

MAR

HOJA DEL

SEPTIEMBRE — 1985

Interview
with Prime
Minister



SPAIN, FROM COAST TO COAST

CASAS del MAR

el mejor techo



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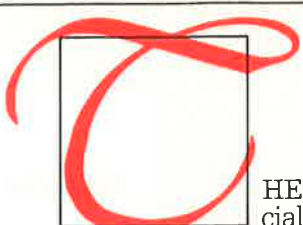
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magazine as such are those which are signed by the
editor-in-chief or run as editorials.



THE So-
cial Ma-
rine Institute has published two
special issues of HOJA DEL MAR
—one in English, the other in
Spanish— on the occasion of the
World Fishing Exhibition held in
Vigo from September 17 to Sep-
tember 22. The basic content of
the two magazines is similar,
presenting a brief panorama of
the Spanish fishing and maritime
sector so as to better inform the
international community. The
Vigo meeting is a fine occasion
for this task, particularly given
that Spain will become a full-
fledged member of the European
Economic Community as
of January 1, 1986.

ONCE Spain is a
member of the
EEC, the Community
will become the world's
largest fishing power.
This important fact is a
good illustration of
Spain's contribution to
world fishing activity.
Negotiations between
Spain and the EEC were
long and difficult. The historic
memory of the sector could not
relinquish the reminder of those
times when the seas were
willing to make the sacrifice and
who were courageous enough to
unbury their treasures. In those
times, and on those seas, one
could hear voices in Castilian,
Galician, Basque, Catalanian,
Valencian and Bable, mixed in
with other voices which, from
the North Sea to Cape Horn,
nearly all spoke the same lan-
guage: the language of sailors
and fishermen. But the 20th cen-
tury has brought us a new reali-
ty, that of the Exclusive Econo-
mic Zones, to which Spain has
tried to adapt itself, balancing a
sense of its historic rights with
one of cooperation with other
seafaring countries.

TO that end, sacrifices and
efforts have been made on
both sides. The Spanish adminis-
tration and the fishing sector
have had to go through a series
of far-reaching and expensive
transformations. During the past
two years, various steps have
been taken, including a severe
reorganization of the fleet, the
imposition of fishing controls
along the Spanish coast, and the
development of aquiculture and
research projects, all within the
framework of a global reform of
Maritime Administration.

A similar effort has been
made to deal with the prob-
lems in the Merchant Marine
which is not only suffering from
the international cargo crisis but

leading THE CHALLENGES AHEAD

is also seriously affected by the
use of flags of convenience, a
practice which Spain has repeat-
edly denounced in international
forums, the only place where
effective solutions can be found.
Spanish ports, which are good
but expensive, are also under-
going a process of transforma-
tion. Antiquated labor structures
have led to an artificial increase
in operation costs, a problem
which will be corrected with
the implementation of the
reforms that the government has
proposed.

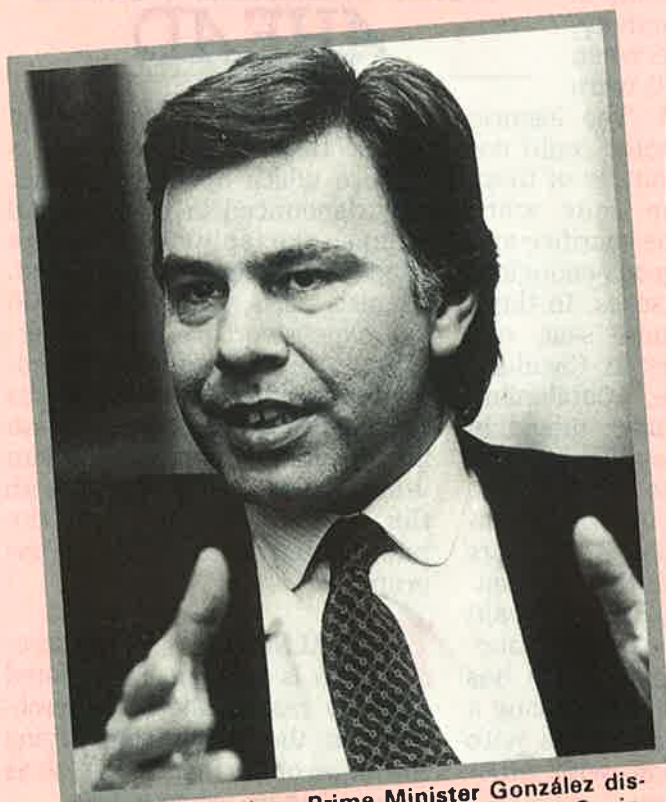
FINALLY, the Administra-
tion is making a dedicated
effort to resolve the social prob-
lems in the sector, identifying
the cause of the inequalities so as
to avoid their perpetuation.

September



On the occasion of the World Fishing Exhibition, being held this year in Vigo, HOJA DEL MAR decided to go beyond its usual frontiers and publish a special issue in English,

not only with the idea of informing visitors about Spanish fishing, but also to reach out, on the part of the Spanish maritime community, toward the international community.



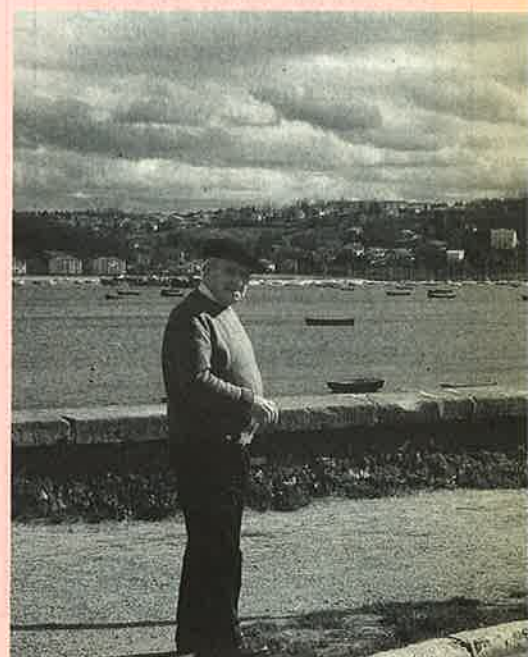
In a long interview, Prime Minister González discusses the major maritime issues facing Spain. Page 6.

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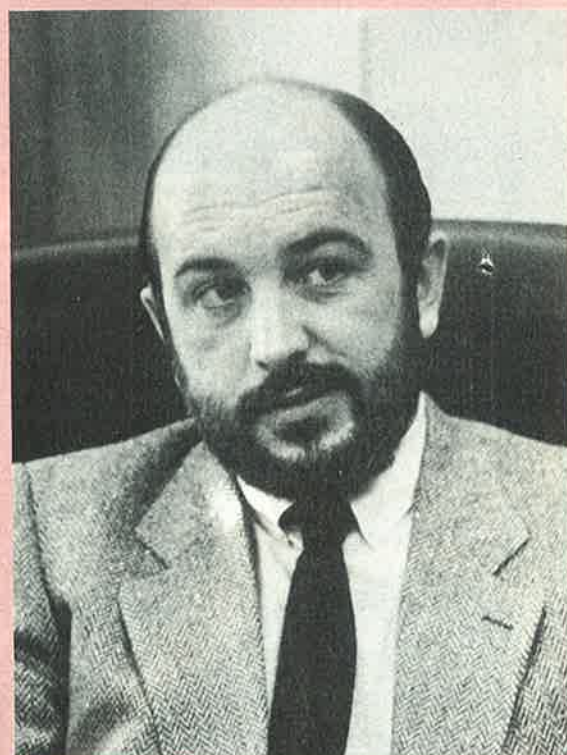
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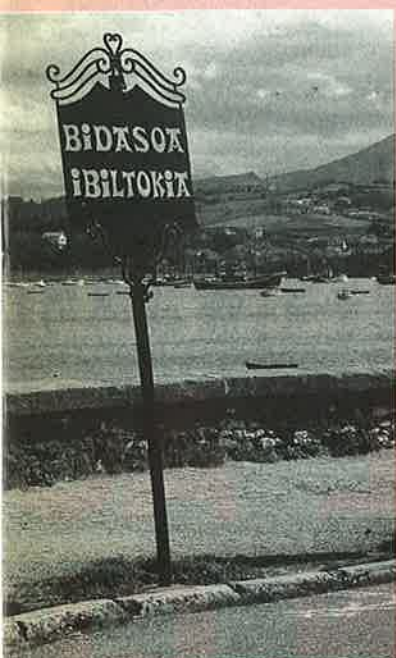
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maritime
administra-
tion on
page 16.



▶ The reader will find articles on Spanish ports and the Merchant Marine on pages 62 and 65.





PRIME MINISTER FELI

«WE WILL AC
EUROPEAN CH

The challenges that the Spanish government has accepted in maritime affairs are varied and complex, ranging from administrative reforms to the restructuring of the fishing sector in preparation for Spain's entry in the Common Market. In the following interview, Prime Minister Felipe González Márquez talks about these and other related matters.



FELIPE GONZALEZ

**ACCEPT THE
CHALLENGE»**

WHAT will be the repercussions of Spain's entry into the European Economic Community for the fishing sector?

The integration of the Spanish fishing sector into the European Economic Community will have important effects both on Europe and on Spain for several years. There is no other Spanish economic sector which has more economic, political and social influence on the EEC than that of fishing, which is why the entry negotiations were so difficult.

"We now have a coordinated maritime policy."

Spain's entry has meant that the Community has now become the leading fish market and the second-largest fleet in the world. One must remember that our entry has meant that the amount of unloaded fish in the EEC will have increased by 27 per cent in physical terms and by 45 per cent in value. The fleet will have increased by 33 per cent and by nearly 70 per cent in terms of gross registered tonnage, while the number of fishing personnel will have increased by 65 per cent.

Another important figure to take into account is that the ten member EEC had just five bilateral fishing agreements, while Spain is bringing in fifteen along with its joint fishing firms. No other Community member has a high-seas fleet like Spain's, whose joint firms alone account for more than 200 boats of more than a total of 100,000 gross registered tonnage working in 17 countries. With these numbers in mind, it is clear that the entry of the Spanish fishing sector in the EEC is going to signify a radical change in short-term Community fishing policy, because it will have to go from being a domestic fishing policy to one of world-wide importance.

At the same time, Spain is also going to feel the changes. There will be no drastic changes, as had been feared a year ago, but there will be a difficult adjustment to make in some areas. We are going to have to tackle a supranational policy almost immediately

involving policies regarding resources, structures and markets. And we will have to learn from these policies and learn how to use them to our advantage.

—More concretely, how is Spain's entry going to affect the fishing policy being developed by the administration?

The bureaucratic ramifications of these detailed policies are going to signify an extensive restructuring process and an enormous effort on the part of the administration, both on the central and the peripheral levels, in order to establish administrative management organs in the short run.

It will probably be necessary to modify the national fishing budget procedures, as some subsidies will disappear and other new ones which fall under the joint financing efforts between the EEC and Spain will become available. An effective coordination between the central administration and that of the Autonomous Communities will also have to be achieved. If this were not the case, it would be very difficult to obtain Community financing for those areas concerning fishing markets and structures.

And lastly, we must try to send a strong team of officials and functionaries who are specialized in fishing affairs to the European Commission, in order to fulfill our responsibilities to the European

bureaucracy as well as defend our own interests in this field.

—Do you think that the agreement with Portugal was a compensatory outcome?

Fishing relations between Spain and Portugal since the 19th century have been characterized by their general reciprocal nature, and that is the criterion that lies behind the recent agreement reached with Portugal in the framework of EEC entry. Portugal obtained the recognition on the part of the EEC of the sensitive nature of the Norway lobster and an agreement to reserve exclusive fishing rights of that species to the Portuguese fleet as well as the exclusion of the Community fleet from access to other deep-water species during the transition period. Despite these concessions by the Community, thanks to the traditional ties of friendship and the reciprocity criteria I mentioned earlier, Spain has managed to conserve the activities of 121 different types of fishing vessels: 90 for boulder fishing, 21 for drag nets and ten sardine boats. It still remains to be seen how many small boats will be able to continue fishing, according to the border agreements, and how many bonito vessels with spinning tackle will be allowed.

This agreement will be applied as of January 1, 1986 and will run until December 31, 1995. After that transition period, the EEC fishing poli-

cy in its entirety will be applied.

—What is your government's analysis of the current crisis of the Merchant Marine?

Our major policy objective is to maintain a fleet that is sufficient and adequate for the needs of Spain. To that end, and within our international commitments and our imminent entry into the EEC, we are taking the necessary steps to obtain that objective. A good indication of that is the establishment of the Interministerial Commissions on Maritime Traffic, which are studying the reform of the maritime administration and drawing up a Fleet Plan so as to consolidate a reasonable Spanish fleet, define its structure and the means necessary to maintain it, and project





Spain's entry in the EEC

«THE ENTRY OF THE SPANISH FISHING SECTOR IN THE EEC IS GOING TO REQUIRE A RADICAL SHORT-TERM CHANGE IN COMMUNITY FISHING POLICY.»

national demand for naval construction.

Turning now to the future of the Merchant Marine, which is one of the top fifteen in the world, we should take into account the worldwide recession in trade and the competition from ships flying under the flags of other countries, which not only threatens the Merchant Marine of Spain but that of any developed country.

Spain is prepared to accept those competitive conditions that involve salary and social norms for crew members as well as international safety regulations. But most of the international competition against the fleets of the developed nations comes precisely from the failure to comply with some or all of these

Maritime employees:

"The government is going to increase social programs."

regulations on the part of countries using the flags of other nations, or on the part of the Eastern bloc countries. In this regard, either we have to take measures on an international scale, or we run the risk that developed nations will no longer be able to maintain major fleets under their own flags.

—Can you briefly describe the maritime policy of the Spanish government?

According to an agreement reached by the Council of Ministers on December 12 of last year, an Interministerial Commission was set up to study and reform the various administration organs that deal with maritime matters. The initials of the commission are COMIMAR. The suggestions put forth by the commission should eventually put an end to the dispersion that currently exists in the fishing sector due to the multitude of official entities with maritime jurisdictions. The results of the commission's activity, the recently-approved norms on maritime traffic and fishing, the renovation of fishing agreements with other countries and the increased number of research and exploration projects related to aquiculture and fishing grounds are all signs that permit one to affirm that a coordinated maritime policy is most definitely emerging.

—What steps does the government plan to take in

order to allow sailors and fishermen to exercise their voting rights?

Navy, Merchant Marine and fishing personnel who are at sea when elections are held are subject to the same procedures of absentee ballot voting as any other person who is not in his or her voting district at election time. There are, however, some specific regulations concerning people at sea, given the peculiar nature of these voters.

The person's voter registration certificate may be obtained from the Electoral Board located in the town in which he is included on the census list. He may request this by telegraph, from the boat, and must supply his name, identification card number, profession, age, and the name of the boat on which he is serving.

The Board will then give all the necessary documentation to the port in which the boat designated by the sailor is berthed. The voter may then send in his vote by certified mail from any port to the voting poll to which he belongs.

According to the electoral laws, the telegraph services on board are considered to be dependent parts of the Mail Service.

—Once the Social Security system is reformed, what will services for maritime employees be like?

The Special Regulations for Sea Workers are based on a model similar to that of the General Regulations, but the former include some specific provisions to increase the protection afforded to maritime workers, given the nature of their tasks, the difficult environment in which they have to work, and the special familiar and social circumstances of this collective.

In this regard, the Special Regulations permit employees in the maritime sector to retire before the legal minimum age, with pensions being calculated on a series of coefficients based on the work they have performed and where they have performed it. Furthermore, so as to reduce the expenses incurred by small fishing ventures, and taking the meteorological conditions into account, firm's and employees payments to the Social Security administration have been reduced for coastline fishing and for small private boats to ten, fifteen or twenty real working days per month, according to the tonnage of the boats. Unemployment insurance payments have been reduced in a similar fashion.

