretched in a straight line parallel with the whale's body and read abreast the other end of the whale. The ends of the whale, for measurement purposes, shall be the point of the upper jaw and the notch between the tail flukes. Measurements, after being accurately read on the tape measure, shall be logged to the nearest foot, that is to say, any whale between 75 feet 6 inches and 76 feet 6 inches shall be logged as 76 feet and any whale between 76 feet 6 inches and 77 feet 6 inches shall be logged as 77 feet. The measurement of any whale which falls on an exact half foot shall be logged at the next half foot, e.g. 76 feet 6 inches precisely shall be logged as 77 feet."

From the foregoing/

From the foregoing instructions it should be easy for Inspectors to measure and decide on the length of a whale. It is useless for Whaling Inspectors to talk about 'cheated inches.' If they are unable to prevent this, then it amounts to a confession of incompetence.

Whaling Inspectors are instructed by the Administrative Officer to report immediately any irregularities which may occur at their station. This year both stations had an increase in the number of infractions relative to the Catch, unfortunately the Whaling Inspectors did not report this as promptly as they should have done, but on receipt of their reports I addressed a letter to each of the Managers, in the letters I stressed that there is no excuse for taking lactating whales. This was stressed because, of the two types of infractions, the taking of lactating whales is the greater crime. However, weather conditions around South Georgia are usually bad with periods of poor visibility and rough seas, making it extremely difficult for a Gunner to estimate the length of a whale, or to see whether the whale is accompanied by a calf. Unless the Gunner can see a calf, there is no indication that the whale is a lactating whale. With the present criterion of lactation it is possible for a lactating whale to be unaccompanied by a calf. From the receipt of my letter a marked improvement was noted. It is intended to send both Companies a warning on infractions at the commencement of next season and a careful watch will be kept on the ratio of infractions to Catch.

12. Conduct of Operations.

Taking all the foregoing into consideration, I would say that the present Companies are neither better nor worse than other Companies which have operated here in the past, and that there is little to choose between Grytviken and Leith at present. I think that the increase in the infractions this year was partly due to panic at falling short of the Companies' quotas, and

partly a try out/

partly a try out to ascertain Government's reaction. By comparison with Antarctic results, South Georgia infractions have always been relatively high. Nevertheless, I think both Japanese Companies merited a strong warning with regard to their infractions for 1964/65 season.

13. Payment of Bonus Forfeit.

At the moment both Companies are being instructed on the method of calculation for the amount of bonus forfeited in respect of infractions. The method used in South Georgia was approved by the Governor in 1954 (C.S. File D/4/50) and differs from the Japanese method and has been the subject of discussion and correspondence. Nippon Suisan Kaisha at Leith have now agreed to use our form of calculation and similar agreement is expected from the International Fishery Company. It would, however, be prudent to insert in the Whale Fishery Ordinance, after Section 9 - 1 (a) :-

" 1 (b) Bonus forfeited on illegally caught whales should be calculated by the method approved by the Government.

1 (c) Definition of Bonus Whale :-

75	English feet	Blue Whale
110	"	" Fin "
120	"	" Humpback Whale
110	"	" Sperm Whale
200	"	" Sei Whale

Furthermore, I suggest that it should be made very clear to the Japanese Companies that payments for infractions are not considered as a source of Revenue but merely the imposition of a penalty required by both Falkland Islands Laws and International Whaling Convention Regulations. The Falkland Islands Government would far rather that such payments were not necessary thereby indicating a stricter observance of the Laws and Regulations by the Companies.

14. Export Duties.

In my 1963/64 Whaling Report I recommended that the export duty on whale oil should be increased to

2/6d. per barrel/

2/6d. per barrel. The arguments set forth in my report (page 6, paragraph 14) still hold good. However, on further consideration I now propose that the export duty on whale oil should be increased to 5/- per barrel, and export duties on all other whale products be increased to 1/- per 100 lbs. These revisions of the 1963/64 recommendations are based on a study of the revenue obtained in 1963/64 and amount estimated for 1964/65.

It is apparent that with existing export duties, revenue from the Japanese Companies will fall far short of the cost of maintaining Government Administration at South Georgia, in addition we have lost (what was a major contribution from British and Norwegian Companies) revenue from Income Tax.

The Japanese Companies were indeed fortunate to benefit from a reduction in export duties solely intended to help Companies, who, for over fifty years were the main source of revenue on this island. I maintain that we have no such obligation to the Japanese Companies and in fact that was made clear during the period of negotiation prior to their first 'experimental year' when extra charges in connection with administrative costs were waived. I consider it is high time that the Japanese Companies, through revenue, should contribute a more realistic figure in comparison with administrative costs.

15. Terms of Lease.

Apart from one barge-load of rotten meat which was dumped at sea by Grytviken, full utilisation was made of all whales caught by this station.

On the 25th February Whaling Inspector Smith of Leith reported that Nippon Suisan Kaisha were dumping some Sperm bone at sea. I visited Leith on the 2nd March to inquire into this report. Present at the inquiry were Mr. Abe, Manager Nippon Suisan Kaisha, Mr. Goshima, Plant Officer NSK, Mr. W. Lynch, representing Salvesens, and Mr. A. Smith, Whaling Inspector. This inquiry disclosed the fact that Nippon Suisan Kaisha had been dumping a part of the head of the Sperm Whale.

This particular part of the head is very difficult to process, although Salvesens and other whaling Companies are able to cope with it, it requires time rather than skill and it was obvious that Nippon Suisan Kaisha had not bothered to devote the necessary time to this operation. Up to the time of Smith's report the Company had caught 100 Sperm whales, it was estimated that the loss through dumping (.1 ton per whale) amounted to 10 tons. This amount may seem insignificant against the total production, nevertheless, it was pointed out to the Manager that this was contrary to the terms of Licence and his attention was drawn to Section 9 (8) of the Whale Fishery Ordinance, and to Section 18 of the Regulations.

The Manager was severely criticised for not reporting his difficulty in the first place, for not making use of the expert advice available from ex-Salvesen Engineers which was available for the asking, and for not informing the Whaling Inspector as to what was happening. It was emphasised that the good relations between the whaling Company and the local Administration depended to a large extent on mutual respect and confidence. He was reminded that over the past two seasons Nippon Suisan Kaisha had encountered many problems and all had been given the utmost consideration, and in fact the administration had given every assistance in finding suitable solutions to their problems. It was therefore very disappointing to find that in this particular case they had decided on a rather underhand method of solving their problem

The Manager apologised for what had been done and agreed it was not a very ethical solution. He then gave firm assurance that this sort of thing would not happen in future. He also confirmed that they had now found a solution to their difficulty and henceforth full utilisation would be effected.

Whaling Inspector Smith/

Whaling Inspector Smith was told to work in close collaboration with the Plant Officer, Mr. Goshima, and to satisfy himself that full utilisation was being accomplished.

The disposal of rubbish and garbage was again brought to the attention of the Managers (See my Whaling Report for Season 1963/64, paragraph 15, page 8).

When NSK were granted a sub-lease for the 1963/64 season (termed 'experimental year' by the Japanese) it was agreed by the Governor, quote :-

"The Governor also agrees that for the 'experimental year' no charge will be made in respect of additional administrative expenses resulting from the take-over by Japanese Companies, on the condition that the boat will be made available to the Administrative Officer whenever it is required."

(The above is quoted from Colonial Office Letter to Messrs. Chr. Salvesens, ref LFSR 54/57/03 dated 11th October, 1963).

The boat in question being what is termed a 'service boat' used for the purpose of communication between Leith Harbour and the Government Station. During the winter of 1964 this boat was lost and while it was admitted that this fact was only known to Nippon Suisan Kaisha after they left Japan for South Georgia, still no effort was made to replace it. At present transport between Leith and the Government Station is extremely limited and most unsatisfactory. This transport is provided by a whale Catcher but there is no guarantee when one will be available. The Catchers are operating anything up to 250 miles off the island and are only recalled from the whaling ground when there are whales to tow in and then it takes about 48 hours, depending on the weather. In practise therefore one may have to wait up to as much as a week before transport can be arranged.