As far as the reform of the Social Security system goes, there will be absolutely no reduction in coverage payments made to maritime employees. At all events the reforms will lead to certain revisions of some aspects of the regulations which currently are not in accordance with

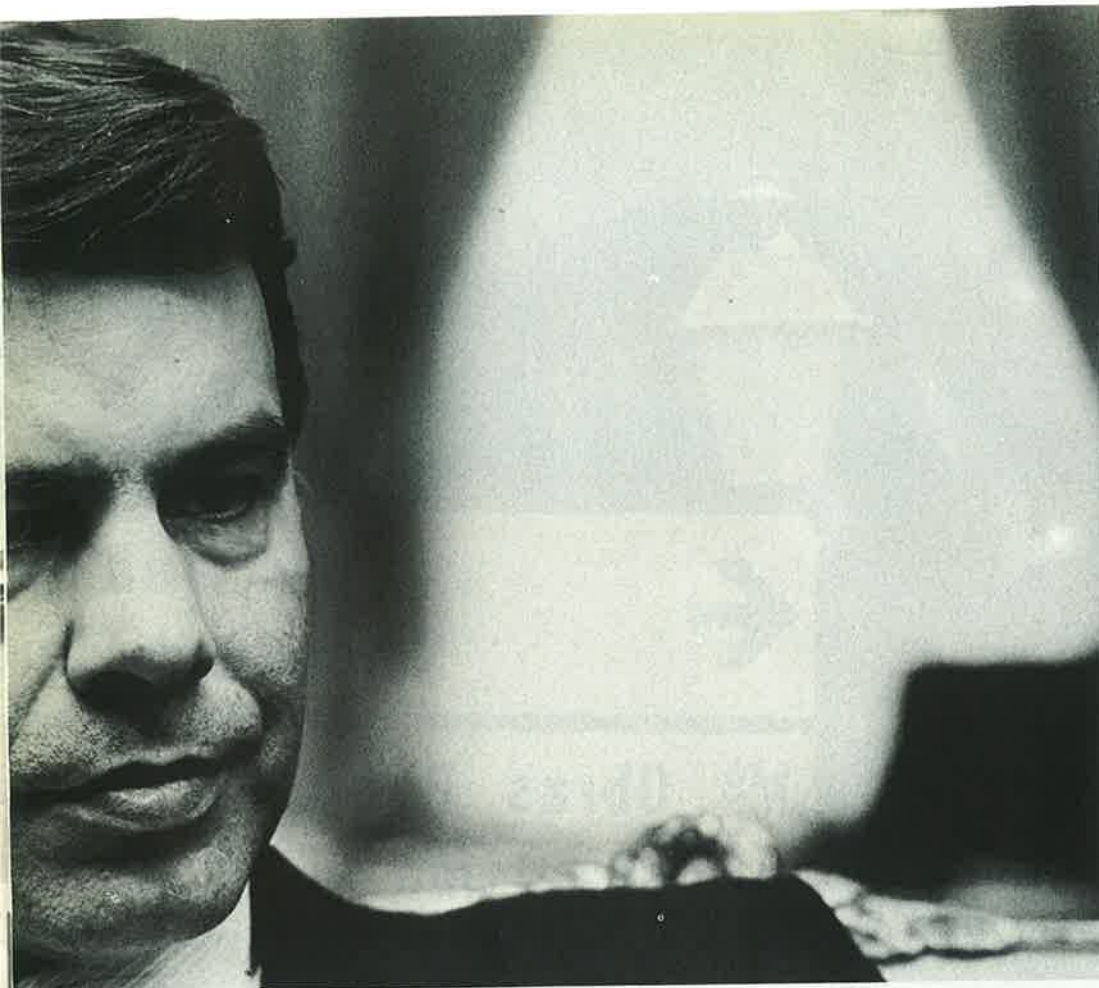
the protection needs of the sector.

Is the government concerned about the Maritime Administration reform?

Yes, and the studies carried out in 1983 by a large working group within the Ministry of the Presidency is a good indication of our concern. The Interministerial Commission, the COMIMAR to which I referred earlier, came out of those meetings. The commission is made up of representatives from thirteen ministerial departments, all of which have some maritime jurisdictions. The commission has six months in which to present the government with its recommendations concerning the reorganization of those government departments which have jurisdiction over maritime activities.

Although the COMIMAR's task is not yet finished, I can say that two major problems have been detected so far. On the one hand, the Ministry of Defense and the Navy must be relieved of certain administrative tasks which really do not have much to do with





defense. And secondly, the current fragmentation and dispersion of maritime administration is such that a through reorganization is necessary in order to attain greater coordination and efficiency.

—Do you think that there is a true maritime consciousness in Spain?

I think it's obvious that such a consciousness must exist in Spain, and our maritime traditions and the strength of our fleet are proof of that. Nevertheless, that does not mean to say that Spain's fishing sector has been properly organized or that it has been able to advance in line with the vicissitudes demanded by the development of international maritime affairs.

The growth of the Spanish fishing fleet in the 1970's was not the result of the planning which would have been necessary at that time, given the crisis in international maritime traffic. The lack of sufficient organization in our fishing sector, at a time when countries were expanding their fishing limits beyond

their previous territorial limits, has led to an imbalance between the possibilities of our merchant fleet and the reality of current maritime trade. For that reason, the activity of our fleet should be recycled, as it is now obliged to reduce the amount of fish it catches in its traditional fishing grounds, while its catch along the coast is being limited by years of overuse.

—How would you describe the services that should be provided by the Social Marine Institute?

The SMI is a management entity of the Social Security administration, falling under the Special Maritime Regulations. Its tasks are not limited by that Regulation, however, as it offers an integral package of aid to maritime employees as a function of the special nature of that labor collective.

For that reason, the SMI has recently begun a series of programs designed to substantially improve the living conditions of those employees.

For example, the Maritime Health Program comple-

ments the normal health services provided on land. On the one hand, the idea is to bring health services closer to the men on board ship, through the medical radio service, clinics located in the foreign ports most often used by our boats, the hospital ship that provides services in the Sahara-Canary Islands area, and a data bank of clinical records. On the other hand, an ambitious preventive medicine program aims to create a true health consciousness among the maritime employees.

—And what about employment? What initiatives have been taken?

There is a program that is attempting to reorganize the sector's labor capacity and increase the pertinent data so as to improve the employment situation and guarantee the proper placement of workers according to their professional capacity. At the same time, the program is in charge of measures to improve working conditions on board ship and of making sure that employees enjoy their legal rights and have

access to certain information, particularly in the case of workers in mixed firms, on foreign boats, or on ships with third-nationality flags.

—Worker training and education is a particularly important area for action. What steps are being taken in this regard?

You are absolutely right in that this is an important area. A training program exists whose function is to provide for the proper use of education facilities pertaining to the SMI, with a course calendar that is in accordance with the real needs of the collective.

In addition, there is a Social Action program underway to conduct a serious sociological study of the maritime communities and their major problems. The results of the study will indicate the most adequate solutions for the demands being raised within the sector.

And lastly, an information campaign has been put into effect, with periodical publications on issues of concern to the sector which not only inform maritime personnel about their own work, but also inform other sectors of society about the world of maritime affairs.

However, it must be said that the activities undertaken by the SMI are not the only ones being carried out by the administration in relation to the maritime population. They form part of a whole set of measures. Insofar as Spanish sailors abroad are concerned, these measures are reinforced with the ratification of a series of international agreements concerning Social Security payments and maritime security, the recent modification of regulations governing joint fishing firms, ongoing studies concerning the protection afforded to emigrant sailors, the activities pursued by emigration institutions, and the constant support shown by our consular offices abroad to maritime employees.



**Maritime
Administration**

A Heritage of Chaos and Dispersion

Since last February, thirteen director generals from thirteen different ministries have been working on a plan that will result in important changes for the Spanish maritime and fishing sectors. The plan is the project of the Interministerial Commission for the Reform of Maritime Administration, whose members are up against the legacy of many centuries characterized by dispersion



and isolation. At present, more than 500 offices within the thirteen ministries deal with different aspects of maritime administration. The objective of the Commission is to establish an administrative structure which allows for the specific nature of the sector and, at the same time, permits its integration into the general public administration. The Commission's conclusions will be made public in just a few months, and one of the oldest aspirations of the maritime sector will finally become a reality.

ONE of the most difficult and ambitious tasks that the government has set for itself is the reorganization of nearly 500 government offices that deal with maritime affairs. The reform process is based upon three major objectives: the rationalization of the existing body of laws, the separation of military and civilian jurisdictions, and the optimal use of the current administrative structures. In order to reach this goal, the establishment of a Coordination Program among the various ministerial departments was seen as a necessary step, and one that could be accommodated by the bureaucratic structure of the Administration.

The Interministerial Commission for the Reform of Maritime Administration is made up of four working groups, two of which have already wound up their tasks. The first of the four, made up of representatives of the Ministries of Transportation, Fishing, Defense, Public Works, Interior and Labor, has worked on separating military and civilian jurisdictions and is now redistributing these areas.

The other group which has already finished its deliberations is made up of the same Ministries mentioned above, in addition to the Ministry of Territorial Administration. Its function has been to restructure the Coast Guard's tasks, which include life-saving, navigational security, fishing control and anti-pollution measures. Among the results of the working group's study is one of the most important features of the new maritime administration, which is the creation of port captaincies which will take over the tasks currently being carried out by the Navy.

The new port captaincies will thus be peripheral entities of the Ministry of Transportation, and they will be present all along the coast wherever the Navy currently has its Marine Command Posts. The division between

military and civilian jurisdictions has been worked out in a draft report written jointly by officials at the Ministries of Defense and Transportation. The port pilots, who up until now have been classified as military employees, will pass over to civilian jurisdiction as a result of the reform program.

It is likely that the establishment of the port captaincies will lead to the formation of a new corps of civil servants, largely made up of current functionaries of the Merchant Marine. The reorganization will permit the Navy to free itself of many of its current tasks and occupy itself with purely military matters. Surveillance of the sea, aside from those functions which would naturally be considered as jurisdictions of the Ministry of Defense, may imply the unification of all the existing security corps into one unit. To that end,



the authorities are considering the formation of a Maritime Civil Guard.

By the end of September, it is expected that the deliberations of the other two working groups, devoted to an analysis of the Spanish port system and to the personnel structure of the maritime sector, will have come to an end.

This effort involves a profound study and reorganization of the standing legislation so as to bring it into line with the reality of the international framework within which the Spanish maritime sector must operate and to facilitate the government's plans to develop a truly integral maritime affairs policy.

AN ALPHABET SOUP

Although a newcomer to marine matters might think that the list of marine organizations is, in fact, a bowl of alphabet soup, the truth is that it is a faithful reflection of the true situation in the fishing sector. Organizations with hundreds of years of history work alongside with modern associative movements and trade unions, many of which spent many years organizing their members underground.

THE long and rich history of the Spanish seafaring sector as well as its special traits have led to a complex modern-day situation which involves many different entities, associations and trade unions. During the long Franco dictatorship, the unions were obliged to do their organizing clandestinely, and were not allowed to go public until the latter half of the 1970's, when all the democratic organizations were legalized for the first time since the end of the Spanish Civil War. It was then that the unions began their fight for the modernization of the fishing sector. The repressive situation suffered by the unions was particularly important in the fishing sector, where the demands and problems of the workers had to go through many twists and turns before being able to finally reach the sea-going community as a whole as well as the rest of society.

Trade unionism in the fishing sector is currently going through a phase of expansion which is clearly related with the structure of fishing in Spain. Because the coastal fishing sector, which accounts for a large number of personnel, is so dominated by family firms, and because the relationship between boatowners and fishermen has been dominated for so many years by the Fishing Guilds, the unions have had to make a

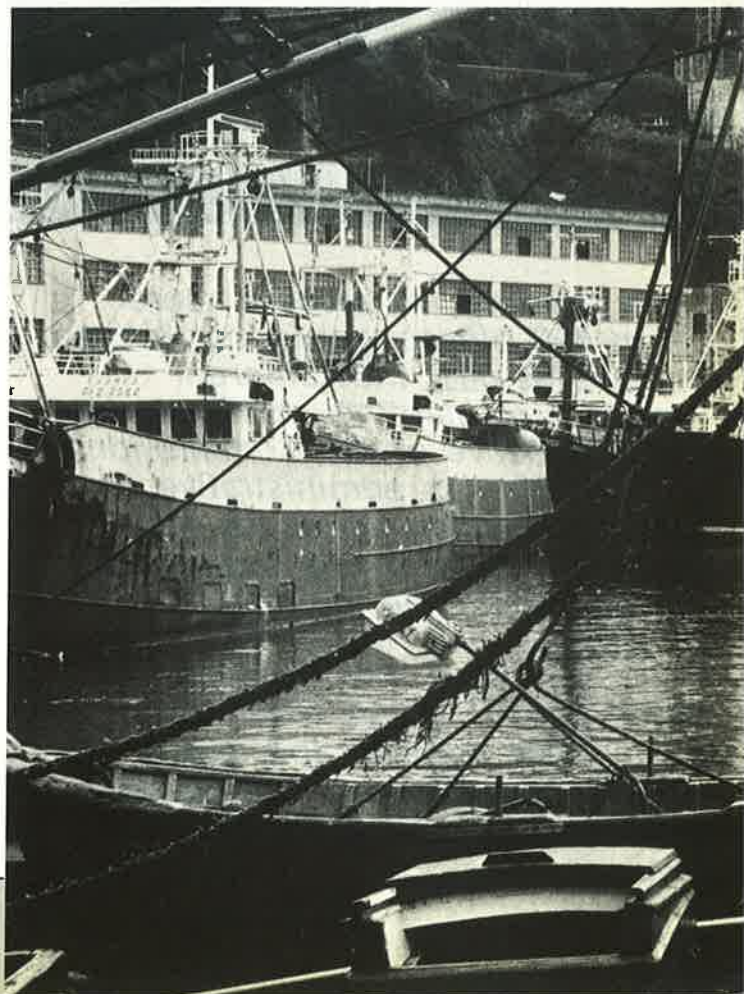
tremendous effort to define their role and their activities in the atypical context of labor relations among fishermen.

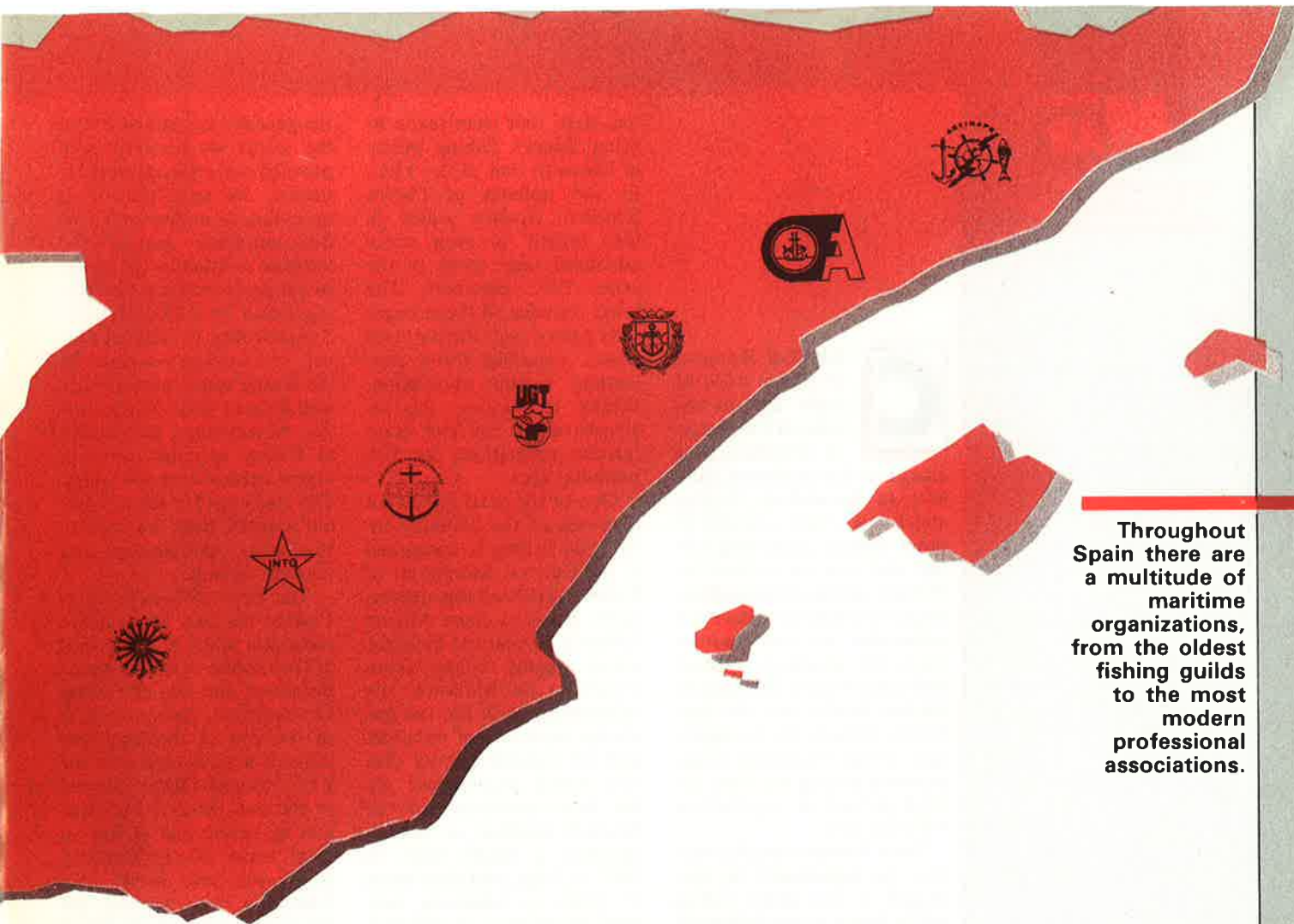
The most important trade unions are the same ones which play a leading role on a nationwide level: Workers' Commissions (CCOO), considered to be close to the Communist Party and other communist organizations; the General Workers' Union (UGT), the socialist union; and the National Workers' Federation (CNT), the anarchist union.

There are also regional unions in some of Spain's most important autonomous communities: Comisiones Mariñeiras (affiliated to CCOO) has a strong presence in Galicia, along with the National Workers' Union of Galicia (INTG), just as the Basque nationalists have their union, the ELA-STV, in the Basque Country.

In addition to other, much smaller trade union groups, the Merchant Marine has a union, the Free Merchant Marine Union (SLMM).

Turning now to management, the most important organizations are the Spanish Confederation of Fishing Boatowners (CEAPE), the Association of Mollusk Fishers (ANACEF), the Spanish Federation of Fishing Boatowners (FEABP), and the National Association of Joint Firm Boatowners (ANASCO). The latter org-





Throughout Spain there are a multitude of maritime organizations, from the oldest fishing guilds to the most modern professional associations.



anization brings together 118 joint firms.

Management in the Merchant Marine is organized in the National Shippers' Association (ANAVE), which includes 123 firms with fleet, and another 16 without.

The most important professional associations are the Association of Merchant Marine Officials (COMME) and the Spanish Association of Nautical-Fishing Graduates (AETINAPE).

On dry land, we have the Organization of Port Labor (OTP), one of the key organizations in the sector which is currently undergoing major changes; the National Association of Longshoremen and Brokers (ANESCO); and the Longshoremen's Coordination, which is a platform for the different trade union groups which work the ports.

And we end this short tour of the many marine organizations in Spain by mentioning

a group which has played a leading role in the sector for literally hundreds of years. The Fishing Guilds, which were first founded in the 11th century, have existed under various legal auspices. They attend to a wide array of functions, from some aspects of marketing and distribution to social assistance tasks, and often run up against the jurisdictions of other organizations.

The 225 Fishing Guilds, spread out along Spain's coastlines, are grouped together in the National Federation of Guilds, which represents some 80,000 persons including fishermen and boatowners. Given their historical tradition and importance, the Fishing Guilds are an essential point of reference when Producers Organizations were set up in order to bring Spain into line with the other European nations.

Many of Spain's governmental ministries have maritime jurisdictions. In the following article, however, we refer to just four, those ministries which are most involved in maritime affairs. They are the Ministries of Fishing, Transportation, Public Works and Labor.

CARLOS Romero, who was born 41 years ago in the town of Fuentesauco (Zamora), is in charge of the enormous Ministry of Agriculture, Fishing and Food, which includes all those matters concerning fishing and marine cultivation. Romero got his undergraduate degree in political science and economics and did graduate work in sociology, history and economics at the Ecole de Hautes Etudes and the Sorbonne, in Paris. He has had to take charge of marine affairs precisely during the most difficult period of negotiations with the EEC.

Since Romero became minister, his department has developed a four-point fishing policy based on the following: the consolidation and extension of access to foreign fishing grounds; the organization and recovery of Spain's own fishing grounds; the adjustment of the fleet in line with its current needs; and the restructuring of the market. According to Romero, his ministry «has made progress in the application of a new fishing policy. We've negotiated all along the coast with boatowners, guilds and unions.» The Minister went on to say that «the administration has not made this progress alone, but rather in collaboration with everyone. That's the most important thing.»

The Ministry recently put out a book entitled. *Fishing Planning Policy 1983-1984 (Política de Ordenación Pesquera 1983-1984)* which describes the legisla-

tive steps that were taken to bring Spain's fishing policy in line with that of the EEC. In the opinion of Carlos Romero, Spain's policy in this regard is even more advanced than some of the other EEC members. The book includes all the relevant laws passed over the past two years, including those concerning marine cultivation, fishing techniques, the restructuring of the fleet, commercial regulations for fish markets, etc.

One of the most important divisions of the Ministry insofar as fishing is concerned is the General Secretariat of Fishing. To head this department, Romero chose Miguel Oliver, a 67 year old biologist whose family comes from Catalonia and Mallorca. His relationship with the sea has always been one of research, and he himself admits that «my entire professional life has been associated with the Spanish Institute of Oceanography. I began there in 1947, in Vigo, and then spent 17 years in Mallorca, and later transferred to Madrid. I've done everything one can do, from being a low-level researcher to being in charge of departments.»

Despite the fact that he has been a member of the Socialist Party for more than 50 years, he has nonetheless served in the administration of previous governments, given his excellent professional reputation. His current post is not a political one, he says: «I think the task is merely one of public administration, to which I can contribute because of my experience in maritime affairs.» Oliver believes that extensive knowledge about the sea is essential for the development of the new fishing policy, the major task during this legislative period, and he defends the policy being pursued by the central administration by saying that it and

the general reorganization of the sector «is perfectly well planned out.» An optimist by nature, he says that it is necessary to understand «the differentiation among the various subsectors in order to properly evaluate the fishing sector as a whole.»

According to Miguel Oliver, the foreign relations of the fishing sector were already well defined when he took office. Nevertheless, the national fishing grounds were in urgent need of reorganization. The challenge for this 67-year old scientist, then, lies in these two areas: international and national fishing.

The General Secretariat of Fishing has two General Directorates under it: the General Directorate of International Relations, and that of Fishing Development. In the context of the end of the long and difficult negotiations with the EEC, Miguel Oliver referred to the two General Directorates by saying that «I had an ideal team at my disposal, which was very lucky. Luis Casanova, who recently left his post as head of the International Relations department, is an expert who always managed to present balanced positions. And Fernando González Laxe, a true expert on economic affairs in relation to the sector, is an excellent director of planning.»

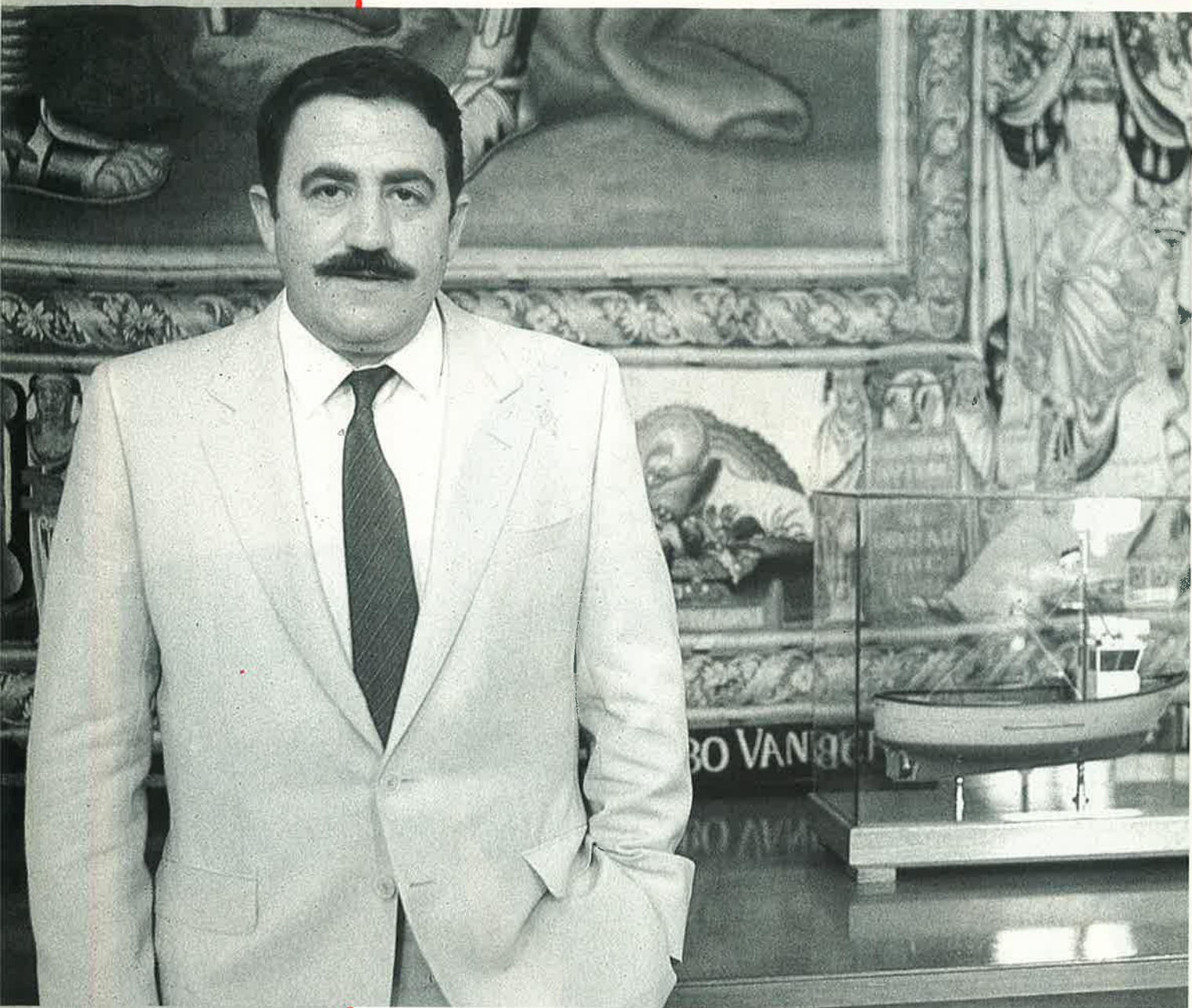
Fernando González Laxe is just 32 years old and, according to many people in the sector, he has never avoided any responsibilities of his department, no matter how difficult the issues. He was born in La Coruña and taught economic structures at the university there since 1975. Despite his youth, he served as assistant director of fishing for the Galician government from 1979 to 1980, he has written six books about fishing policy, and has participated in numerous international gatherings about fishing affairs, especially in the con-

THE MARITIME



Joaquín Almunia,
Minister of Labor
and Social Security.

MINISTRIES



**Carlos Romero,
Minister of Agriculture,
Fishing and Food.**

text of the EEC. He also served as vice-mayor and socialist spokesman for the city of La Coruña.

As Director General of Fishing Development, González Laxe is trying to put into practice the positions he maintained when his party was still in the opposition. Although many people in the sector had their doubts when he assumed office, he has managed to create an environment of dialogue and collaboration, as evidenced by the comments of boatowners and fishing businessmen today. Without being an extrovert, they say, or leaving his office door open all day, he has worked day after day and

has connected with the sector in the key moments.

Nevertheless, he will shortly leave his post, as the Socialist Party has chosen him as its candidate for the post of Chief Minister of Galicia.

Today he says that he is satisfied with the job he has done in the Ministry, and that he established an understanding between the fishing sector and the administration by carrying out a serious and rational fishing policy. «The policy we are putting into practice», he says, «is not exactly what the sector has been asking for during all these years, but it's pretty close.» During his time in office, nearly 40 de-

crees have been issued on a wide array of questions related to fishing. The entire aquaculture program is practically worked out, and fishing techniques have been regulated. According to González Laxe, there is still a problem of excess boats in the fleet, and the administration will be very severe with those who do not comply with EEC regulations. Once a full-fledged member of the Community, he said, Spain will collaborate in the control and inspection of fishing catches in EEC waters and will have to set up surveillance services to that end. At present, according to González Laxe, foreign fleets are overstep-



**Miguel Oliver,
Secretary General
of Maritime Fishing.**

ping the proscribed limits in the Atlantic.

Another of the ministries with important maritime jurisdictions is that of Tourism, Transportation and Communication, which was directed until recently by Enrique Barón, a 37-year old attorney and economist from Madrid. In the Cabinet shuffle of July, Barón was replaced, however, by Abel Ramón Caballero, who is both a member of the Merchant Marine and a distinguished academician. Caballero studied economics, receiving his M.A. at the University of Essex, and went on to teach economic theory at the University of Santiago. He is

president of the Spanish Association of Regional Science and has written several books. The Ministry of Tourism, Transportation and Communication contains a very important department for maritime affairs, the General Directorate of the Merchant Marine, whose jurisdictions include maritime security. The head of the department is Fernando Salvador.

Although the death toll of accidents at sea is always alarming, Enrique Barón made every effort during his time in office to treat the subject calmly. In his opinion, concern for safety and security in maritime transportation

is a relatively recent phenomenon in Spain. «The really important thing,» he said, «aside from inspection and prevention is that everyone become more aware of the issue and collaborate together.»

Abel Caballero will have to finish up an important task begun by his predecessor, that of directing the participation of his department in the reform of the Maritime Administration and of gradually assuming certain jurisdictions which are presently in the hands of the Navy. The general lines of the transformation have already been mapped out.

The recent Cabinet reshuf-

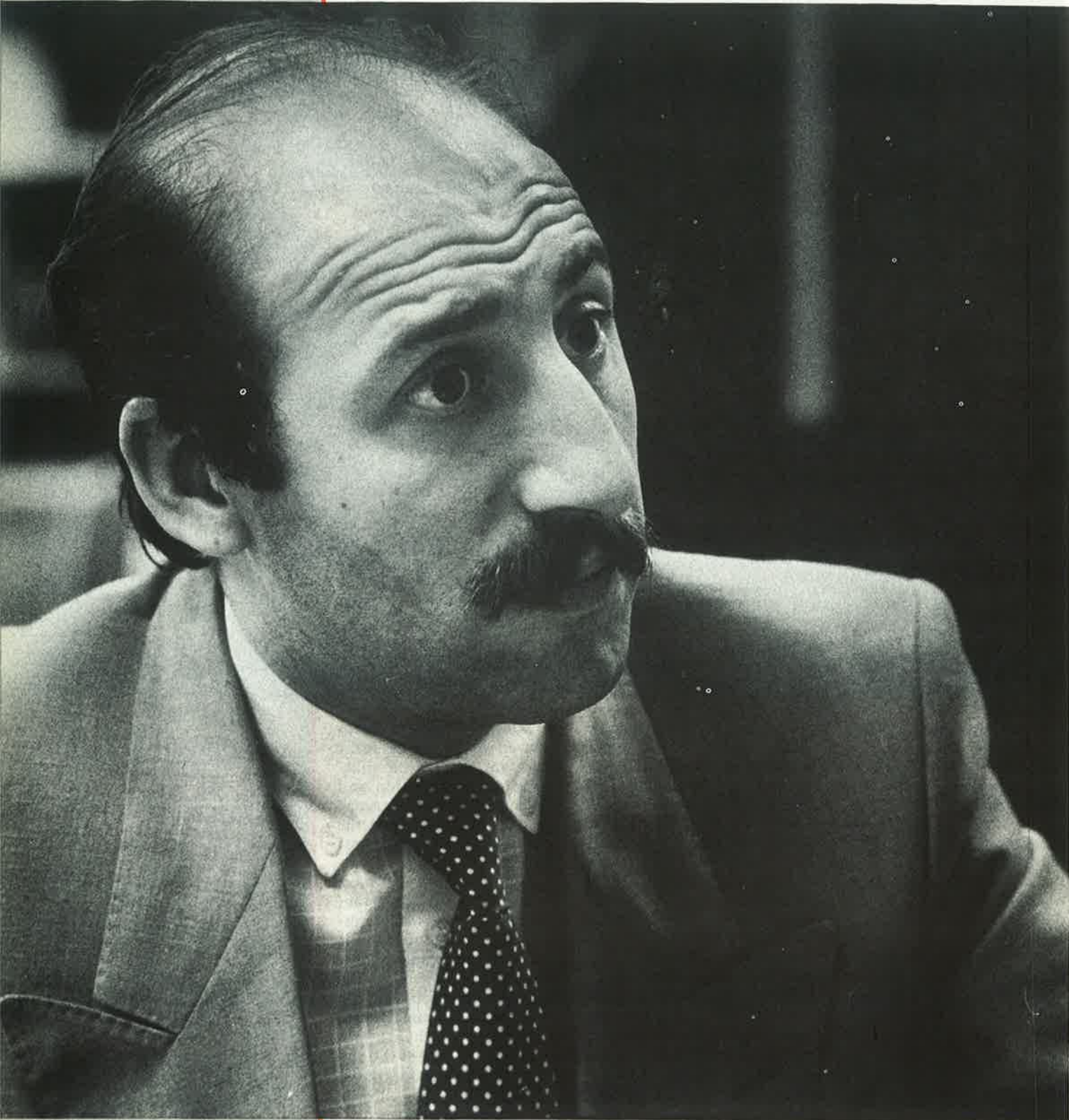
**Javier Sáenz de Cosculluela,
Minister of Public Works.**

He also brought in a new Minister of Public Works, who is in charge of ports and the coastline. The new minister is Javier Sáenz de Cosculluela, who was previously the socialist spokesman in the lower house of Parliament. The 41-year old lawyer, who was born in La Rioja, has

been a Member of Parliament since the first democratic elections and has been particularly involved with labor issues. His first involvement with marine matters will come now, through the General Directorate of Ports and Coasts. Sáenz de Cosculluela says he has read the recently-written

draft law concerning coastal planning, and he said soon after he was appointed Minister that he would like to carefully study the connections between the bill, civil law and the jurisdictions of the Autonomous Communities:

«There is a growing aware-



ness that the beaches belong to all the citizens, and logically the State cannot ignore this collective right,» he said. The bill refers to the beaches and the coastline as the collective patrimony of the country as a whole and eliminates the possibility of purchasing land adjacent to the sea or to any other public domain.

Another pending issue that must be resolved by the Ministry of Public Works is that of maritime signalling. A new plan, which has already been drawn up, projects 56 new lighthouses, 40 illuminated beacons and 18 circular radio beacons.