Once at Leith Harbour/

CS
please
discuss

LA
30/6/65

Once at Leith Harbour and business completed one experiences exactly the same difficulty in arranging a return to the Point. Nippon Suisan Kaisha should be firmly instructed to provide a 'service boat' for the 1965/66 season, and with the number of fishing vessels at their disposal, I see no difficulty in their meeting this condition of their lease.

16. Conduct of Personnel.

As a result of some, presumably Grytviken, personnel abusing Sea Elephants on the beaches a strongly worded protest was addressed to the Manager, Mr. Muraji, and he issued very strict instructions to all personnel not to interfere with Wild Life. No reports of this nature have been received from Leith but it is difficult to keep a careful watch on Leith, particularly as no 'service boat' is available and when it is Government Officials' arrivals are known in advance. From past reports, British and Norwegian personnel were not entirely innocent of depredations of this sort, and on occasions British Antarctic Survey personnel and ships' crews have had to be dealt with for similar abuses.

Other than the incidents mentioned, the Japanese personnel are more law-abiding and sober than the British and Norwegian Whalers. From a Customs point of view their behaviour is far better than that of previous whaling personnel and ships' crews during their stay in South Georgia. At that time there was a considerable amount of attempted smuggling and building of illicit Stills, particularly at Leith Harbour. The Managers of both Companies give every appearance of wishing to conduct their operations in accordance with the Laws and Regulations but they have their difficulties with their own Japanese personnel, particularly Gunners.

17. Future Prospects/

17. Future Prospects.

It has been reported in the Press that Nippon Suisan Kaisha have signed a £420,000 three-year Contract with The South Georgia Company (terminating in the 1966/67 season). They previously had a provisional one-year lease with The South Georgia Company, and found that their whaling activities in the Antarctic had been greatly enhanced by the use of this base, despite that fact that only sixty per cent of the Catch Target was achieved. They are convinced that a more intensive search will result in much bigger catches, and an added attraction is that this area is outside the International Quota Control. This was 8,000 Blue Whale Units this year and a further reduction is expected next year. Nippon Suisan Kaisha's new lease does not require them to make additional payments to The South Georgia Company for each whale caught on a bonus basis, as was stipulated in the first one-year lease agreement.

The International Fishery Company, Grytviken, operated 1963/64 season as an 'experimental season' with the option of entering into a three-year sub-lease with Albion Star. In 1964 they failed to take the option of the three-year lease and it was only after prolonged discussion that they decided to operate in the 1964/65 season. At the time of writing it is not known whether or not they will operate in the 1965/66 season. Mr. Ryan, of Albion Star, has frequently said that if the Japanese do not operate then he will.

18. Conclusion/

18. Conclusion.

While the total catch was in both cases below the Companies targets it must, however, be borne in mind that the South Georgia operations of these two Companies are in fact an extension of their Antarctic catching, and will, as the International Blue Whale Unit quota is reduced, become proportionately more valuable than at present.

I have the honour to be,

Sir,

Your obedient servant,

A handwritten signature in cursive script, appearing to read 'J. Salinen', written in dark ink.

Administrative Officer
SOUTH GEORGIA.

The Honourable,
The Colonial Secretary,
PORT STANLEY
Falkland Islands.

SUMMARY OF INFRACTIONS OF THE INTERNATIONAL

WHALING CONVENTION 1946

(Antarctic, including South Georgia)

Period: 1951/52 Season to 1956/57 Season

<u>Season.</u>	<u>Whales taken.</u>	<u>% taken at South Georgia</u>	<u>Infractions.</u>	<u>% of infractions at South Georgia.</u>
1951/52	33,237	7	782	3.9
1952/53	30,650	7.4	803	6.7
1953/54	34,869	10.2	1053	6.8
1954/55	37,654	8.4	532	3.7
1955/56	38,538	7.7	578	3.1
1956/57	36,051	8.5	502	2.3

TOTAL WHALES CAUGHT BY COMPANIES AT SOUTH
GEORGIA FROM 1951 TO 1965 INCLUDING NUMBER
OF INFRACTIONS

	<u>Total Catch</u>	<u>Infractions</u>	
		<u>Undersized</u>	<u>Lactating</u>
<u>GRYTVIKEN:</u>			
1951/52 (C.A.Pesca)	798	17	-
1952/53 "	666	12	-
1953/54 "	1075	34	-
1954/55 "	934	10	-
1955/56 "	802	6	-
1956/57 "	1095	5	-
1957/58 "	1841	28	-
1958/59 "	920	17	-
1959/60 "	923	3	-
1960/61 (Albion Star)	1248	19	-
1961/62 " "	1183	11	-
1962/63 (Closed)	-	-	-
1963/64 (Int.Fishery)	391	8	11
1964/65 " "	321	15	15
<u>LEITH:</u>			
1951/52 (Salvesen)	945	-	-
1952/53 "	763	42	-
1953/54 "	1242	17	-
1954/55 "	1219	6	-
1955/56 "	1077	9	1
1956/57 "	958	-	-
1957/58 "	1515	31	1
1958/59 "	814	18	3
1959/60 "	721	5	-
1960/61 "	1026	10	-
1961/62 "Closed	-	-	-
1962/63 " "	-	-	-
1963/64 (N.S.K.)	630	5	6
1964/65 "	829	19	19
<u>HUSVIK - Tonsbergs Hvalfangeri</u>			
1951/52	887	14	-
1952/53	841	-	-
1953/54	1273	21	-
1954/55	1028	4	-
1955/56	1122	2	-
1956/57	1015	7	-
1957/58 (Closed)	-	-	-
1958/59	770	19	-
1959/60	656	7	-

Station not in operation after 1959/60 season apart from being used as a subsidiary station for Grytviken during the 1960/61 season.

D/4/50/III

30th July,

3
65

To: Administrative Officer,

From: The Colonial Secretary

South Georgia.

Payment of Bonus Forfeit for Whaling Infractions.

311 I refer to paragraph 13 of your whaling report for the 1964/65 season and to other correspondence on this matter.

As a result of the Governor's discussions with Mr Ruddy and your expectation of agreement with the International Fishery Company I do not propose to amend the present Whale Fishery Ordinance.

It could be that a new set of rules would be ultra vires, and I prefer that this should not be tested. As I read the law you are not disbarred from defining your bonus whale in the whaling licence and it might well be that this is the way out of the matter.

Section 9 (1) of the Whale Fishery Ordinance talks of under-sized whales but does not define them. The intention must be that the whaling authority can impose its own limits.

Your suggestion at the end of 13 of your report is a very good one and you should make this point clear to the whaling companies concerned.

(W.H. THOMPSON)

COLONIAL SECRETARY

LS

fa
Copy in 1/4/58

faa

117, Maybank Road,
South Woodford,
LONDON, E.18.
June 16th.



The Colonial Secretary
Falkland Islands

Dear Sir,

re: WHALING. LEITH HARBOUR. SOUTH GEORGIA.

313a

I enclose four copies of the Whaling Inspectors' Report for Leith Harbour, Season 1964/5. This report has been prepared in such a way that it is directly comparable with the report submitted by Mr. J. E. Dye, concerning the Whaling at Grytviken in this season.

See
file

I would be obliged if you could forward one/two copies to the Administrative Officer, South Georgia, since it was unavoidable that the report for Leith Harbour be prepared after having left the island.

I am, yours faithfully,

A.J. Smith

A.J. Smith, Whaling Inspector.

Copy sent to AIO, S.G.

WHALING INSPECTORS' REPORT

LEITH HARBOUR LAND STATION, SOUTH GEORGIA

SEASON 1964/5.

NIPPON SUISAN KAISHA, LTD.
(Japanese Marine Products Co., Ltd.).

by A. J. SMITH - P. R. ATKINSON.

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1) Introduction

Nippon Suisan Kaisha, Ltd. operated a full season at Leith Harbour, after the experimental one of 1963/4. This season (1964/5) was the first of a three year lease on the Station.