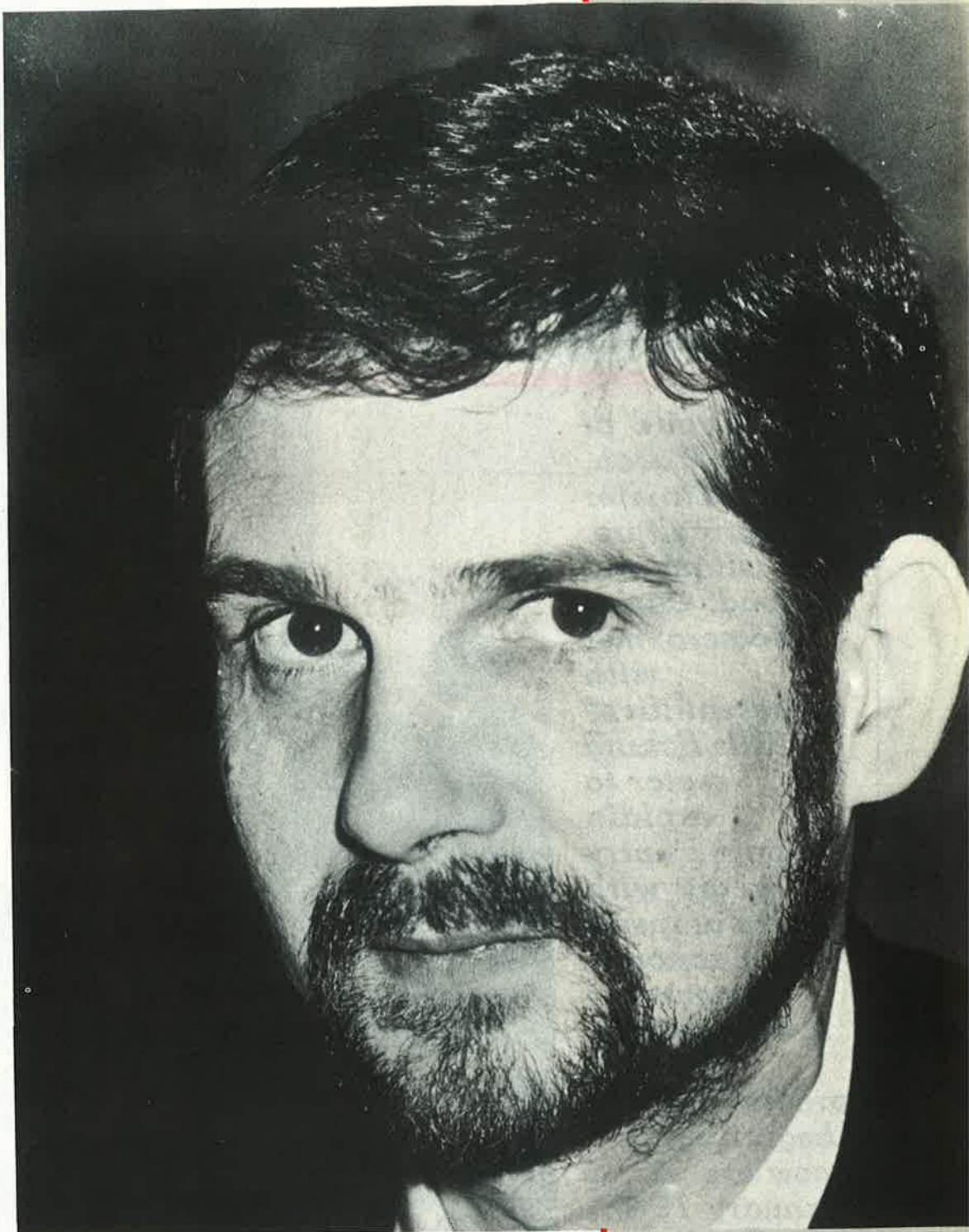
The social aspects of the sea, the problems and the necessities of the men and women who live off the sea, are taken care of by the Ministry of Labor and Social Security. Minister Joaquín Almunia is just 37 years old. He is from the Basque Country, where he went to the University of Deusto in law and economics. He is married, has two children, and became a member of the Socialist Party in 1974. On several occasions he has stated that his intention, as well as that of the other Ministries involved in maritime matters, is to negotiate towards a global solution to the specific problems facing the sector. Within the Ministry of Labor, two important departments are primarily occupied with these issues: the Social Marine Institute, led by Constantino Méndez, and the Port Labor Organization (OTP), an autonomous entity entrusted with dealing with the benefits payments to port employees as requested by the firms involved in loading and unloading merchandise.

One of the major challenges that Almunia has had to face is the reform of the Social Security system so as to make it into a viable structure with a future. The reform has been based on three points: improving the system, making management more efficient, and rationalizing expenses. But, cautioned the Minister, «the cost of these adjustments should not be paid by those who suffer most.»

Maritime employees participate in the Social Security system like employees of other sectors, but through a Special Maritime Regulation (REM) which is administered through the Social Marine Institute, which has sufficient capacity and jurisdiction to guarantee that the system is run as efficiently as possible.

The OTP is also working hard to reform the labor situation in Spanish ports. Al-

though there has been very little labor strife in the ports over the past two and a half years, there are still differences of opinion between the trade unions and the administration, as the former are opposed to the proposed reform which, according to OTP manager Angel Delgado, would «establish firm and solid bases for regulating the sector in an intense and long-lasting fashion.»



Abel Caballero,
Minister of Transportation.

Entering the EEC

At the end of last March, the Minister of Agriculture, Fishing and Food, Carlos Romero, met with representatives of the fishing sector to explain Spain's entry treaty with the European Economic Community. It was the end of a long process and the beginning of a new era. As of January 1986, Spain will become a full-fledged member of the EEC.



SPAIN, THE SOUTH



ERN TIP OF THE E.E.C.

A long process of negotiations came to an end on June 12, 1985, with the signing of the Treaty of Entry into the European Economic Community, which will be effective on January 1, 1986. Throughout the negotiations, fishing was always one of the most important obstacles. But after all, the agreement hammered out between Spain and the EEC as regards fishing is clearly a positive one for Spain.

Nearly all Spanish boats which currently fish in EEC waters will be able to continue doing so with the same number of crew members. In numbers, this means that up to 300 high-seas fishing boats can use EEC waters, 150 of them simultaneously.

Traditionally, Spanish fishermen worked the EEC waters with no other limitations than the ones imposed by their own fleet. This all changed radically in 1976 when the EEC Council of Ministers passed an agreement which particularly affected the northern Spanish fleet.

Negotiations then commenced with the EEC authorities aimed at reaching an agreement. This was done in 1978, but it only went into effect in 1980, and earned a lot of criticism for Spanish fishing authorities, who were seen to have conceded too much and renounced bilateral agreements signed previously with the British and French governments, in 1964 and 1967, respectively.

In 1978, the European Economic Community awarded Spain a total of 240 licenses, which was reduced to 200 the following year. The hake catch limit was set at 15,500 metric tons, and twice that for similar species.



Those limits were the highest that Spain could obtain during the past seven years, once the EEC put an aggressive policy into effect which included the following quotas: In 1980, 168 licenses and 11,870 tons of hake; in 1981, 142 licenses and 10,500 tons; in 1982, 114 licenses and 8,500 tons; in 1983, 111 licenses and 8,300 tons; and in 1984, 106 licenses and 7,900 tons. The 1984 limits were imposed in 1985 as well, with an additional 1,000 tons allowed for lower-capacity boats.

CONCESSIONS

Now that the licensing system has been eliminated, the entire Spanish fleet will be able to fish in Community waters throughout the year thanks to an important concession made by Spain: Five of the 150 boats may not fish

angler, hake or dory, but rather must concentrate on other species such as mackerel, horse-mackerel or blue whiting.

The Community has agreed to grant Spain 28.5 million ECUS (slightly over three billion pesetas) to modernize its fleet, a gesture of support in the pre-entry phase.

But, on the negative side, the new boats incorporated into the fleet to replace the spent ones will only be allowed fifty per cent of their present total potential. This provision will be annulled, however, if the EEC member-nations increase their capacities.

Once a member of the EEC, Spain will naturally participate fully in EEC fishing policies; for example, it will be able to increase its catch limit if the other EEC countries do the same.

One of the key points in EEC fishing policy is main-

taining a balance between the fishing capacity of the member-nations, on the one hand, and the available resources, on the other. In this regard, a complex legislation provides for minimum size, conservation of fishing grounds, fishing tackle regulations, periodic checks of the fleets along with many other questions, all of which Spain will have to pay strict attention to.

Not only has the agreement favored Spain's high-seas fleet; the coastal fleet has benefitted too, as Spain managed to eliminate the basic list, leaving only the periodic one. The catch limits will be 18,000 tons of hake, 2,518 of angler, 4,213 of dory, 29,000 of anchovies, 30,000 of blue whiting and 31,000 of horse-mackerel. For the time being, the scampi and pollack limits have not been set.

It is important to point out



THE TEAM THAT NEGOTIATED THE AGREEMENT

that the VIIIc zone, which corresponds to the Spanish EEC waters in the Cantabrian Sea, are mainly given over to the Spanish fleet. For example, 90 per cent of the pollack in that zone will go to the Spaniards, while the remaining EEC countries will have to divide up just ten percent.

The same holds true for scampi in the VIIIc zone, although Spain will get a full 96 per cent. In the IX zone, off Galicia and Portugal, the EEC has given the two Iberian countries autonomy to reach an agreement between themselves, but talks between Spain and Portugal in this regard have been blocked during the past several months.

The problem of the maritime areas between France

Fernando Morán, who as foreign minister negotiated with the EEC, along with Secretary of State for EEC Relations Manuel Marín and the rest of the historic team that carried out the negotiations with the Community.

and Spain has been resolved such that France will have access up to Cape Mayor, in the Cantabrian, instead of up to Galicia, as it had in the past; in the Mediterranean, France's access will reach down to Cape Creus. Spain's Cantabrian access will reach to 46° 08 N, while in the Mediterranean it will be up to Cape Leucate. In general, Spain maintains historic rights on this question.

Prices and markets was one of the most delicate points during the negotiations, and the talks were carried out very carefully. In general, prices are lower in the Community than in Spain; the adjustment period for some species, especially sardines and anchovies, will be seven years. In the future, new norms will be issued regarding prices and markets with an eye to adjusting the two structures.

OBSTACLES

Despite all we have noted, the Treaty also has some negative repercussions for Spain, of which we will mention the three major ones. Spanish boats' access to the Irish «box» will be subject to their being included in the periodic list for zones VI and VII as of December 31, 1995. This means that there will be a ten-year wait, only after which time the entire Spanish fleet will be able to enter. All of Spain's attempts to reduce this ten-year period were in vain.

The second problem has to do with the tinned-food industry, especially tinned sardines. For the past several years, the sector has suffered a recession on the Community markets while other countries have gained ground. All that was obtained by Spain was the agreement that the tariffs would be reduced in stages over a ten-year period. Currently, the tariffs stand at between 20 to 25 per cent. Of the 403 firms working in this sector ten years ago, only 203 are left, and while production in 1980 reached 210,000 tons, it had fallen to 175,000 by this year. Turning to exports, 31.35 per cent correspond to sardines, 32.31 per cent to tuna, and the rest to a variety of species, none of which account for more than ten per cent. Total exports were worth 11.4 billion pesetas.

The third and final point which is in Spain's disfavor was her failure to manage to introduce a series of species onto the Community markets; these species are high-consumption products on the Spanish market, and Spain wanted to include them in the EEC price-support system. Spain's proposal for integration into the subsidies included horse-mackerel, sea-bream, angler, dory, sole, blue whiting, scampi, shrimp, cockles, octopus, bonito, mussels, bream and trout. The EEC only accepted dory, angler and bream. On the other hand, the Community offered to add manatee and fresh scampi, which were not on the original list.

THE strict definition of the Social Marine Institute would be that it is a public-realm entity with juridical autonomy, that it acts under the direction of the Ministry of Labor and Social Security to resolve the social problems experienced by the maritime and fishing sectors around the country, and that it is particularly concerned with Social Security benefits for maritime employees.

But if we try to go beyond the purely juridical definitions,

about any other productive sector, the sailors and fishermen spend long periods of time away from their families and from their colleagues, and there is a large proliferation of small family-run fishing firms with minimum economic and financial capacity. These characteristics help to explain why the State took over the task of social protection for these workers from the very beginning.

At first, the major effort by the Social Marine Institute was aimed at the creation of cooperatives and sav-

pects of maritime labor than in correcting or resolving these problems.

For that reason, the steps taken by the current administration in this sector have been aimed at not only correcting the social inequalities suffered by the fishing sector, but going further to attack the roots of those inequalities. That is, the administration would like to find solutions for the separation and isolation of the maritime workers among themselves and from society as a whole, for their minimal

MARITIME SOCIAL SECURITY

we could add that the Social Marine Institute takes care of the social needs of more than 140,000 maritime employees, 16,000 emigrants, 96 pensioners and 760,000 dependents, meaning that it is concerned with more than one million persons. If we look at the economic aspect of its functions, we find that the Social Marine Institute works with an annual budget of 70 billion pesetas to cover the social needs of these people.

The State began taking a special interest in the needs of maritime employees in Spain in 1919. At that time, the Maritime Credit Savings Bank was founded, constituting the first stage of an institution which would be renamed the Social Marine Institute in 1930. Then as now, the purpose of the institution was to «obtain the economic and social improvement» of maritime workers and their families.

One should not be surprised at how early in the century this concern by the State for the needs of maritime workers began to make itself evident, given the particular conditions under which this work takes place: the work is extremely hard, the boats are dispersed around the world, there is more probability of labor accidents than in just

ings and loan organisms which, given the lack of any sort of social benefits payments, could provide aid to the maritime employees if they needed it. In the 1940's, when the Social Security system was initiated and developed, the Institute began working towards the creation of a series of insurance and assistance funds to manage the Social Security payments. Finally, in 1969, six years after the passage of the Social Security Bases law and its later elaboration, the Special Social Security Regulations for Maritime Workers were established and placed under the jurisdiction of the Social Marine Institute. As a result, the other entities which had previously attended to the various social benefits paid out to maritime workers were eliminated.

Although it is true that the State has been concerned with the social aspects of maritime labor for six decades, it is also true, however, that the State's intervention in the sector has been marked by two characteristics: the existence of many individual activities or functions which really did not constitute a global policy as a whole; and a paternalistic attitude on the part of State authorities, who were more interested in alleviating the most negative as-

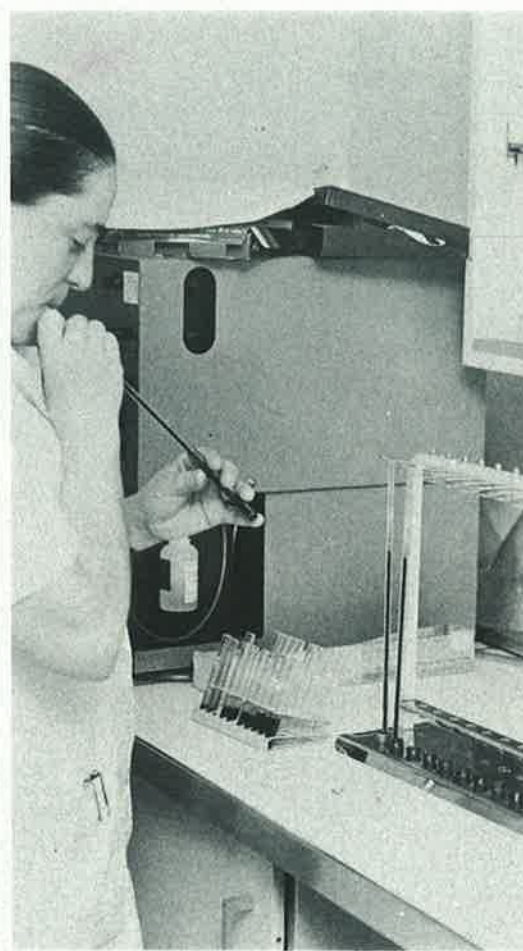
integration in society and their passive attitude toward the society which they are serving. In order to address these problems, the Social Marine Institute has identified two major tasks: the revision of its structures so as to increase efficiency and communication, and the defin-

ition of the social programs needed by the sector.

Regarding the first point, new organizational structures have been set up so as to rationalize labor and reduce public spending.

And as far as social programs go, six basic groups have been identified: Maritime medicine, training, so-





applied in Spanish and foreign ports as well as on the fishing boats and in the fishing communities, and will be supported by a comprehensive data bank with health information on every maritime employee.

The main objective of the employment program is to bring the provisions of the Basic Employment Law into line with the specific reality of the maritime sector, while the information program is aimed at establishing a line of communication between the organism and the workers, through HOJA DEL MAR as well as other guides and publications.

The training program is divided into two major areas: four boarding schools for the children of maritime workers, and ten Nautical-Fishing Training Schools.

The reform of the regulations, meanwhile, will lead to the modification of the current legislation and adjust it to the new social structures

and the reality of the fleet.

But none of these ambitious programs would be able to get off the ground without a social action program, which involves a sociological analysis of the sector which then facilitates proper planning and the identification of the solutions for each problem.

Because of its key position in the maritime sector, the Social Marine Institute has always collaborated in the plans designed to reform the Social Security system, and it has worked out a joint action program with the National Health Institute (INS-ALUD) so as to achieve a rational and coordinated use of the installations and human resources of both entities.

For the same reason, the SMI has actively participated in many conferences devoted to the discussion of alternatives for the treatment of the problems of the sector.

The presence of the SMI in

the maritime sector is illustrated by the fact that it works through 25 provincial ministerial headquarters, two provincial subdirectorates, 111 local directorates, 149 local clinics, 55 outpatient clinics, three maternity hospitals, seven clinics abroad, one convalescent inn, a hospital ship, a medical radio service, 22 maritime health centers, ten training schools, four grammar schools, nine daycare centers, and 50 employment offices.

Another important aspect of the SMI's work is the chain of 135 Maritime Centers (*Casas del Mar*) along the Spanish coast, which offer maritime workers and their families all sorts of cultural, social, administrative and health services.

In order to carry out all these tasks, the Social Marine Institute has 4,429 employees, of whom 2,310 are involved in health services, 103 in maritime medicine, 455 in training, and 1,547 in general administration.

cial action, employment, information and communication, and regulation reform.

The most ambitious of these programs is that concerning maritime medicine, which is aimed at preventing or anticipating the damages to the men's health caused by the working conditions and the harsh environment. The health program will be



*From the producer to
the consumer*

A LONG AND



An analysis of the marketing process in the fishing sector should take in three aspects: the usual route from the fish's origin to the consumer; the general features of the marketing phases for Spanish fish; and administrative policy in this regard.



WHEN the fish arrives in port, it is classified and sorted in wood crates according to species and quality. From there, it is taken to the wholesale fish market (the *lonja*) where it is sold according to a system by which the prices per batch go down until someone decides to buy.

The wholesaler then introduces the fish onto the various fish markets throughout the country. Exporters and manufacturers also attend the *lonja* to buy fish for tinning, fish meal or other secondary products.

COMPLICATED PROCESS

PRICE STRUCTURES ARE IMPROVING

Once the fish reaches the central markets, the wholesale merchant takes over. He controls the distribution channels and deals with the retail sellers, who then sell the fish to the shopowners, who finally sell it to the customer. At the same time, there are parallel «cold networks» that guarantee that the fish will get to its destination fresh.

This system has some obvious disadvantages, some of

Spaniards eat an average of forty kilos of fish a year, one of the highest consumption rates in the world.

which are inherent to the product itself, given the enormous elasticity of the supply. It is estimated that the first selling price in the *lonja* is around 40 per cent of the final consumer price.

Another problem is that of distance. The major areas for fish consumption are Madrid, Barcelona and Valencia, none of which are close to the major production areas, which are Galicia, Cádiz, Huelva and the Cantabrian region. This means that the products' price rises considerably due to transportation costs.

Spain is one of the highest fish consumption countries in the world, as each Spaniard

eats an average of 40 kilos a year. Thus it should come as no surprise that the sector is as important as it is.

The entity through which the administration intervenes in the marketing process is the Regulation and Planning Fund for Fishing and Marine Products (FROM), which answers to the Ministry of Agriculture, Fishing and Food.

FROM has many and varied tasks, but they can be summed up in five major groups. First of all, it is responsible for improving and maintaining the *lonjas*. Secondly, it finances studies and research aimed at developing new technology. Third, it is in charge of advertising campaigns to increase consumption. Its fourth task is to encourage aquiculture, and finally, it channels aid to the sector to regulate and improve markets.

This last task is particularly important being that it aims at a gradual adaptation by Spain of the EEC commercial structures as concerns minimum price guarantees for producers. This process has begun in Spain with the coastal species. General prices are set, although the real situation of the markets and their tendencies are also taken into account. Once an ideal market price is established for a particular species, a withdrawal price is set which is usually between 70 and 90 per cent of the general price. Finally, the basic price is set somewhere between 45 and 80 per cent of the withdrawal price, depending upon the product, the quality and the size. The subsidies are based upon the basic price, with the former sometimes reaching 85 per cent of the latter.

With the signing of a Royal Decree on September 12,





One of the major problems in the marketing process in Spain is the distance between the producer and the consumer. While the fish is caught in Andalusia and northern Spain, it is eaten in Madrid and Barcelona.

In 1984, the Spanish administration began putting mechanisms into effect to regulate the prices of primary fishing products. It began with four species — sardines, anchovies, blue whiting and Northern bonito — which have since been expanded to seven, with the addition of horse-mackerel, mackerel and bream.

The new norms began to be applied during the last quarter of 1984, with a budget of some 400 million pesetas. The marketing and organization of primary fishing products began being regulated via the implementation of a well-designed system of financial compensations.

No intervention at all was necessary to control the price of sardines, as the merchant rates were above the withdrawal prices. Forty-five million pesetas were set aside to finance the interest payments owed by businessmen in the anchovy sector. These measures were taken by reaching intersectorial agreements to freeze, store and transform the products in question.

One million pesetas were allocated to subsidize the blue whiting business, while the Northern bonito received 16 million pesetas in direct aid and another 60 million to cover low-interest loans.

In 1985, three more species were included as beneficiaries of this system: horse-mackerel, mackerel and bream. This means that 90 per cent of the species caught by the Spanish fleet (some 400,000 tons) are covered by the new system.

This season, direct aid reached 160 million pesetas. A total of 270 million was available to reduce interests on requested loans, while 50 million was set aside for aid in freezing and storing the fish.

The Fishing and Boatowner Guilds, along with FROM,

have begun talks aimed at forming Fishing Producers' Organizations (OPES) in the coastal fishing sector, which is badly disorganized and dispersed. Such organizations are required by the EEC markets.

At the same time, the administration is interested in increasing the control of the fishermen themselves over their products, and improving catch and price information systems all along the coast.

In the past two years FROM has encouraged intersectorial

FROM's activities in the markets are aimed at getting Spain's price structures in line with those of the European Community.

agreements so as to facilitate sales of certain products which were affected by surpluses.

In 1984 this took place with mussels, an experience which involved more than one billion pesetas. In the current season a similar agreement has been worked out for sardines with the support of financial entities involved in the fishing sector.

And finally, FROM is also carrying out publicity campaigns for products affected by surpluses, in yet another effort to better organize the market and bring supply and demand into line with one another.





FISHING SECTOR

WITH THE WEI



One hundred thousand people and more than 17,000 boats work day and night to bring in one million tons of fish a year to the peoples of Spain. Spain's fishing sector, one of the most important in the world, is faced with the urgent need to restructure its fleet, modernize it, and prepare itself for the international challenges ahead.

GHT OF THE YEARS

FISHING SECTOR

WITH around 700,000 gross registered tons, along with 120,000 tons pertaining to joint firms in which Spain participates, Spain has the OECD's third-largest fishing fleet measured in tonnage. The only countries which surpass Spain's fleet in terms of size are such economically advanced countries as the United States, the Soviet Union and Japan.

Without a doubt, fishing is one of Spain's most basic economic activities. The country has nearly 8,000 kilometers of coastline in 23 provinces and ten Autonomous Communities with intensely used fishing grounds that determine the economic life and diet of those regions. It has been estimated that 8.5 per cent of the country's food costs go toward fish and that 17 per cent of the protein consumed by Spaniards comes from fish. According to some figures, the average annual consumption of fish in Spain is 40 kilograms per person, although some experts place the figure even higher.

In recent years, the total amount of fish unloaded in Spain's ports has been between 1,100,000 and 1,200,000 tons, according to official figures released by the Ministry of Agriculture, Fishing and Food. Of this amount, approximately three-quarters corresponds to coastal and intermediate high-seas fishing, while the remaining 25 per cent comes from long-distance high-seas fishing. In 1984, for example, total Spanish fishing production was 1,079,000 tons, of which



around 700,000 were fresh and refrigerated fish, 250,000 were frozen, dried or salted fish, and the remaining amount came from hatcheries.

The total value of the 1984 catch was nearly 182 billion pesetas, 12 per cent more than in the previous year. This means that the fishing sector contributed 0.75 per cent of the Gross Value Added in 1984, that is, the value generated by the country as a whole through its productive mechanisms. The figure may appear to be a modest one, but one must take into account that it corresponds to a sector which has a much lower productivity level than other more technologically advanced sectors, something which is true in other countries as well as in Spain. Here, fishing production is essentially limited to just seven Spanish provinces. More than half of the gross added value of the fishing sector is generated in the provinces of Pontevedra, Huelva, La Coruña and Cádiz. If we then add in the fish unloaded in Las Palmas, Guipúzcoa and Vizcaya, we reach three-quarters of the gross value added generated by the fishing sector in Spain, which sheds a different light on the above-mentioned total percentage in terms of its economic and social importance.

We can also get an idea of the social and economic importance of the fishing sector by looking at the number of jobs it generates. At present, more than 100,000 persons work in the Spanish fishing sector, and around three times that many are indirectly employed. Of the 100,000 direct jobs, 60 per cent are salaried, and around one third of the sector's employees work for themselves. But once again, we must consider that these jobs are concentrated in just seven provinces: La Coruña, Cádiz, Huelva, Pontevedra, Guipúzcoa, Vizcaya and Las Palmas account for two-thirds of all direct employment in the fishing sector.

The most important fishing firm is Pescanova, which



has its headquarters in the Galician city of Vigo (Pontevedra), and also has three freezer factories in that region. Pescanova acts as a holding company, with shares in several companies located in countries with important fishing grounds such as Namibia, Mozambique and Australia. Among those firms, the most important ones are Sea Harvest Co., in which Pescanova has a 40 per cent share; Afripesca, with 100 per cent; Pescanova Group of South Africa, with 88 per cent; and Boapesca, with 50 per cent. Two other firms, Mahanova and Newfishing Australia, are in the construction phases. Another leading Galician fishing firm is Pebsa, based in La Coruña, which is primarily concerned with cod fishing.

A division of the fishing sector which is particularly important, especially as concerns exports, is tinning and conserves. Conservas Garavilla, based in Vizcaya, is the leading firm in this area. It distributes tinned tuna, sardines and mollusks and has factories in Andalusia, the Canary Islands and Galicia. Another firm worth mentioning in this regard is Massó Hermanos, in Vigo, which

produces tinned tuna, sardines, clams, cockles, etc.

An official census taken in 1983 indicated that the entire Spanish fishing fleet consisted of 17,740 boats. Of those, 13,300 were under 20 gross registered tons (GRT), around 2,600 were between 20 and 100 GRT, nearly 1,800 were between 100 and 500 GRT, and 167 fishing vessels weighed between 500 and 1,800 GRT. Looking at the age of the boats, we find that 180,000 gross registered tons worth was over 20 years old, while 160,000 was between 15 and 20 years old. Throughout 1984, the composition of the fleet underwent changes, with the integration of 148 new vessels, accounting for 10,485 GRT. Meanwhile, 302 boats weighing a total of 17,559 GRT left the fleet, meaning that the net loss was one of 154 vessels and 7,000 GRT.

Administration policy over the past few years has been focused on two of the major structural problems of the fleet: the fact that 77 per cent of the vessels are under 20 GRT, and that the average age of around half the fleet is over 15 years. To remedy this situation, the government has begun a restructuring and modernization program which

should begin reaping fruit in the coming years.

Another of the more outstanding features of administration policy as regards the renovation of the fleet concerns the fishing grounds themselves. The implementation of the Exclusive Economic Zones in 1976 by many countries with seacoasts meant that the Spanish fleet's possibilities were seriously reduced. The Spanish government has followed a course of signing bilateral and multilateral agreements these countries which, along with those agreements arrived at by the joint firms, have served to somewhat alleviate the effects of the Exclusive Economic Zones.

At the same time as it has tried to recover or even extend the access of the Spanish fleet to foreign fishing grounds, the administration has also begun instituting policy changes as regards the Spanish fishing grounds. In 1982, a four-year plan aimed at reorganizing and recuperating these grounds was put into effect by which the activities of the fleet in Spanish waters was regulated with the objective of increasing Spain's independence from other countries. During the past two years, a series of norms and decrees have been issued concerning measures to repopulate the fishing grounds and regulate fishing techniques. Although it is too soon to reach any judgments about the success of these measures, it appears that the Spanish fishing grounds are indeed being recuperated.

And finally, we should mention two concrete tools developed by the administration to aid in the restructuring of the fishing sector. First, the Marine Cultivation Law, which was passed in 1984, outlines the general activities of the public sector in the coming years as concerns fishing. And secondly, an Aquiculture Plan has been developed to complement the fishing catch from Spanish and foreign fishing grounds. The long-range objective in this regard is to produce 600,000 tons by 1995.

THE NEW FRONTIERS



Nearly four thousand Spanish fishing boats work the waters of other countries. Spain's entry into the European Economic Community will mean that international relations will be placed in a new framework.

**NEARLY 4.000 SPANISH
BOATS WORK
IN INTERNATIONAL WATERS**

OF THE SEA



The new international order being imposed on the seas, and the establishment of Exclusive Economic Zones, has meant that Spain has had to undergo a certain transformation, developing a policy of international relations based not only on her fleet's continued presence in foreign fishing grounds, but also on the signing of different types of agreements.

International Relations

THE Spanish fishing fleet has used international fishing grounds for hundreds of years, and this custom, which is considered to be an inherited right, is still felt strongly by today's fishermen. Now that the international Marine Law has been reformed, one must distinguish between the fleet's operation within one of the Exclusive Economic Zones (EEZ) or rather on the so-called open seas.

There are around four thousand Spanish fishing boats, of the most varied type and size, currently operating in international waters. Two-thirds of all the fish unloaded in Spanish ports comes from these waters.

The Spanish fleet uses 23 different fishing grounds which fall under the heading of Exclusive Economic Zones. Of these, the use of thirteen is provided for in bilateral treaties between Spain and the respective countries, while ten are covered by agreements signed by Spanish fishing firms.

Fishing on the open seas is generally conducted through international or multilateral fishing organizations.

A third type of fishing activity in foreign waters is that of the joint fishing firms, which combine certain aspects of the agreements we mentioned earlier.

This being, then, the structure of Spain's fishing activities abroad, the administration has set out two major objectives: to maintain the present activity, and at the same time, attempt to expand it. The first objective is to be attained through well-defined measures which, in turn, can be divided into two groups.

First of all, the current bilateral and multilateral fishing agreements should be continued, revised or renegotiated. And secondly, fishing policy should be structured so that

the needs of the Spanish market and the possibilities of the fleet can be adequately dealt with.

Spain's growing presence in foreign fishing grounds is projected to take place through three channels: the signing of additional bilateral fishing agreements; increasing the permitted levels of fishing; and increasing the number of Spanish joint firms and their activities.

All of these steps are being taken with the support of innumerable studies, explorations, technical missions, subsidies for new initiatives, contacts and conversations, which together form the only way of achieving the desired development. At the same time, the framework of regulations of the sector provide the possibility for the constant modernization and renovation of the fleet.

As evidence of the policy which we have described, Spain currently maintains bilateral fishing agreements with South Africa, Angola, Canada, Cape Verde, the United States, Guinea, Ecuador, Guinea, Morocco, Mauritania, Mozambique, Norway, Senegal, and the Seychelles Islands.

With an eye to expanding Spain's access to foreign fishing grounds, the Spanish government is in the midst of conversations with several countries concerning new bilateral agreements. Those countries include Gabon, Brazil, Colombia, Ecuador, Liberia, Madagascar, Nicaragua, Peru, Tanzania and Venezuela.

Spain's fishing activity beyond the 200 mile limit is governed by the various international fishing organizations which have jurisdiction over a given region or a given species.

Spain belongs to the International Whaling Commission (IWC) the North Atlantic Fishing Commission (CE-

AFC), the International Commission of Southeast Atlantic Fisheries (ICSEAF), the International Commission for the Conservation of Atlantic Tuna (ICCAT), and the Northeast Atlantic Fisheries Organization (NAFO).

In addition, the Spanish administration participates in the following organizations of the FAO: the Fishing Committee (COFI), the General Board for Mediterranean Fish (CGPM), the Central Eastern Atlantic Fishing Committee (WECAFI) and the Indian Ocean Fishing Committee.

Turning to other matters, the policy concerning joint or mixed firms was outlined by a Royal Decree signed on

International relations officials over the past two years have intensified their efforts to maintain and improve the presence of Spanish boats in foreign waters. One of the results of their efforts are the existence of many bilateral agreements.

**A POLICY
WITH TWO
DIFFERENT DIRECTIONS**





October 8, 1976, as an immediate response to the problems which arose from the decision to extend the Exclusive Economic Zone (EEZ) limits to 200 miles.

Mixed firms are those firms in a foreign country which, according to the legislation of that country, are made up of Spanish firms in conjunction with juridical or physical persons in that country, for the purpose of jointly taking advantage of marine resources.

The most important objectives of the new policy are thus centered upon maintaining and supplying the domestic market of Spain, which consumes an enormous amount of fish.