Nine catchers operated for the first two months of the season, one of which was of a smaller type and employed almost solely as a buoy-boat for this period. Six of the large catchers left for the pelagic fleets on December 1st. From this time, and until March, with the arrival of one buoy-boat and one other smaller catcher in November, there were five vessels operating: two large catchers, two smaller catchers, and one buoy-boat.

Apart from the oil, which was carried to Europe by the Matsushima Maru, all products for the 1964/5 season were taken to Japan.

The Whaling Inspectors were A.J. Smith B.Sc. and P.R. Atkinson B.A. Mr. Smith had served as an Inspector at Grytviken during the 1963/4 season.

2) Fleet Composition

Name	Type	Gross Tons	Indicated H.P.	Year Built	Country of Registry
Kashima Maru	Freezer	7,163	4,600	1956	Japan
No. 7 Konan Maru	Catcher	471	2,200	1952	Japan
No. 8 Konan Maru+ 1.	Catcher	471	2,200	1952	Japan
No. 10 Konan Maru	Catcher	742	3,280	1954	Japan
No. 11 Konan Maru+ 1.	Catcher	742	3,280	1954	Japan
No. 12 Konan Maru	Catcher	746	3,280	1955	Japan
No. 15 Konan Maru	Catcher	746	3,280	1955	Japan
No. 17 Konan Maru	Catcher	752	3,280	1956	Japan
No. 18 Konan Maru	Catcher	751	3,280	1956	Japan
No. 20 Konan Maru	Catcher	751	3,280	1956	Japan
No. 23 Konan Maru	Catcher	753	3,280	1957	Japan
No. 51 Koyo Maru+ 1,2.	Catcher	367	1,800	1948	Japan
Nikko Maru	Freezer-Carrier	1,182	2,000	1961	Japan
Kazushima Maru	Freezer-Carrier	3,757	3,800	1962	Japan
Shinyo Maru	Freezer-Carrier	5,631	3,400	1930	Japan
Matsushima Maru	Tanker	13,103	10,000	1957	Japan
Haminella+1,3.	Tanker	12,189	7,500	1957	England

+ 1. Vessels not used jointly with NSK's Antarctic Pelagic Operations.

+ 2. Koyo Maru was given an extensive refit after the 1963/4 season.

+ 3. On spot charter.

3) Principal Dates:

- 29 ix 64 - Arrival of 8 Catchers: 10K, 11K, 12K, 15K, 17K, 18K, 20K, 23K.
- 1 x 64 - Arrival of Haminella, off South Georgia.
- 2 x 64 - Arrival of Kashima Maru.
- 5 x 64 - Arrival of Haminella, alongside.
- 5 x 64 - Departure of 8 Catchers for Scouting.
- 7 x 64 - First Fin Whale caught.
- 11 x 64 - Departure of Haminella.
- 11 x 64 - First Sei Whale caught.
- 12 x 64 - Arrival of Catcher 7K.
- 25 x 64 - First Sperm Whale caught.
- 13 xi 64 - Visit of His Excellency the Governor of the Falkland Is., and Mrs. Haskard.
- 14 xi 64 - Arrival of Nikko Maru.
- 21 xi 64 - Arrival of Catcher K51.
- 29 xi 64 - Arrival of Catcher 8K.
- 29 xi 64 - Departure of Nikko Maru for Japan with frozen meat, and extract.
- 1 xii 64 - Departure of 6 Catchers: 10K, 15K, 17K, 18K, 20K, 23K, for pelagic whaling.

3) ctd. Principal Dates:

- 30 i 65 - First visit of Kazushima Maru.
- 9 ii 65 - Second arrival of Kazushima Maru, for off-loading some pelagic frozen meat.
- 10 ii 65 - First arrival of Shinyo Maru.
- 16 ii 65 - Departure of Kazushima Maru.
- 18 ii 65 - Departure of Shinyo Maru.
- 4 iii 65 - Second arrival of Shinyo Maru.
- 13 iii 65 - Last Sperm Whale caught.
- 14 iii 65 - Departure of Catcher 7K, for pelagic whaling.
- 15 iii 65 - Departure of Catcher 12K, for pelagic whaling.
- 21 iii 65 - Last Sei Whale caught.
- 24 iii 65 - Operation (for 11K, 8K and K51) closed.
- 25 iii 65 - Departure of 11K and 8K for Japan.
- 26 iii 65 - Departure of Matshima Maru for Rotterdam, carrying oil.
- 27/8 iii 65 - Scheduled departures for K51 and Kashima Maru (with the remaining products), for Japan.

As the above dates indicate two of the five vessels (one large and one smaller catcher), used during the second part of the season, were in fact withdrawn shortly before the termination of catching operations, following a request for them to join the pelagic whaling.

A short visit was made in mid-January by the Nanko Maru (from the pelagic fleets), for underwater repairs.

4) Resume of the Season

i) Catching and Working-up Figures

		Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total
Caught	Fin	107	52	50	10	3	2	224
	Sei	2	10	34	191	133	131	501
	Sperm	6	11	27	11	45	4	104
	Total	115	73	111	212	181	137	829
Lost	Fin	3	1	0	0	0	0	4
	Sei	0	0	0	3	1	10	14
	Sperm	0	0	0	0	4	0	4
	Total	3	1	0	3	5	10	22
Worked Up	Fin	95	60	47	11	4	3	220
	Sei	2	8	36	184	136	121	487
	Sperm	6	9	29	9	43	4	100
	Total	103	77	112	204	183	128	807

ii) Weather/Icebergs

Off-shore weather conditions during the season were comparatively bad, and poor visibility was a frequent complaint from the catchers.

Out of the 166 catching-days there were 41 days on which no whales were taken and a total of 17 days with only one whale taken. This gives 35% of catching-days with one whale or no whales caught (comparing with 36% in the case of Kokusai Gyogyo Kabushiki Kaisha, Grytviken, during their period of operation).

During the latter half of the season, and particularly in February and March, icebergs were abundant in South Georgian waters. This somewhat increased the difficulties of towing, more so at night and in March when the entrance to Stromness Bay was partly obstructed. On the 6th March a large iceberg drifted into Leith Harbour, approaching within 300 metres of the Kashima Maru, remaining for several days. Attempts were made to break it, but they met with little success.

iii) Catcher Efficiency/Performance

The target set for the season by NSK Ltd. was 375 BWU (consisting of about 436 Fin and 942 Sei Whales), plus 50 Sperm Whales. The actual catch was 195.5 BWU, and 104 Sperm Whales. The season amounted to 913 catcher-days, giving an actual catcher efficiency of 0.20 BWU per catcher-day's work. This compares with a target catcher efficiency of 0.41 BWU per catcher-day's work.

A comparison of the catcher efficiencies of NSK, Ltd. and the Grytviken Company is given below. In order that a fair comparison is made the figures for OCTOBER AND NOVEMBER ONLY were used, in each case:

	Catcher Days Worked	BWU per Catcher Day's Work
Grytviken	560	0.24
Leith Harbour	439	0.19

iv) Catching Areas/Towing Distances (distances given straight and in nautical miles).

A limit of 200 miles, measured from Cape Saunders, beyond which Japanese catchers based at Leith Harbour (and presumably at Grytviken) should not venture, was proposed by the Japanese Fishery Agency. This limit was generally adhered to by NSK, Ltd., and only 11 whales, all Fin, were chased and caught outside 200 miles (the greatest distance being approximately 230 miles from Cape Saunders). As the figures below indicate, 74% of the total Leith Harbour catch, and 86% of the Fin Whales, came from within 50 miles of this limit. Furthermore, it appears that at times the Grytviken catchers operated their Fin-whaling well in excess of this limit.

a) Fin Whales. Three main grounds :-

- (1) N.E. between 360° and 60° from Cape Saunders at 150 - 200 miles distant. 41% of Fin Whale catch was caught in this area.
- (2) N.W. between 290° and 350° from Cape Saunders at 150 - 200 miles distant. 19% of the catch was caught in this area.
- (3) S. and S.W. between 160° and 260° and scattered at 100 - 200+ miles distant. 32% of the catch was caught in this area.