At the same time, the possibilities of the fleet are being reevaluated. Ten years after the publication of the Royal

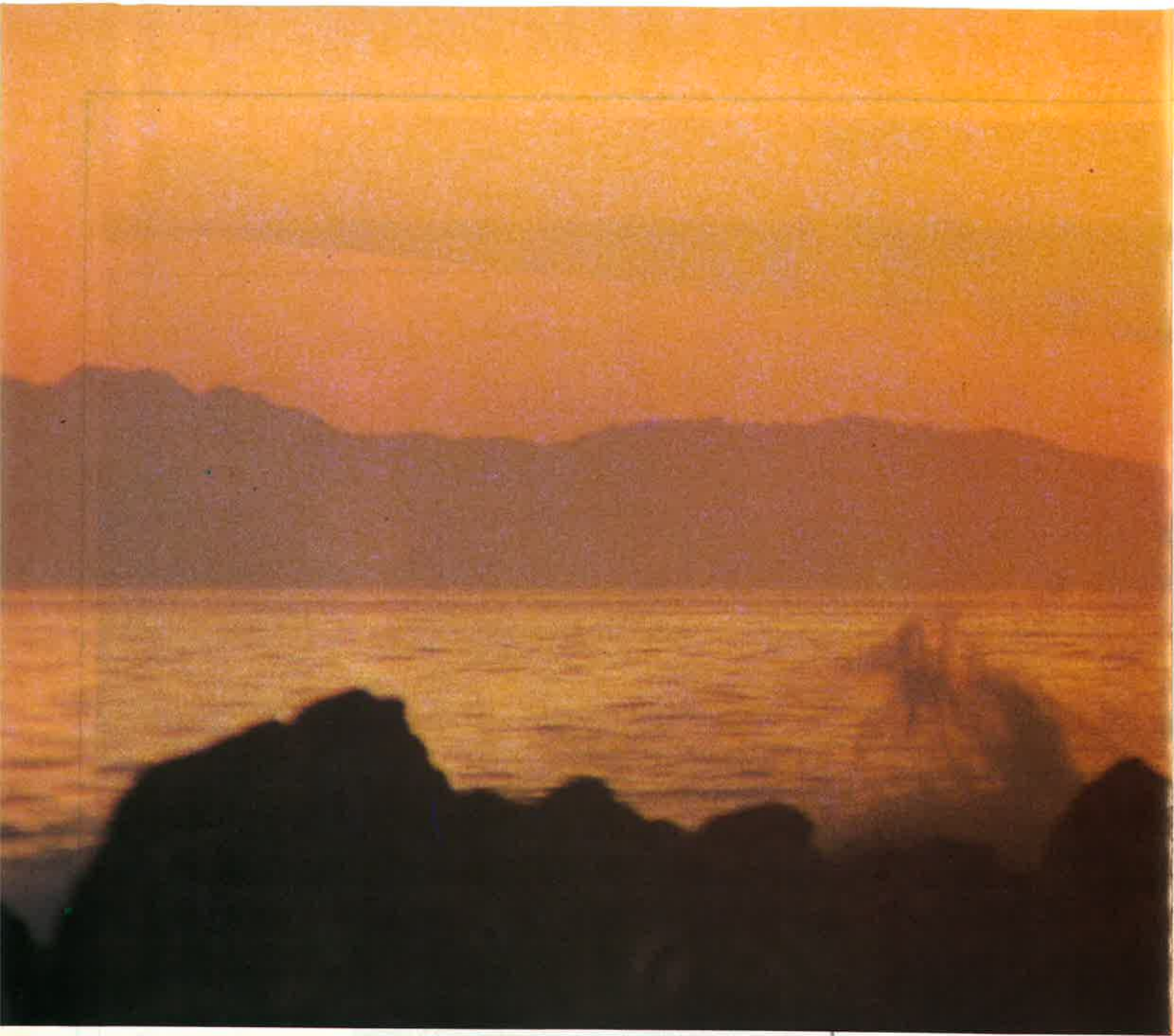


Decree to which we referred earlier, one can say that the results have been notably positive for the administration.

The number of joint firms continues to grow. At the moment, there are 118 such firms, which possess 221 boats with a total of 110,000 gross registered tonnage. The firms employ a total of 5,000 people, more than half of whom are Spaniards.

In short, the employment level of the fishing sector has been maintained, while new perspectives have been opened up for the industry as far as international relations go.

The 1976 Royal Decree stipulates that the basic conditions for the creation of a joint firm are that Spanish interests have at least a 40 per cent share and that the boat involved be registered before January 1, 1976.



Down below there is a lost paradise, Atlantis, the Island of Seven Cities, the Fantastic Island, the mythical Avalon... Down there there are submerged cities that call the navigators with tolling bells. The Atlantic, the beginning of the world.

THE ATLANTIC OCEAN

THE MARVELOUS FRONTIER

by Victor F. Frixianes

IN 1773, during the reign of Carlos III, in Spain, several hundred families were recruited by the monarchy in the old kingdom of Galicia, Asturias and the Maragateria and promised new lands and fortunes on the other side of the ocean, in America. They nearly all came from the valleys and mountains, craftsmen and artisans who had never seen the sea until they embarked on their ships in La Coruña. It was the first massive and organized recruitment of emigrants that we know about today, whose final destination was Patagonia. Many of them lost their lives in the New World without having improved their fortunes, and they were followed by many more, not just from Galicia and Asturias but also from the Canary Islands, Andalusia, Italy, Ireland, Brittany, Wales and Germany. The old Euro-

pe set off to sea and landed on the other side, perhaps running away from itself, following the path of the sun. Along this ancient road taken by peoples, races and cultures whose traces we are slowly recovering today thanks to the work of historians and archeologists, the ocean has always been seen as the immense frontier.

It has been said that with the death of ancient civilization, when the old and glorious times came to an end, seven Christian bishops set sail from the shores of the West and were at sea for forty days and forty nights, guided by the almighty hand of God, until they finally landed on the unknown shores of Paradise which rose before them on the other side of the world. They were fleeing from the disasters wrought by the Islamic invasions, and once they arrived they rebuilt their cathedrals, palaces and homes that had been destroyed here by the Moors. Nothing more was heard from them except contradictory and confusing stories, as nobody has a desire to aban-



THE ATLANTIC

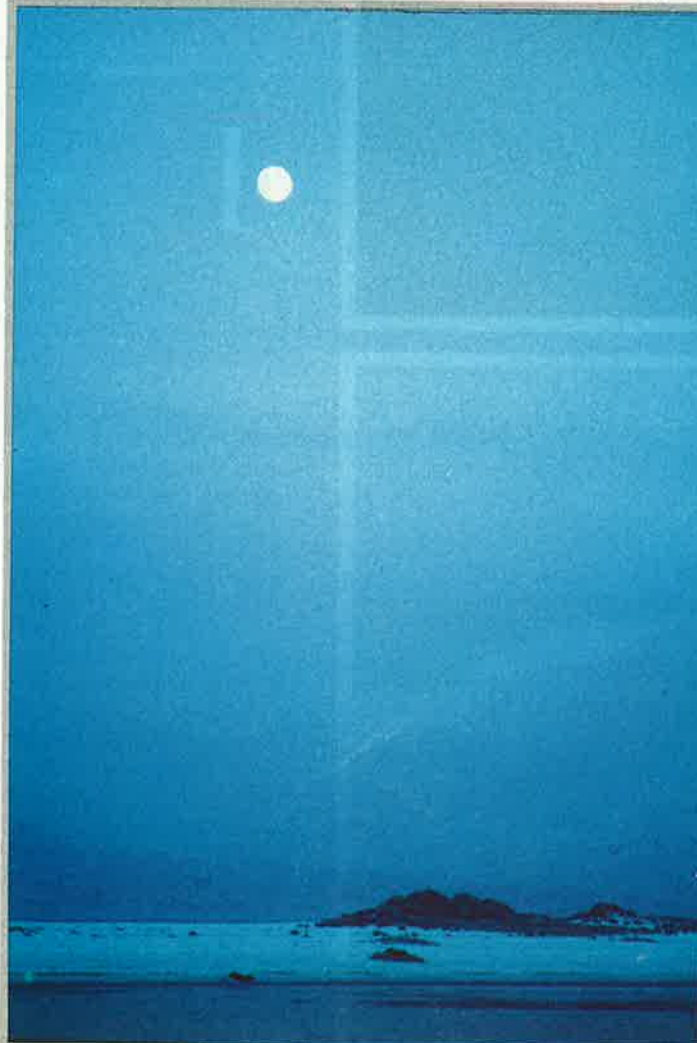
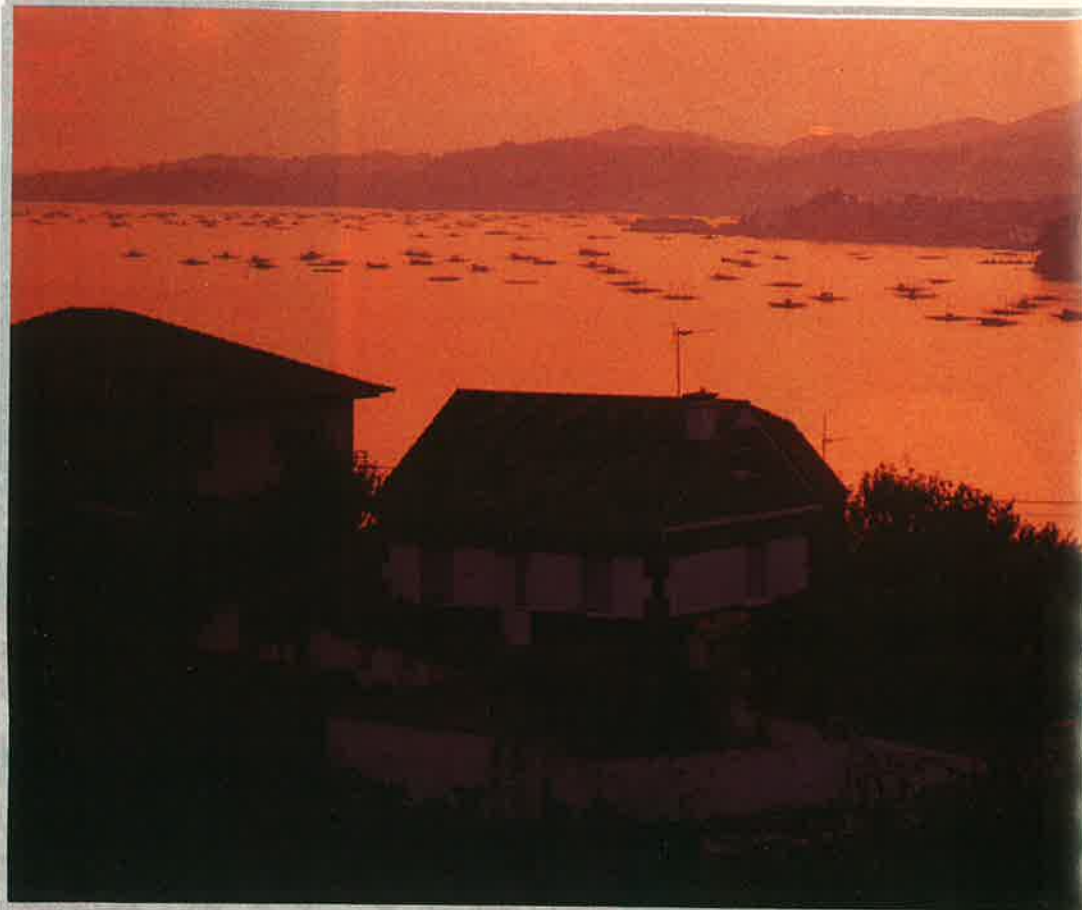
don Absolute Happiness. Just in case, however, they agreed among themselves to burn their ships and erase all traces of their route from the sea. That, at least, is the story kept alive in the memory of our Atlantic peoples, who have always been irresistibly attracted by the marvelous and magical frontier that lies beyond the horizon.

But this is not the only such story. Around a thousand years ago, Saint Brendan set out to sea from Ireland with his monks, and after quite a few adventures, also landed in Paradise. According to the legend, he went up a gold and silver stairsay which served as a column, holding up the universal order. King Arthur and his heroic knights are sleeping the deep slumber of just men on the mythical island of Avalon, waiting for the day when they will be able to return to their pillaged ancient kingdom. There too is the mythical world of Atlantis, the lost paradise which Plato spoke of; the island of the Seven Cities, wonderful and happy abodes which existed long before Original Sin. On a map drawn by Andrea Bianco, beyond the Azores and to the west of Cape Verde, we find the Fantastic Island that all were seeking. In 1474, Toscanelli wrote about the mythical Antilles. King Christian of Denmark knew secrets he never revealed to anyone that were told to him by the old navigators who sailed into his ports. Standing at Point Sagres, Infante Henrique of Portugal could not take his eyes off the horizon... and Christopher Columbus wrote to Isabella and Ferdinand a few years later, telling them that he thought he had arrived at the shores of Paradise.

«Daddy, what's on the other side of the ocean?» the boy asks the old sailor.

«The world, my son. The world begins where the ships set sail».

The same words were uttered too by the emigrant from the village, who stood at Point Hercules, fearful





and assigned names to the things they found —because History was written from the Mediterranean— Galicians, Cantabrians and Basques were navigating on the Celtic sea: Welshmen, *Amoricanos*, people from the north and from far-away Tule. The legions of Rome stopped, horrified, when they first arrived in Brittany and Galicia, ancient paths of culture and pilgrimages towards the West. The Mediterranean man feels a hitherto unknown vertigo when he is faced with the mighty ocean of the gloomy myths, the gigantic waves that so shocked Alexander's men when they first arrived at the shores of the Indian Ocean. It is the vertigo felt by the old

and whose presence is made known from time to time through voices, signs, wonders and miracles.

Manuel Murguía has recorded nearly two dozen of these cities along the Galician coast, some of which are mentioned in medieval ecclesiastical documents. Among the Galicians, perhaps the most famous of them is Duio, a millennial city between Cape Nave and Finis-terre, devoured by a tidal wave the same year as Herculano and Pompeii were destroyed, and mentioned several centuries later among the donations that King Alfonso VI gave to the Toxos Outos monastery and the church of Compostela. By that time, the magic city of beautiful lookouts and palaces must have been reduced to ruins and memories. There are submerged cities in Doñiños, Cospeito, in the sea on Lanzada and Lake Antela, which has dried up by today. On July nights, one can hear the peeling of golden bells and the voices of their inhabitants, like the echoes of shipwrecked men through the ocean fog.



and surprised as he gazed at the horizon across the ocean: the new frontier. Europe ends here. Here, on the rocky cliffs where magic herbs grow wild, the world begins. From the beginning of time, men have felt the deep mystery of the western sea, the *mar maior* of the Galician and Portuguese songs: the powerful presence of oxen and caverns, the cosmic animal who breathes the sea air, who sometimes bellows, becomes restless, trembles, who grows like a supernatural, uncontrollable and destructive force. *En o mar cabe quanto i quer caber*, sang the medieval troubadours. Life and death, passion and miracles, paths and frontiers, ancient memories: this is the sea.

Long before the Romans reached these Atlantic lands

cultures when they confront the barbaric, the unnamable, the abyss of mysterious secrets and uncontrollable forces. Compared to the Mediterranean, a domestic sea made to suit the civilizing man of the ancient world, the Atlantic is the magmatic essence of chaos, the subconscious of unwritten History, fear, the end and the beginning, the chasm of consciousness that the Doric harmony was unable to put in order.

According to the old Atlantic legends, there are underwater cities of the ancient gods all along the coast of the old finisterres, from Africa and the Canary Islands to the highlands of Ireland, buried cities whose memory lives on in the subconscious of the people

The millennial city of Ys, in the ancient land of Armórica, was submerged in the Celtic sea with its towers and belfries, its shopkeepers and its bishops who, apparently, were represented at the French ecclesiastical councils. Some sailors have felt their presence on stormy nights, and have been drawn toward the abyss by their lights and sounds. They are not dead cities by any means. They live under the waters, buried by the cataclysm of History itself, which wiped out their names and put an end to their power... They are in Ireland, in Scotland, along the northern cliffs... Who knows? Perhaps they are Atlantis, of which Plato spoke, sought for in vain, rich, happy and defeated. Perhaps they are awaiting the resurrection of the ancient world so they may once again assume their old place by the edge of the ocean, cultured and sovereign like so long ago. It will be then that the ancient lost paradises will be recovered.

The children who are born along the coasts of the Mediterranean are not necessarily more legitimate heirs of its classical cultures than others. The sea defends itself against myths and stereotypes with its irony and its curious faith which only responds to the ancient gods. To be Mediterranean is to live the proverbial generosity of this internal sea.