Fin Whales Caught in Miles Radius from Cape Saunders

Miles Radius from Cape Saunders	Number of Whales Caught	% of Catch
0 - 50	0	0.
50 - 100	3	1.4
100 - 150	28	12.5
150 - 200	182	81.3
Over 200	11	4.9

b) Sei Whales. Two Main Grounds :-

- (1) N.W. between 290° and 360° from Cape Saunders at 100 - 200 miles distant. 69% of total Sei Whale catch was found in this area.
- (2) N.E. scattered between 10° and 70° from Cape Saunders. 22% of the catch was caught in this area.

Sei Whales Caught in Miles Radius from Cape Saunders

Miles Radius from Cape Saunders	Number of Whales Caught	% of Catch
0 - 50	3	0.6
50 - 100	35	7.1
100 - 150	105	21.2
150 - 200	352	71.1
Over 200	0	0.

c) Sperm Whales.

Sperm Whales were caught over a wide area to the North of the island. There are no distinct 'grounds', but the two areas to the N.W. and N.E. of the island, where most of the Sei and Fin Whales were caught, constitute also the regions in which most of the Sperm Whales were caught. Several Sperm Whales were taken closer in shore (50 - 100 miles), as the table shows.

Sperm Whales Caught in Miles Radius from Cape Saunders

Miles Radius from Cape Saunders	Number of Whales Caught	% of Catch
0 - 50	0	0.
50 - 100	13	12.5
100 - 150	23	22.1
150 - 200	68	65.4
Over 200	0	0.

Thus, in conclusion, it can be said that:

No Sei or Sperm Whales were taken to the South of Cape Saunders.

Very few Fin Whales were taken in the area between due East and due South of Cape Saunders.

v) Delays

Meat for freezing being of prime importance in the operation, towing distances/times are a very relevant consideration in planning catcher movements.

Delays (the periods between catching and working up) are given below by times and species. The average delay for all whales taken was approximately 29 hours. This of course reflects the high average towing distance, and to some extent the weather.

Delay in Hours	Fin	Sei	Sperm	Totals
5 - 10	1	2	-	3
10 - 15	7	12	-	19
15 - 20	24	73	11	108
20 - 25	32	85	6	123
25 - 30	45	127	19	191
30 - 35	56	103	15	174
35 - 40	32	55	23	110
40 - 45	17	12	8	37
45 - 50	3	11	7	21
50 - 55	1	2	5	8
55 - 60	2	2	2	6
60 - 65	-	3	1	4
65 - 70	-	-	1	1
70 +	-	-	2	2
Totals	220	487	100	807

vi) Lengths of Whales Taken (months are months in which flensed).

Total Lengths of Whales Landed

	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total
Fin	7070'	3592'	3204'	612'	186'	121'	14785'
Sei	110'	518'	1758'	9450'	6474'	5938'	24248'
Sperm	301'	558'	1266'	543'	2008'	200'	4876'

Some discrepancies were found between the Inspectors' and the Plan Officers' records of the lengths.

(The above figures correspond with the Whaling Inspectors' Log book and are to form part of the basis for the determination of infraction payments).

Average Lengths of Whales Landed

Fin	67.2 ft.
Sei	49.8 ft.
Sperm	48.8 ft.

vii) Production Figures/Analysis

a) Total Production Figures

	Quantity	Est. Value
		£
Whale Oil	24,547.0 Barrels	302,460
Sperm Oil	5,135.0 Barrels	53,020
Frozen Meat	3,332.5 Long Tons	243,537
Salted Meat	29.5 Long Tons	2,054
Meat Meal	1,423.0 Long Tons	75,305
Bone Meal	967.5 Long Tons	21,945
Meat Extract	119.2 Long Tons	92,564
Baleen	14.7 Long Tons	402
Sperm Teeth	0.8 Long Tons	238
Solubles	nil	-
Estimated Total Value: £791,525		

b) Analysis

Catch in 'Calculated' or 'Bonus' Whales

Fin	134.4
Sei	121.2
Sperm	44.3
Total	299.9

Oil Barrels per 'Calculated' or 'Bonus' Whale

Whale Oil	96.0
Sperm Oil	115.9

Catch in B.W.U.	195.5
Oil Barrels per B.W.U.	126.1

viii) Factory Improvements/Repairs

Several buildings on the station were damaged by the winter snow and wind. In this connection the guano shed, machine shop and several tanks had their roofs strengthened or replaced.

The Plan was improved in several ways. It was widened on the southern side, and a conveyor-belt system installed to facilitate the disposal of meat. This conveyor was built in reversible sections, supplying the Rosedown Plant and/or the Kawasaki-boat jetty. Two winches were installed, one on each side of the Plan, to assist in the removal of heads, in rolling the whales over, and in the flensing of Sperm Whale (and sometimes other) heads. One of these winches was also responsible for pulling the carcasses from the delivering catcher to the slip-way. Various pulleys and bollards

were introduced so as to make fuller use of the winches.

● In this season the meat extract plant was operated for the first time by the Japanese at Leith Harbour. Production was finally under way by 23rd October after several setbacks. Operations were directed in conjunction with two Norwegian experts (formerly of Salvesen's). The target set, of 100 long tons, was exceeded in spite of a smaller catch than hoped for. No doubt the greater percentage of meat than anticipated, that was unsuitable for freezing, was an important factor in this regard.

(One criticism which may be levelled at the Company is that although the condition of the unused part of the Hartmann Plant buildings had deteriorated greatly during the winter, it was left in a state of disrepair such that it constituted a potential danger to workers on the Plan, particularly in the event of high winds).

ix) Catchers out of Action/Deployment of Catchers

No catcher was out of action for any great length of time, and no catcher required extensive repair during the season. However, No.11 Konan Maru lost a total of about three days whaling due to illness and injury of crew-members.

During the first two months of the season No.7 Konan Maru was used as a buoy-boat and in this time caught 3 whales only. From late November No.51 Koyo Maru was employed as buoy-boat: it was not, as such, licensed to take whales. If more whales were killed than could be coped with by No.51 then smaller catchers were used in preference to large ones for towing. Every effort was made to keep at least one, if not both, of the large catchers at sea for each day's fishing: this procedure was often taken to the extent of curtailing the day's catch when further operating would mean that all catchers would be required to tow.

Furthermore, catchers which came in during the afternoon were often kept alongside until late evening so that they did not reach the whaling grounds before day-break the following day. This was done because no whales were being seen close ashore and because of the positions of the more successful operating grounds. It had the effect to some extent of making more efficient use of fuel.

x) Asdic Apparatus

All Asdic apparatus used was made in Japan by the NEC (Nippon Denki Kaisha, Ltd.). Eight catchers carried such equipment, which was of three similar models, as follows :-

Konan Maru Nos.10,11	- Model WF 551
Konan Maru Nos.12,15,17,18,20	- Model WF 552
Konan Maru No.23	- Model WF 550

Konan Maru Nos.7 and 8 operated without Asdic apparatus of any kind. The tow-boat Koyo Maru No.51 was also without any such equipment.

xi) Biological Work

A programme of biological work was carried out by the Inspectors for the Whale Research Unit of the National Institute of Oceanography. Data were taken from all whales, and collections, principally with regard to age determination, reproduction, and food, were made whenever possible and suitable.

Dr.T.Ichihara of the Whales Research Institute, Tokyo visited Leith Harbour briefly at the end of November, to make observations concerning his general studies on the whales.

Ear-plugs were collected throughout the season by NSK Ltd., for the use of the Whales Research Institute, Tokyo.

xii) Organisation of Work

At the commencement of the season work was carried out by both Inspectors together, with the intention of standardizing the biological collecting and observations. For the greater part of the season, however, inspection/biological work was carried out singly, with occasional exceptions mainly in cases of larger batches of

whales. The total inspection period on the Plan was divided approximately equally between the Inspectors, although no strict shift system was adhered to.

During the latter part of January 1965 Mr. P.R. Atkinson accompanied Konan Maru No. 8 for one operating spell.

xiii) Other Species of Whales

a) Total sightings for the season of other large whales

Blue	-	8 (Nov.)
Humpback	-	5 (Oct: Nov.)
Right	-	31 (Examples in all months Oct.-Mar.)
<u>Total</u>		<u>44</u>

b) Killer Whales

Instances of Killer Whale damage to whales floating and in tow were more common during December and January than any of the other months. However, in comparison with the 1963/4 season far less trouble was experienced due to Killer Whales feeding on the carcasses. Rifles were supplied to catchers for use in this respect.

In January it was decided by NSK, Ltd., to take, probably two, Killer Whales for the purpose of investigating their oil yield, etc., and of making physical measurements on them. During the remainder of the season extremely few instances of Killer Whale damage were observed, and no opportunity arose to take the two individuals as planned.

5) Inspection

Since one of the Inspectors had worked with Kokusai Gyogyo Kabushiki Kaisha at Grytviken in the previous season, there is no doubt that the results of inspection at Leith Harbour and Grytviken for 1964/5 are directly comparable.

i) Infraction Whales (Over-all)

The infraction records for NSK, Ltd. in their two seasons of operating from Leith Harbour are as follows :-

Season	Total Catch	Infractions (No.)			
		Short	Lact.	Inc. Ut.	Total
1963/4	630	5	7	3	15
1964/5	829	19	19	22	60

Season	Infractions (%)			
	Short	Lact.	Inc. Ut.	Total
1963/4	0.8	1.1	0.5	2.4
1964/5	2.3	2.3	2.7	7.2

The over-all infraction rate for 1964/5 was thus about three times that of 1963/4.

ii) Infraction Whales (Related to Catchers)

Catcher	Infractions				Total Catch
	Short	Lact.	Inc. Ut.	Total	
7	3	2	3	8	94
8	1	2	1	4	109
10	2	2	1	5	26
11	4	6	8	18	256
12	5	2	8	15	226
15	3	1	0	4	32
17	0	3	0	3	21
18	0	0	0	0	21
20	0	0	0	0	22
23	1	1	1	3	22
	19	19	22	60	829

That is to say no bonus was to be paid to the catcher crews on 59 (or 7.2%) of the 829 whales caught (one lactating fragment being included as an infraction on two scores).

iii) Infraction Whales (Undersized)

	56'	5
Fin	55'	6
	54'	6
	53'	1
	Total	18

Sei	39'	1
	Total	1

iv) Infraction Whales (Circumstances/Warnings)

The season started badly infraction-wise. During the first 9 days, 5 of the 36 whales taken were under-sized (14% of the catch). The Manager stated that these misjudgments arose from the fact: the gunners had not yet become fully used to assessing sizes in this the early part of the season. A warning was issued to all catchers telling them to display more care. (Although it was claimed that 4 of these whales were abnormally stout, this was not apparent on the Plan: in fact, two of them were abnormally lean).

By the end of October the infractions had reached 9 (7 undersized, 2 lactating: 8% of the catch).

No further infractions occurred until 21st November. Between this date and the withdrawal of the six large catchers on 30th November, 5 of the 14 female Fin Whales taken were lactating. It was claimed that no calves had been seen in any of these cases.

A further 3 lactating whales were shot in the next 14 female Fins. A special warning was conveyed to the catchers concerning the high incidence of milk-filled whales. Nevertheless, by 17th December one more of the Fin and two of the Sei Whales caught were found to be lactating.

During December 7 more undersized, generally lean, Fin Whales were included in the catch. That the gunners should be more careful was repeatedly pointed out to the Manager.

By mid-January the infractions had reached 29 (15 lactating:

14 undersized). At this time the Manager of NSK, Ltd. received a warning letter from the Administrative Officer (dated 7th January, 1965) concerning the extremely high infraction rate. There were no further lactating whales until towards the end of the season. (During a period of 11 days up to the 16th March a further 4 lactating Sei Whales were caught, and the Manager was requested to tell his gunners that special care must be taken for the remainder of the season).

Subsequent to receipt of the letter from the Administrative Officer 10 Fin Whales were shot, and 4 of these were undersized. In addition there was a single undersized Sei Whale in this period.

Throughout the season 'misjudgment' was given as the explanation for taking undersized whales, and 'no calf seen' as the explanation for taking lactating whales.

Incomplete Utilisation: Of the 22 whales regarded as 'lost' (i.e. completely or largely lost) 20 broke during towing in very high to moderate winds and seas. The cause of the loss of one of the remaining two was stated as being heavy Killer Whale damage to the tail region; the other whale was lost at buoy.

v) Incomplete Utilisation of Sperm Whale Bone

During the two seasons of operation by NSK, Ltd. from Leith Harbour, the Company has shown a reluctance to produce meal from bones. In 1963/4 most of the solid material remaining after oil-extraction was dumped, under special permission. (No attempt is known to have been made to process this subsequently). Assurance was given that, in accordance with the conditions of the Licence, full utilisation would be effected in the 1964/5 season.

However, a direct breach of the Whale Fishery Ordinance was committed, and acknowledged. The Manager of the Company admitted that dumping of certain parts of Sperm bone had continued from the commencement of taking Sperm Whales in October 1964 until the time of enquiry into this matter in late February and March 1965.

The explanation given for committing this breach was as follows:

Great difficulty had been encountered in the treatment of certain parts of the skeleton of Sperm Whales, and this difficulty had arbitrarily been assumed to constitute sufficient grounds for interpreting the matter as lying outside the conditions of the Licence.

The difficult parts were stated as being very hard material, which was insufficiently softened in the Press-boilers for assimilation by the Crushers, soft bone which would create a fire-hazard if placed in the Drier, and gelatinous material. It is known that the particular difficulties here in question have been recognised before, and have been successfully overcome, by other Companies.

Furthermore, the Manager stated that, subsequent to the enquiry, additional treatment would be given to the material concerned, such as use of the Hartmann Plant and reprocessing, in an attempt to effect full utilisation. He assured that no further dumping would occur.

The explanation stated above was also given as the grounds for not discussing the matter with the Administrative Officer or the Inspectors at the outset of the season, and, as the grounds for not employing the above types of additional treatment, automatically, throughout the season.

After dumping had been admitted during the initial investigations carried out, the Manager was instructed that such activity should cease. The Administrative Officer was then informed of the matter, and, during the enquiry which he subsequently made, the Manager was re-aquainted with the Company's obligations in respect of the Licence issued, and with the penalties to which he would be liable in the event of any breach. A severe warning was given, but no fine or imprisonment was imposed upon the Manager.

The figures suggested by the Plant Officer would give the total quantity of Sperm Whale bone dumped as approximately 10 tons. However, the investigations made before and after the Administrative Officer's enquiry, together, would indicate that the amount admitted was by no means all that was actually dumped. The Manager displayed evasions and contradictions in the details of this question.

6) Conclusions

No difficulties or disagreements arose at Leith Harbour on account of our use of 'any trace of milk' as the criterion for lactation. However we would like to add the following remarks for comparison with those dealing with this question in Mr. J. Dye's Whaling Inspectors' Report for Grytviken 1964/5.

- (1) Two only of the 19 lactating whales at Leith Harbour were examined during the period 2100 to 0400.
- (2) On the basis of our observations at Leith Harbour a figure of 17 cm. or more for mammary thickness is a suitable and fair criterion for a lactating Fin Whale.
- (3) For Sei Whales, the largest individual gland seen without milk was 11 cm. thick, whereas the thinnest milk-filled glands were only 7 cm. (incomplete) and 8 cm. thick.
- (4) A thickness of 9 cm. or more would appear to be a fair criterion, over-all, for a lactating Sei Whale.
- (5) During flensing part of the mammary gland is quite commonly removed with the blubber. This would (more particularly in the case of Sei Whales) lead to a possible method of avoiding whales being judged as infractions.

It is our opinion therefore (especially from the Sei Whales) that the use of 'any trace of milk' as the criterion for lactation is to be preferred to a thickness criterion (although the latter is used on Japanese factory ships), and that this use is fair.

As the preceding parts of this report show, the Company's record for the season, as regards infractions, was extremely poor. Furthermore, the season cannot be regarded as a financial success.