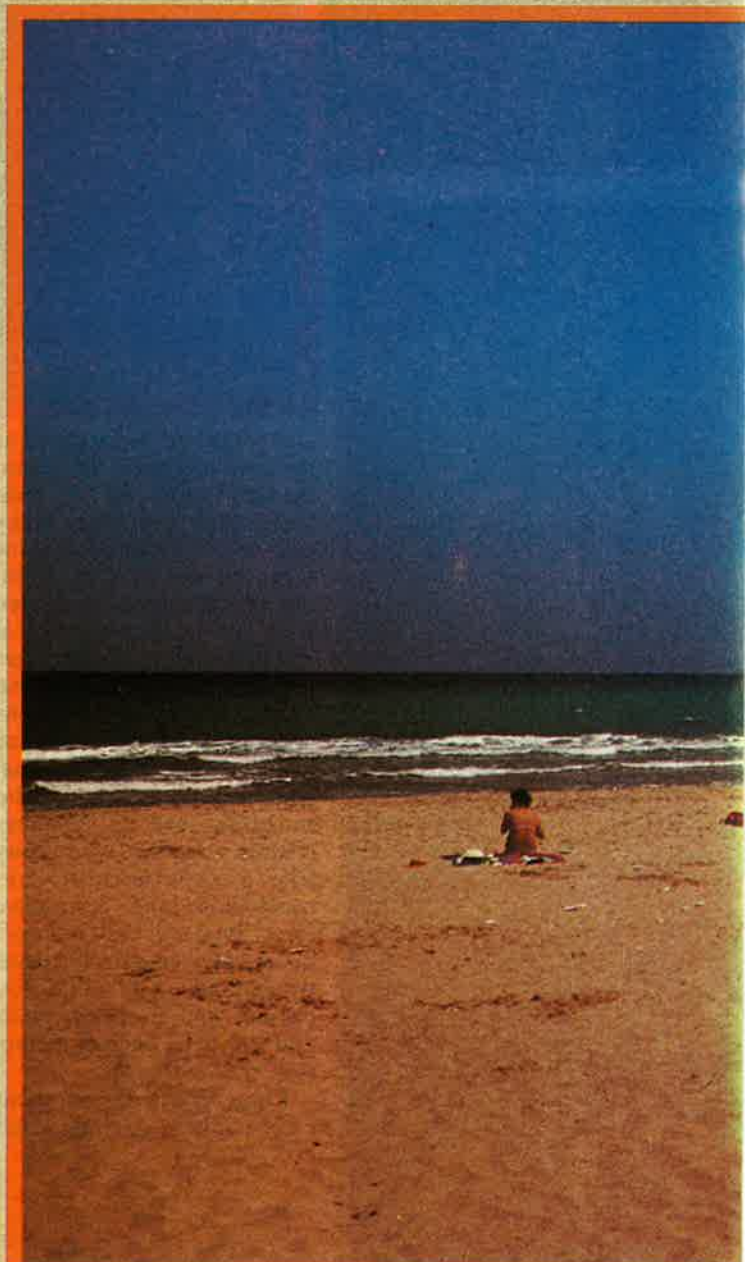
THE CONFESSIONS OF

By Carlos Barral

AFTER so many years of proclaiming and affirming my nearly exclusive Mediterranean patriotism—a coastal patriotism whose perimeters are those formed by the old and mysterious sea of Ullyses, an ancient and provincial patriotism that is also fierce and distainful, and after having received and felt the solidarity of so many other people who also felt Mediterranean, although oftentimes for very different reasons, I think it is the moment to reflect upon the many roots of these sentiments which converge together in a decided preference for the shores of the «known world» and for the forms of culture and civilization, sometimes practically fossilized, that we call Mediterranean.

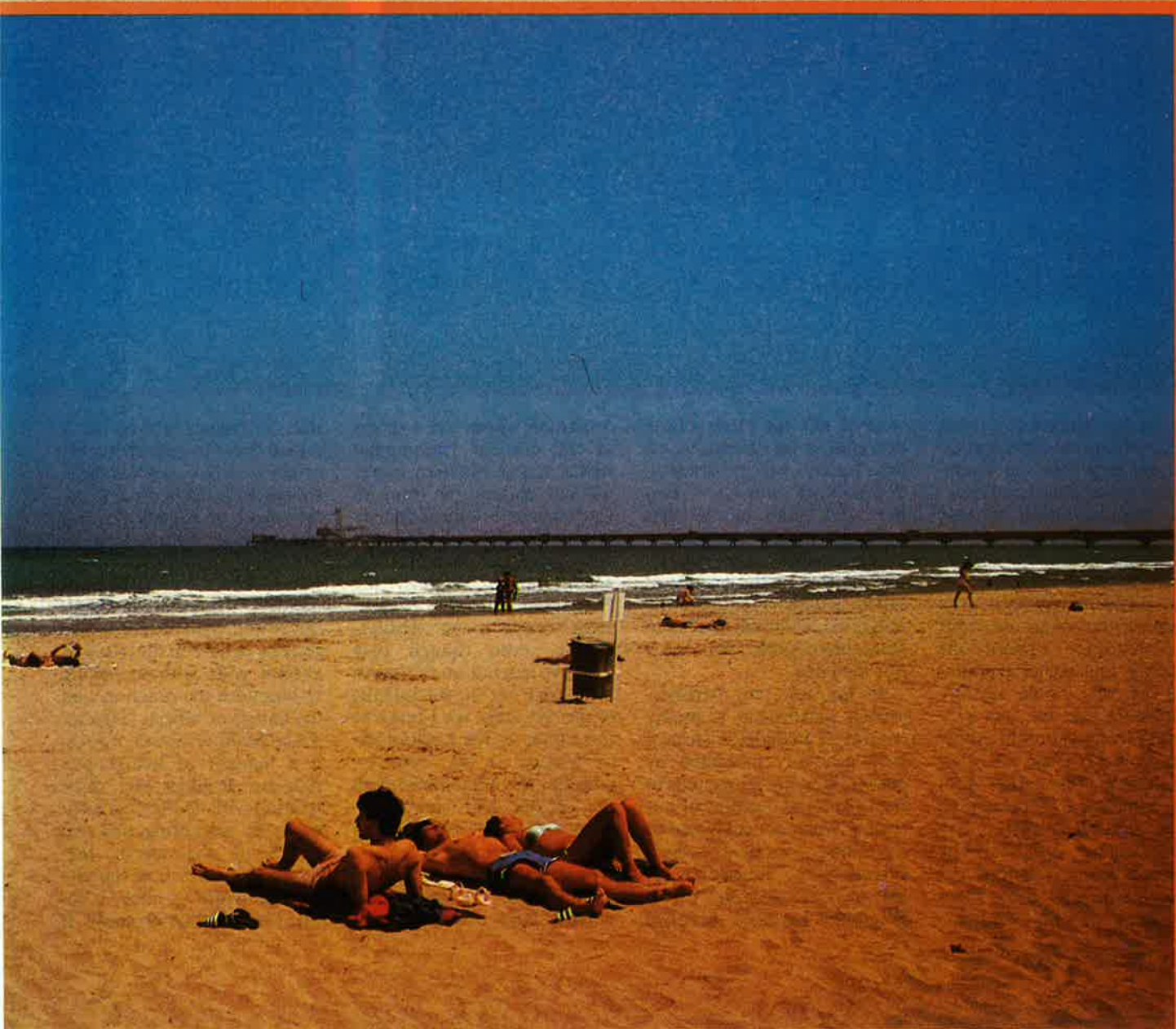
First of all, we have the cultured or academic forms that coincide in the belief that the act of having been born here or raised at any point along these sacred shores makes one a more legitimate inheritor of the classical and ancient and less ancient

cultures that have risen up and at times endured along this relatively pacific *Mare Nostrum* that was, clearly, pacific only in the times of Augustus. This appropriation of universal culture solely because one was born or raised here reflects a large amount of intellectual affectation and a considerable lack of respect for the complexities of history. The idea that the ancient Egyptian culture or the Near Eastern Asian cultures, with the exception of the volatile seafaring civilization of the Phoenicians, are Mediterranean cultures and belong more to the modern Mediterranean inhabitants than to the other European or Western peoples is an entirely deformed one. To feel Islam as one's own ancestral history, a religion established along the southern coast thirteen centuries ago after having destroyed the true Mediterranean and maritime powers already there, strikes me as foolish. To identify as Mediterranean the monotheistic or Judeo-Christian religions which finished off the memory of the true gods is blasphemy. This manner of feeling oneself to be Mediterranean, which is far too common, is also somewhat grotesque. There are worse variations of

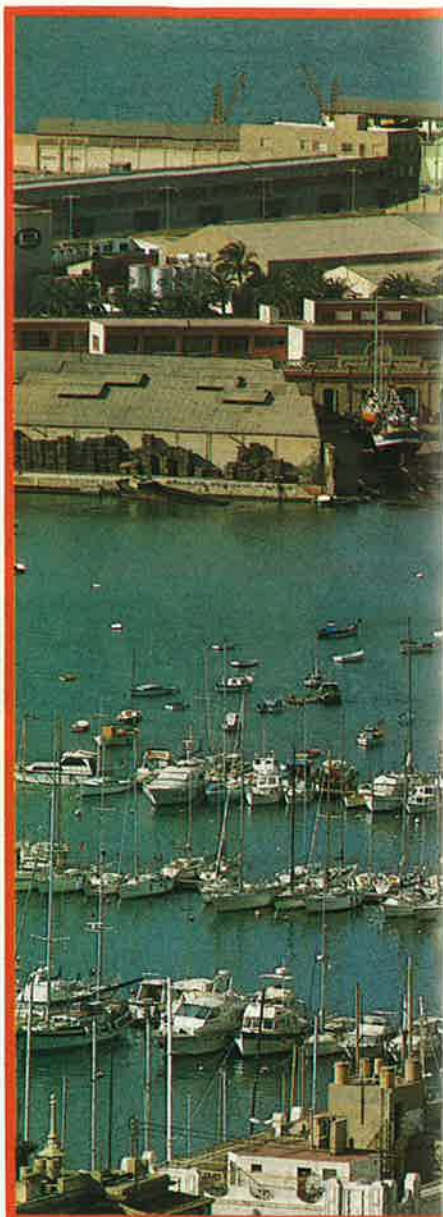




A MEDITERRANEAN



THE MEDITERRANEAN



the same sentiment: those which incorporate frustration and self-pity with the awareness of the technical and scientific decapitalization of these privileged shores of the world, an awareness, too, of their cultural decrepitude. The problem becomes even more serious when one adds in indulgence toward the aesthetic and moral degradation of this noble lagoon, indulgence for the sake of a certain recuperation of power and progress. There are other indulgences that arise from the confession of pertaining to a civilization that is too old, fatigued and ill. The reader will understand that I feel no compassion for these devotees of the Mediter-

anean, nor for those whose devotion is based entirely on the beauty of its scenery, documented during two thousand years by the arts and the letters, and today nearly extinct and hardly comparable to the beauty of other, younger regions of the inhabited, civilized, and even Romanized world. No, that is not the issue.

In my case, my Mediterranean patriotism is purely coastal. It includes a strip of land generally inhabited by peoples who are exogenous to the towns and cultures of our sea but who are deeply tied to the three continents which surround us. Regardless of his race, his language or his religion, a barefoot turbaned

fisherman whom I run across in the port of Hammamet strikes me as Mediterranean, without making me think of Carthage or Ustica, and yet I would not consider his artisan relative in Keiruan to be a Mediterranean. Neither the Palestinians nor the Syrians seem to me to be Mediterranean, even though they may live in a hut on the beach itself, and nor do the Italians of the Abruzzis, the French of the Loire, or the Lusitanians of Mérida. I do, however, consider the inhabitants of all the greater and smaller islands in this swimming pool of the gods to be Mediterranean, along with the inhabitants of the rocky and narrow land of the Greeks.

But, I repeat, above all I regard those people of modest origin who have walked these shores for just a few generations to be Mediterranean, those people who can make and name knots, flat in the sails a certain way, cultivate a limitless irony about themselves and their destiny, who secretly believe in the true and ancient gods without having to renounce the practices and the liturgy of official religions. To be Mediterranean, for me, is a manner of living one's religious feelings and one's relation with death. One must begin by admitting that the center of the world, the *Onphalos Kosmu* of the gregarious world of men, is located in the Mediterranean. It



may not be in Delphos but it is definitely someplace in this sea. And one must admit that those people who splash through the Latin waters in bare feet are their natural priests. Toward the West, toward the western night beyond the Columns of Hercules, there is a mysterious and flowing river, not a sea, the oceanic river that leads to barbarism and to that part of the world that has been abandoned by the gods. At the sources of that river, Ulysses found Hades and the Inferno, and it is suspected that after returning to Ithaca and taking revenge upon the Pretenders, he turned back to the waters and never returned. The Odyssey should be re-

THE MEDITERRANEAN THE CENTER OF THE WORLD

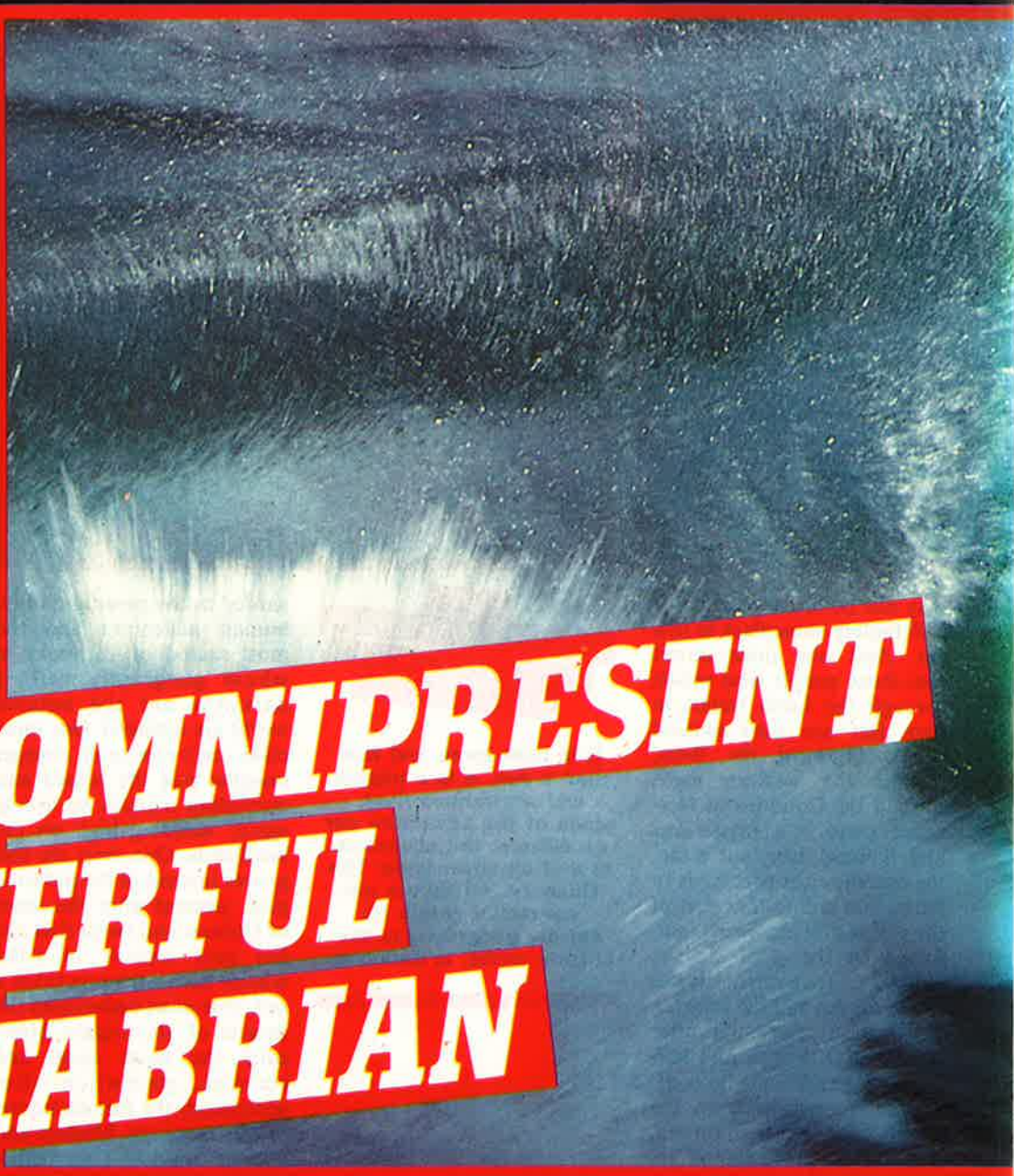
It is both more and less than a sea. It is a mighty and mysterious river, scene of the adventure *par excellence*, the adventure to end all adventures: The Odyssey. All that is not contained within its narrow geography is the outside world, is darkness.

garded as the paradigm of all human adventure and the most sacred of all books in whose geography neither darkness nor the outside world are included. One must close one's eyes to all change, imagine that the ruined and crumbling temples are whole again, standing high on the headlands. One must see oak groves instead of the parasitic pine, planted after the times of Ulysses, and swear that one has seen schools of killer whales each time one takes a sail. One must understand the omens of the frigate birds, calm the giant squid and recount, generation after generation, the furious storms of fifty years ago. Modern and ancient tourists from other

continents should be considered travellers worthy of hospitality in the name of Zeus even though they may be able to claim more than a thousand years of residence on the Punic coasts, like the nomads of Africa and Asia or two thousand years of foreign rites along the shores of Europe.