It is hoped that the following matters will be considered before the Company is granted a Licence to operate in any subsequent season:

- i) the very high percentage of undersized and lactating whales in the catch.
- ii) the deliberate breach of the conditions of the Licence in dumping Sperm Whale bones.
- iii) the instances of cruelty and unnecessary disturbance to birds and seals (described in Appendix 1 below).

7) Acknowledgement

We wish to state that at all times the Company has been efficient in the provision of necessary data, and that we have been given much assistance in work on the Plan, throughout the season.

Signed,

a.g. Smith *P.R. Atkinson*

Whaling Inspectors

1st. May, 1965.

Appendix 1

Cruelty and Unnecessary Disturbance to Birds and Seals

Most of the Japanese personnel at Leith Harbour showed interest in or fascination for the seals and birds in the area accessible to the station, not unnaturally. Large numbers 'did a trip' to places where individuals are most common and congregated, as in Stromness Harbour, Husvik Harbour, Elephant Bay. During the season there were many acts of kindness, and very good treatment of birds taken as pets. However, the following types of cruelty and unnecessary disturbance to birds in Leith Harbour and vicinity did occur :-

- 1) The catching and trapping of individuals of the larger species that are common around the station.
- 2) The suspending of some of these birds by their legs.
- 3) The fastening together of the legs of some of these birds.
- 4) The removal of parts of one or both legs of some of these birds.
- 5) The stoning of birds in and around the station.
- 6) The unnecessary chasing and disturbance of birds and causing them harm or injury by the use of boots, knives.
- 7) The disrupting of the penguin rookeries, Olsen Valley (Husvik).

1) Advantage was taken of the difficulty which the Giant Petrel and Cape Pigeon have in moving on land, individuals of both species being chased and caught by hand. A simple, noosed, string leg-trap was employed in catching Skuas and Dominican Gulls: meat was used as a bait.

2) Individuals of the last two species, at least, were suspended by their legs.

3) Individuals from all four species had their legs tied together before being freed. Any bird which had been subjected to this type of treatment of course found movement on land difficult or almost impossible. The Giant Petrel probably experienced the greatest inconvenience, and, certainly death resulted in some cases (It was completely impossible if the legs were tied tightly for the bird to run on the surface of the water. Take-off from the sea could not then be effected in the normal way: panic and eventual slow drowning occurred.)

4) Perhaps the majority of cases of removal of parts of one or both legs concerned the Dominican Gull, although certainly the Giant Petrel and Cape Pigeon were affected, at least.

5-6) Apart from injuries, etc., some deaths resulted from stoning and the use of knives.

7) As mentioned above, periodic trips were made in parties (by Kawasaki boats) to various parts of the area to see the seals, penguins and reindeer. On some of these visits the rookeries of Gentoo Penguins at the northern end of the Olsen Valley were disrupted and individual birds maltreated.

Other points of information:

- a) The small group of breeding Elephant Seals present in Leith Harbour in the previous season were not represented, although a few animals did haul out for short periods at times.
- b) The Elephant Seals of various localities were unnecessarily disturbed. There were certainly cases of maltreatment, at least. This applies particularly to the animals in Stromness Harbour.
- c) Extremely few penguins visited Leith Harbour and came ashore, in contrast to the more common visits during the previous season.
- d) In the previous season live seals and penguins were taken to Japan. Permission was granted again to make a similar type of collection.

Appendix 2. Sealing/Fishing: There was no repetition of the experimental sealing carried out by NSK, Ltd. in the 1963/4 season. The Company did not organise any experimental fishing operations.

Copy

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Chr. Salvesen & Co. Ltd.,
29 Bernard Street,
Leith

Your ref. D/4/64
Our Ref. GHE/CLB

27th October, 1965

His Excellency the Governor,
Government House,
Falkland Islands

Dear Mr Haskard,

Many thanks for your letter of 12th August. It was most kind of you to invite me to Government House. Unfortunately it is unlikely that I shall find an excuse to visit the Falkland Islands, though we are always hoping that we might be able to set up fishing or other enterprises there at some time in the future.

As you will have understood from our telegrams, we have been concerned during this summer, firstly to get what we thought was our proper share of the total South Georgia catch allocation, secondly to obtain permission for our Japanese associates to take the full quota if they operated alone. We were afraid that if the decision on the division of South Georgia catch between companies was delayed this might prejudice our contract with N.S.K. and even stop them from sending out an expedition. Later, when it became clear that the other company did not intend to operate, we hoped that an early confirmation that N.S.K. would be allowed to take the full quota might induce them to fish for the whole season. As things have turned out N.S.K. have decided not to vary their original intention to fish for the first three months only.

When I last wrote we hoped that South Georgia would be left outside the Antarctic catch restrictions. This was the advice we gave to the U.K. Government, on the grounds that the catch concerned was relatively small, and that there had already been a considerable drop in the catch from South Georgia. When we came to the main I.W.C. conference this line proved to be untenable. The Russians strongly attacked the land station position on the grounds that the Japanese were evading reduction of Antarctic catch by transferring their floating-factory catching effort to land stations at South Georgia and Chile. They even demanded at one stage that the whales caught by the Japanese from land stations should be taken into account in fixing the Japanese pelagic quota, although it was pointed out that this was the concern of the Governments controlling the land stations, i.e. U.K. and Chile. There was also a general feeling that Governments should go as far as possible to meet the views of the F.A.O. scientists, who are now recommending 3000 blue whale units or less for the whole Antarctic, including land stations.

The U.K. negotiators did manage to generalise this question by insisting that control of land stations must involve not only South Georgia but also Chile, South Africa, Australia and New Zealand. The final outcome, as you will know, was that the Commission recommended to Governments controlling land stations to limit their catch to the previous year's level (the Commission by its constitution cannot set specific catch figures for individual factories or stations). At the same time it was agreed that there should be a conference of pelagic and land station countries to discuss allocation for the future of a total catch brought down to the limit approved by the scientists.

The recommendation to peg catch has immediate effect only on South Georgia, since Australia and New Zealand are now not operating and South Africa is in the middle of her season, thus claiming that she cannot apply restrictions till next season. It remains to be seen if the South Africans will comply next year. In the past they have been lax in implementing I.W.C. decisions though on this occasion they did seem more serious. Chile is also in the middle of her whaling season

and may not take any notice of the recommendation since she is not a member of the Commission.

It may seem hard on South Georgia that the U.K. Government should accept restriction of catch to a level which is low in relation to the capacity of the stations. But if restriction is to mean anything it must be on the basis of what has been caught in the past, and the U.K. Government, which has been trying to make some reality out of conservation measures, could hardly have taken any other line. If the catch ceiling had been based on the average of the past three seasons, as was suggested at one stage, South Georgia would have been even worse off.

For the future, the whole question of Antarctic restriction is bound up with the division of pelagic catch in a new quota agreement. The present one finishes at the end of 65/66 season. This year's discussions ended in stalemate. The Russians have refused to talk about a new quota agreement unless the other countries agree to talk first about adjusting quotas under the present agreement. The Russians claim that it is unfair that Japan should through transfer of expeditions from U.K. and Norway now have 52% of the total while they remain with 20%. They have no case here, since the transfers to Japan have taken place in accordance with the quota agreement and when the Russians negotiated the agreement they said that provided they got 20% they were not concerned with how the rest was shared out. The other whaling countries have very properly refused to change the present agreement. It is not clear whether the Russians will denounce the quota agreement for the current season. It hardly matters if they do so since they very probably do not observe its provisions anyway.

When serious negotiations start for a new pelagic quota agreement matters will be complicated by the need to bring in land stations and to set aside part of the total quota for them. Thus on 4000 units 500 or more might be claimed for land stations, leaving a very small total for division between the pelagic countries. The natural arrangement would be for Norway, which is now very weak in competitive power, to give up something to Russia and Japan. But even if she does this both countries will have to cut down their catch effort considerably. U.K. will be bargaining on the basis of the 5% which she holds in the current quota agreement. On a catch ceiling of 4000 units or less this quota is too little for a floating factory to operate on. In view of this it seems reasonable that in a new quota agreement U.K. should be allowed to get some benefit from her quota by selling it to other countries or by amalgamating it with the South Georgia quota. In the preliminary discussions the Russians have been very much against a provision in the new agreement for transfer of quotas between countries. Since the Japanese, who are the only potential buyers of the U.K. quota, say that they accept this view, it looks as if we may get no transferability of our quota. But there can be no reasonable objection to an amalgamation of U.K. pelagic and land station quotas. We think that the U.K. Government should, and believe it will, do its utmost to get this, although it will be opposed by the pelagic countries, since anything given to U.K. will be at their expense.

If we get a fair quota for South Georgia in relation to the other land stations and to pelagic catch, and if we can add to it by the transfer of the U.K. pelagic quota, the total should provide a usable catch ceiling for South Georgia within which at least one station should be able to continue in future and so preserve the U.K. interest in Antarctic whaling.

Yours sincerely,

Sgd. G.H. Elliot

D/4/50

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King Edward Point,
 South Georgia.
 12th March, 1966.

Sir,

Whaling Report Season 1965

b.c.

I have the honour to submit in quintuplicate my report on the Whaling operations carried out in the Dependency of South Georgia during the season 1965.

Headings are enumerated as follows:-

2. Companies
3. Fleet composition
4. Catch
5. Production
6. Quota
7. Duration of season
8. Sei catch for three seasons
9. Infractions

2. Companies operating.

Only one company applied for and was granted a licence for the season which began on the 1st October 1965. The company concerned was the Japanese company Nippon Suisan Kaisha Ltd., who operated from Leith Harbour South Georgia under sub-lease from The South Georgia Co. Ltd.

3. Fleet composition.

Name	Type	Gross Tons	Horsepower	Flag
Konan Maru 10	Catcher	742	3280	Japanese
" " 11	"	742	3280	"
" " 12	"	746	3280	"
" " 15	"	756	3280	"
" " 17	"	751	3280	"
" " 18	"	750	3280	"
" " 20	"	750	3280	"
" " 23	"	753	3280	"

Konan Maru 5 /.....

Name	Type	Gross Tons	Horsepower	Flag
Konan Maru 5	Towing Boat	434	1800	Japanese
" " 3	" "	417	1800	"
Kashima Maru	Freezer	7163	4600	"
Matsushima				
Maru	Tanker	13103	10000	"
Haminella	"	12189	7500	British

4. Catch.

The total catch amounted to 239 whales valued at 109.66 Blue Whale Units. Catch per month given below:-

Month	Fin	Sei	Sperm	Total
October	101	2	8	111
November	97	1	9	107
December (15th)	<u>20</u>	<u>1</u>	<u>NIL</u>	<u>21</u>
Seasons Catch	218	4	17	239

5. Production and Estimated Value.

Whale Oil	9229 Barrels	£ 111,399
Sperm Oil	735 "	8,875
Frozen Meat	1658.4 Longtons	117,957
Meat Meal	534.5 "	27,150
Bone Meal	386.6 "	7,071
Meat Extract	51.0 "	31,140
Salted Meat	24.3 "	1,680
Baleen and Teeth	11.9 "	<u>257</u>
		<u>£305,529</u>

6. Quota.

The 1965/66 season was of particular interest as it was the first time in the history of South Georgia whaling that an International Whaling Commission quota applied to South Georgia. The quota was based on the results of the previous season. This was unfortunate as it was a most unrealistic figure

upon which/.....

upon which to assess an average seasons catch. Of the two Japanese companies operating that season, one operated for only two months, the other for four months of its six months season with only three catchers and two towing boats. From this it can be calculated that the season's catch upon which the quota was based was far, far lower than a normal season's catch.

7. Duration of Season.

Catching for the 1965 season commenced on 1st October and ended on 15th December, whereas the company was entitled by the terms of its licence, to continue to the 31st March 1966. The catcher force consisted of ten ships but only six of these operated for the two and a half months the company was here, two operated only for two months, and the remaining two operated for one month and twenty four days.

The NSK decision to limit the season to two and a half months was, in the main, influenced by the uncertainty surrounding the question of the quota to be granted to South Georgia and the percentage of that quota which might be allocated to NSK. At the time these matters were under consideration it was not known if the International Fishery Company intended to operate at Grytviken. The fitting out of a whaling expedition takes several months and whilst the quota question was still pending it was necessary for NSK to finalize their plans for the whaling expedition for the coming season. This involved the co-ordination of shipping movements and supplies for both South Georgia and their Pelagic fleets. The decision on the South Georgia quota was known only a short time before the Japanese fleets sailed for South Georgia.

Under the/.....

Under the circumstances, it is readily understandable that the Japanese decided to limit operations in South Georgia to two and a half months and then join up with their Pelagic fleets. Nevertheless, it was unfortunate as it meant that their operations from the island ceased before the sei whale season commenced in January. The sei whale catch is of considerable importance to any company hoping to achieve a full quota and to cover the cost of the expedition. This is also true of Pelagic whaling where statistics show that sei whales have replaced fin whales in being major catch species. The effect of the short season in South Georgia and the loss of the sei whale catch can readily be seen from the figures below.

If the Japanese companies operate at South Georgia during the 1966/67 season it is to be hoped that they do so for the full six months and with a full catcher force for the entire period. To facilitate this desirable operation, it is suggested that the quota for the coming season be made known at the earliest possible moment in order that expedition arrangements will not be hampered. It is recommended that there should be no reduction in the present South Georgia quota of 340 Blue Whale Units, bearing in mind the unrealistic figure upon which it is based.

8. Sei catch for three seasons.

Season	Companies & Duration of Season	Sei Whales	Whales other than Sei Whales	Total
1963/64	NSK (six months)	409	221	630
	IFC (two months)	Nil	391	391
1964/65	NSK (six months)	501	328	829
	IFC (two months)	5	316	321
1965/66	NSK (two and a half months)	4	235	239

9. Infractions/.....

9. Infractions.

NSK Infractions for the 1965/66 season:-

Undersized	20	
Lactating	<u>6</u>	
TOTAL infractions	26	representing 11.71% of the baleen catch.

In the 1964/65 whaling report the high percentage of infractions was the subject of special comment and the Japanese companies operating that season were severely warned.

It was hoped that there would have been an improvement this season, but unfortunately this was not so. It was again necessary on several occasions to protest to the manager of NSK at the high infraction rate. The manager expressed his regret and agreed that the infraction rate was high and gave ready assurance of warning all gunners to exercise more care. However final results as above give no great confidence in either the managerial or gunners good intent.

It is possible that NSK are sending to South Georgia young inexperienced gunners, the more experienced gunners being with the pelagic fleets. This in itself is no excuse and I must record my extreme dissatisfaction with NSK concerning the conduct of their operations relating to the observance of the Falkland Islands and International Whaling Commission laws and regulations governing short and lactating whales. I recommend that this matter be the subject of a strongly worded protest sent to the president of NSK, pointing out that conduct of this nature places their licence in jeopardy as a licence may be revoked at any time during the season for the non-observance of the Falkland Islands Whaling laws.

Handy
two
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'enclosure'
a previous
page.
S.

It has been/.....

It has been reported on Oslo Radio that Japanese companies do not intend to operate from South Georgia during the 1966/67 season. While it is hoped that this rumour be proved false, nevertheless its implications should not be overlooked. If the Japanese do not operate from South Georgia, any suggestion by the International Whaling Commission that the unused South Georgia quota be included in the Pelagic quota should be negated. The South Georgia quota is, and should always be, considered as the islands potential resource, both in whales and revenue. It is therefore, a matter over which countries engaged in pelagic whaling should have no control.

I have the honour to be,

Sir,

Your obedient servant,



Administrative Officer,
SOUTH GEORGIA

The Honourable,
The Colonial Secretary,
STANLEY,
Falkland Islands.

FALKLAND ISLANDS

Whaling Season, Oct 1st to Dec., 1965 South Georgia.

Factory Leith Harbour Station Company .. Nippon Suisan Kaisha, Ltd.

Whales caught

WHALE	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Blue	-	-	-				-
Fin	161	97	20				218
Seal	2	1	1				4
Sperm	8	9	nil				17
Other	-	-	-				
TOTAL	111	107	21				239

REDUCTION (TO NEAREST UNIT)

DESCRIPTION	UNIT	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL	ESTIMATED VALUE (£)
WHALE OIL	BRLS.	3847	4459	923				9229	£111399
SPERM OIL	BRLS.	288	388	59				735	£8875
MEAT	LONG TONS	755.2	674.3	228.9				1658.4	£117957
MEAT MEAL	LONG TONS	214.8	258.7	61.0				534.5	£27150
BONE MEAL	LONG TONS	156.7	171.7	58.2				386.6	£7071
SOLUBLES	LONG TONS	NIL	NIL	NIL				NIL	NIL
MEAT EXTRACT	LONG TONS	21.2	24.7	5.1				51.0	£31140
MEAT SALTED MEAT	LONG TONS	11.8	12.2	0.3				24.3	£1680
{ SPERM TEETH BALANS }	LBS.							11.9	£257

KASHIMA MARU MANAGER

K. Abe

F. I. ref: D/4/50/II

C. O. ref:

316

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 26th May, 1966.

No. 12. SAVING. SOUTH GEORGIA.

315

South Georgia Whaling Report 1965 Season.

I enclose for information four copies of the report on the 1965 whaling season at South Georgia.

GOVERNOR

TB

90

DECODE.

317

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 8.7.66 Time: 1552 Received: 8.7.66 Time

316

SGA Your Saving 12 (South Georgia) Whaling Reports do not appear to have received 1964/65 report and grateful for copy next mail

Secur

P/L : ER
Intld. W.S.B.

pl see 318

F. I. ref: D/4/50/III

C. O. ref:

318

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 22nd July, 1966.

No. 15 SAVING. SOUTH GEORGIA.

317 Your telegram No. SG 4 of the 8th July 1966.

311

Please find enclosed four copies of the South Georgia Whaling Report 1964/65 Season.

GOVERNOR

TB

Pa

FST 54/57/02



PRIORITY

S A V I N G

From the Secretary of State for the Colonies
To the Officer Administering the Government
of FALKLAND ISLANDS

Date 1st August, 1966

No. SG. 6 Saving

Whaling Statistics.

A + b

Enclosed are copies of a self-explanatory letter and enclosures received from the Ministry of Agriculture, Fisheries and Food, in reply to which it has been explained to the Ministry that the weight of information required by International Whaling Statistics precludes its transmission by telegraph - the only means of obtaining the information within the set time limit - for reasons of cost, and this has been accepted by the Ministry.

I should therefore be grateful if you could supply as soon as you can (in September mail if possible) the necessary information in the form required.

316

A copy of the report for the 1965 whaling season, forwarded under cover of your savingram No.12 (South Georgia) of the 26th May 1966, has been forwarded to the Ministry who are, it is understood, to furnish International Whaling Statistics with relevant information contained therein, pending receipt of the full details now requested.

SECR.

Copy at 320

a

INTERNATIONAL HVALFANGSTSTATISTIKK

INTERNATIONAL WHALING STATISTICS

Committee of International Whaling Statistics appointed by the Norwegian Government at the suggestion of the International Council for the Exploration of the Sea at Copenhagen.

CHAIRMAN: *Gunnar Jahn*,
Oslo.

MEMBERS: *Birger Bergersen*,
Ambassador Ph. D., EV/KG
Oslo.

Einar Vangstein,
Director of The Inter-
national Association of
Whaling Companies,
Sandefjord.

Telegr. adr.: Statistics

SANDEFJORD 20th July 1966.
NORWAY

Mr. W. C. Tame,
Chairman of The International Whaling Commiss:
East Block, 10 Whitehall Place,
London S.W.1.

Dear Sir,

As you know the Leith Harbour shore station was last season operated for the account of Japanese whaling companies.

The Japanese Fisheries Agency referred me to U.K. authorities in respect of catch statistics for said shore station.

Before the meeting of the Whaling Commission I sent a telegram to Mr. Wimpenny asking him to try to obtain details of the South Georgia catch. I got, however, no reply, and by preparing statistics for the Whaling Commission I had to use figures for the catch in question which had been published in Norwegian newspapers.

During the meeting in London I contacted Mr. Graham, and he promised to try to provide me with the statistics in question.

We are now going to print the catch statistics for the 1965/66 season, and I therefore hope that you can help me.

I enclose two forms showing the details I need for International Whaling Statistics. Form 1 shall give details of each whale caught and form 2 summaries for each catcher and production of oil and other products. (Article VII of the Convention)

If I do not receive the South Georgia figures in the course of two weeks, I have to send the statistics to the printers, and in such case I must in the Preface say that it has not been possible to receive from U.K. details of the South Georgia catch.

Yours sincerely,

Encl.

E. Vangstein

b

C O P Y

MINISTRY OF AGRICULTURE, FISHERIES AND FOOD

FGB. 24505

Whitehall Place,

London, S.W.1.

25th July, 1966

Dear Sugg,

—
—
We have just received a request for detailed statistics of the South Georgia whale catch in the 1965/66 season, with a fortnight to reply. I enclose copies of the request and the forms for completion.

I should not think that in the short time available you can get any more information than you already have given us. Perhaps you can obtain some of the material by cable and send us the remainder later. I shall be grateful for any help you can give us.

Yours sincerely,

L. Goldthorpe.

A. St.-J. Sugg, Esq.,
Colonial Office,
Church House,
Great Smith Street,
LONDON, S.W.1.

I. ref: D/4/50/III
O. ref: FST 54/57/02

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 17th August 1966.

No. 17. SAVING. SOUTH GEORGIA.

319 Your Savingram No. SG 6 of 1st August 1966.

Whaling Statistics.

The information required is not available in the Colony and there will be no opportunity to pass the forms to South Georgia before November at the earliest. As this appears to be too late for the 1965/66 purposes of International Whaling Statistics I shall ask, unless I hear differently from you in the meantime, that the forms be retained at South Georgia for use in 1966/67.

GOVERNOR

See 322

4/50/III

321

17th August

66.

To: The Administrative Officer,

From: Acting Colonial Secretary,

SOUTH GEORGIA.

Whaling Statistics.

The enclosed forms were received in Stanley in August 1966 and we were asked to complete them before the September sailing of Darwin. As the information required is not available here we were unable to comply. The Secretary of State was advised of the position. He was also told that the forms would be passed to South Georgia for completion in respect of the 1966/67 season.

(Sgd.) L. C. Gleadell

ACTING COLONIAL SECRETARY.

pe

Saving

Your Ref: D/4/50/III

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 30 SEP 1966

No. 8 Saving SOUTH GEORGIA



320

Your Savingsgram No. 17 (South Georgia).

Whaling Statistics

Now that both whaling companies have indicated they will not operate from South Georgia during the 1966/67 season, I should be grateful if you would request the South Georgia administration to complete the whaling statistics forms to indicate the position for the 1965/66 season, and return them as soon as possible.

SECRET

See 324

DECODE.

TELEGRAM.

323

From Administrative Officer, South Georgia

To Colonial Secretary, Stanley

Despatched : 14th December 1966 Time : 1840

Received : 15th December 1966 Time : 1145

No. 267. Your memorandum ³²¹ D/4/50/III dated 17/8/66
Whaling statistics. Forms enclosed with your memo are for
Bureau International Whaling Statistics Sanderjord Norway
and are normally completed by the operating company concerned
in this case NSK. We don't have details of all the
statistics they require suggest Bureau contact NSK direct.

ADMINOFF

P/L : FA
(Intld) HLB

DECODE.

324

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 19.12.66 Time: 1430 Received: Time

No. SG 13. Whaling Reports South Georgia.

322 Your savingram No. 8 of 30th September.

Administrative Officer advised forms enclosed your savingram are for Bureau International Whaling Statistics and normally completed by operating company concerned viz NSK. We do not have all details required suggest Bureau contact NSK direct.

Governor

P/L : FA