To be Mediterranean is to enthusiastically watch a race in an island roadstead of boats with simple triangular sails and an eye painted on the prow. One is Mediterranean in a faraway corner of the seventh sea when one recognizes a certain way of building ships or of preparing tackle. The Mediterranean easily and generously adopts all those who make it theirs.

A backdrop for
four different
regions, a
constant point of
reference in
stories, myths,
legends and
hopes... The
Cantabrian
stretches
dramatically along
rocky cliffs and
green mountains,
rising up in
breakers and
storms beneath a
blanket of fog. It
is a creator, a
vision, an
achievement... a
Northern god.



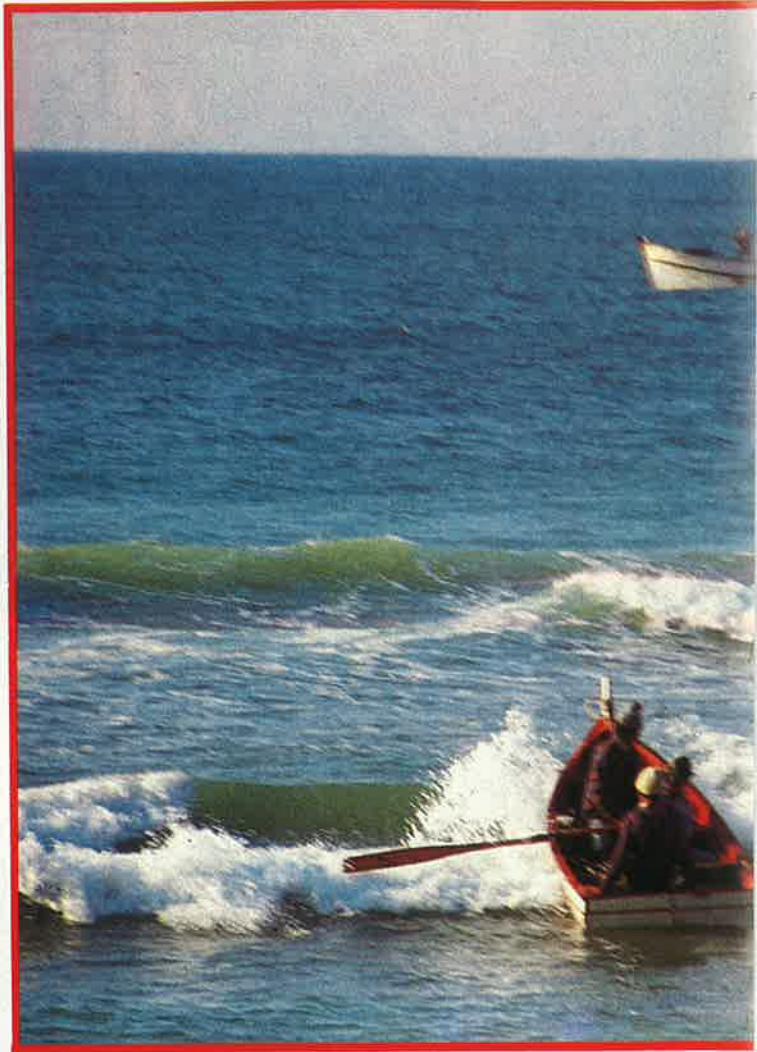
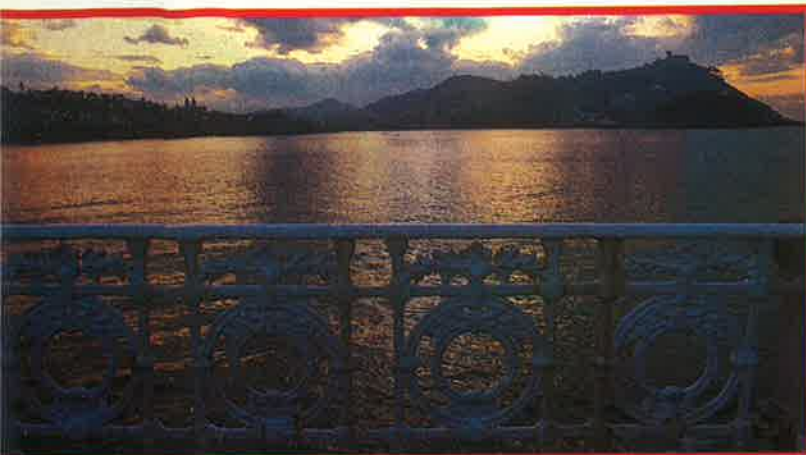
THE OMNIPRESENT, POWERFUL CANTABRIAN



By Javier Ortiz

IT can roar in the cool autumn mornings, dress itself up as a deceptive pond some summer evenings, become an eternal undertow in the light rain of a leaden winter afternoon, and seduce the stroller with salty caresses during the long springtime. I am speaking of the Cantabrian, that sea with which the Atlantic presents itself before the northern peninsular coast, from the Bidasoa River on the border (or perhaps from Bayonne, in the French Basque Country) to the first Galician rias, with the Estaca de Bares as a hypothetical western boundary. I am speaking of my sea.

It is impossible to avoid the possessive form. If it is true that all seas take possession of the souls of those who inhabit its coasts, then it is doubly true of the Cantabrian. Trapped in an isolating encircling embrace between sea and mountains, the peoples of the Cantabrian coast have integrated the sea into our lives as one more essential element: like the air we breathe, the home in which we dwell, the language which we speak, we think, we love. It reaches a point where we no longer notice its presence, it is so obvious and so integrated. When one lives



THE CANTABRIAN PEOPLES, SHARED FEATURES WITH UNIQUE PERSONALITIES

the sea like this, its absence can break the heart and one chokes on the earth's horizon. Far away from one's own, not even the other seas are really seas.

Perhaps it is the weight of the years, maybe even the weight of History.

It is true, the years weigh heavy. Years of having watched the sun set every evening over the slight curve of the waters («Red sky? Good weather tomorrow.») Childhood goes by: the first secret fort among the caves of the breakwater, all of them carefully explored, each one baptized after a thorough examination. I remember playing every September until I was 15 years old at escaping from the giant waves that leaped over the Paseo Nuevo at high tide, and getting soaked more

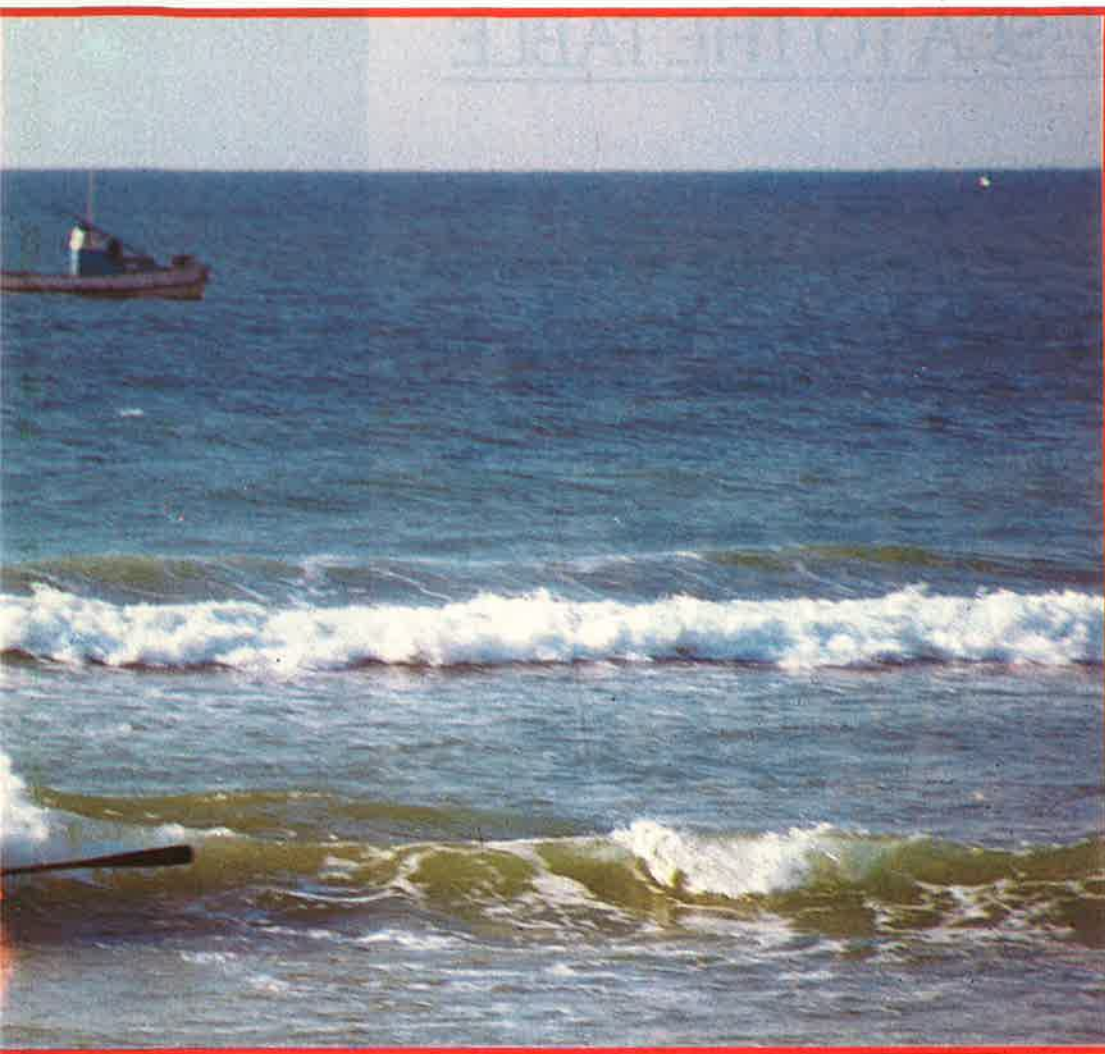
than once, the price of proving our innocent bravery. I remember spending long, eternal hours sitting on the port jetty, fishing rod in hand, waiting for some tiny fish to fall prey to my handmade hook. And I remember — how couldn't I — risking my good grades at school, sitting for hours on the big balcony watching the immaculate flight of the seagulls. And the blisters on my hands after battling with the oars, trying to get at least as far as the island. And —ah!— the first expressions of love (few words are spoken there, and even fewer about love) in the English Cemetery, with him —always him— lying at the foot of the mountain caressing her. And the air, day by day, year by year, with its omnipresent unmistakable smell. Like a fine stiletto that

strikes down to the deepest memories, there where the things that penetrate inside are never forgotten.

And History weighs heavy too, even though the upper case may frighten me. It is just a little History, perhaps, that spoke to us from the very beginning of Mari who gave his life to rescue many others from the sea and who has a plaque in the port. The History that evoked Juan Sebastián Elcano, Tximista («Eclair éclair! Adelante, adelante! Hurra!» his followers shouted, according to Pío Baroja), Lope de Aguirre —who called himself a «traitor»— Urdaneta... A mixture of real-life and fictional navigators, adventurers, heroes for the children of a people that had already fished the waters of Newfoundland in the Middle Ages and was scattering its

seeds around the world, as instructed by the composer Iparraguirre in his hymn to the Basque Country. History that went from the heroes in the books to the heroes on board the boats, whom we watched return every morning, as other children are doing today, ready to unload their fish.

I am speaking of Euskadi, Guipúzcoa, or maybe just San Sebastián, but it's all the same: we would just have to change a few names and faint outlines to arrive at a description of the experiences of so many other Cantabrian cities. Some are more industrial, others have more tourists (but not all year, thank goodness), and still others are authentic fishing towns. But the Cantabrian is present in all of them, a backdrop they all share.



Waves, rain and mist, with the distant mountain as a frontier, are the shared reference points in this world which has room for the most varied of things, from superstitions to fine food, from elegant clothes to a love for music.

We, the peoples of the Cantabrian, are rich in myths and legends inhabited by mermaids, witches and sea monsters that wander through the collective imagination of the people, urged on by old wives. The mermaids comb their long hair with gold combs, seated atop Mount Amboto, the witches enter their caves that lead them through the mountain to the town of Zugarramurdi itself, where they organize their *akelarres* and call up the spirits; and the phantom of the sea appears

on stormy nights with a pack of howling dogs that make the earth tremble. Not everything from the world of magic fulfills a mystical purpose, however. Magic and traditional medicine join hands at times: a special mixture of the herbs that grow over Mari's grave will cure, excuse the reference, hemorrhoids, and I have seen wounds cured with mysterious ointments that you will never find at a pharmacy. And these are not the only examples of the popular science that exists along the coast. In Euskadi and, from what I understand, in other Cantabrian countries, official science would do well to humbly accept the results of centuries of empirical experimentation. From medicine to meteorology, there are many scientific disciplines that could certainly take advan-

tage of the lessons of the common people and their traditions.

The peoples who live on the edge of the Cantabrian (and one must say edge, given the many cliffs and the few inlets) pride themselves on their own individual personalities, despite the many shared characteristics. It is unnecessary to turn to doubtful ethnological theories to recognize the obvious: that Galicia, Asturias, Cantabria and the Basque Country are all unmistakably unique. One is neither better nor worse than the next, but simply quite

different, although there is no fear of admitting the sisterhood they share. The people's individuality arises from their very language —Galician, Bable, Castilian, Basque and from the way in which each

one expresses similar feelings and ideas in very different ways.

The one sport that unites the entire coast is trawler rowing, but each region has its own sporting specialities. When it comes to drinking, a dangerous sport they all share, the timidity of the sun is such that their wines are similar, but never the same; the ciders are different, *txakoli* is only found in Euskadi, *ribeiro* is drunk in Orense, the Rioja and Castile wines are served in the Basque Country, Asturian wine is slowly disappearing and Cantabrian wine never existed. The similarities and differences are perhaps most evident at the table, where similar ingredients are prepared according to quite different recipes. All along the coast, there are musical echoes and a shared musical enthusiasm but, again, the voices and instruments are not always the same.

These are the things, as I said at the beginning, that surround and wrap around one, that mark one's life and give it a particular flavor that is determined not so much by the constant presence of the sea, but by *that* sea: the sea-actor, that has molded the coast according to its wishes; seascape that accompanies us throughout our days; sea-mine, the means of life and the source of food; sea-god, somber, imposing, irascible, annihilating; and sea-refuge, offering tenderness, tranquility and shelter when it wants or can.

There is a Castilian saying that declares that no one is better than anyone else. To be from the Cantabrian, tied to its coast and inheritor of its History, does not grant one any degree of superiority. Those who attempt to confer collective defects and virtues on entire peoples commit both a hateful and a stupid mistake. I am speaking of my people, therefore, to simply explain what it means, how it is. And in so doing, one must inevitably speak of the Cantabrian Sea, powerful, omnipresent.

FROM THE SEA TO THE TABLE

by Manuel Martinez Llopis

One of the highlights of Spanish cuisine is its seafood, which is not surprising, given its long coastline. Each of the regions along the Atlantic, Cantabrian and Mediterranean coasts has maintained its own, individual cuisine which Manuel Martinez Llopis describes for readers in the following culinary tour of Spain.

A GREAT RESERVE OF FISH

SPAIN, which has more than 8,000 kilometers of coastline, logically enough consumes an enormous quantity of fish. Each coastal region is proud of its own, particular cuisine, meaning that Spanish seafood cuisine as a whole is one of the most varied in the world.

In general terms, the coastal regions with differentiated seafood cuisines are the following:

— *Cantabrian-Atlantic region:* This area extends from the mouth of the Miño River to that of the Bidasoa, and includes Galician, Asturian, Cantabrian and Basque cooking.

— *Mediterranean region:* The largest of the regions, it goes from the Creus Cape to Point Tarifa and includes the cooking of Catalonia, Valencia, Murcia, the Balearic Islands and part of Andalusia.

— *Southern Atlantic:* This is the smallest area, going from Point Tarifa to the mouth of the Guadiana River. It includes the cuisine of several Andalusian provinces.

— *Insular Atlantic region:* The Canary Islands.

Due to advances in communication, modern conservation techniques and a distribution network that enables fish to reach every market on the peninsula, there is a certain tendency toward a monotonous uniformity in the seafood cuisines found along Spain's coasts.

Nevertheless, despite the fact that most fish are distributed by certain firms, each area has tried to maintain its traditional cooking forms and its unique way of preparing seafood.

— *Cantabrian-Atlantic region:* Galician cuisine is noted for its simple, unsophisticated ingredients. Some of the best

dishes are: *caldeiradas*, or a sort of fish stew made by the fishermen, who use sea water as its base; recipes made *a la gallega*, which means that the fish is served with potatoes and onions, and seasoned with a mix of garlic, paprika, oil and vinegar; and exquisite small sardines called *xoubas*, along with their more ordinary, larger brothers, which also make an excellent dish served in any one of a number of forms: with boiled potatoes, in marinade sauce, stuffed, baked in pies (*empanada*), pickled, *esparradas*, and *lañadas*. Lamprey is a real delicacy, cooked in its own sauce, in cider, or baked in a pie. Galician cooking also features a wide range of other fish, many of which are unknown inland: gurnard, bibs, *bertorellas*, bass, hake, conger eels, red groupers, etc.

Moving along the coast, Asturian cooking has managed to keep itself rather unique.

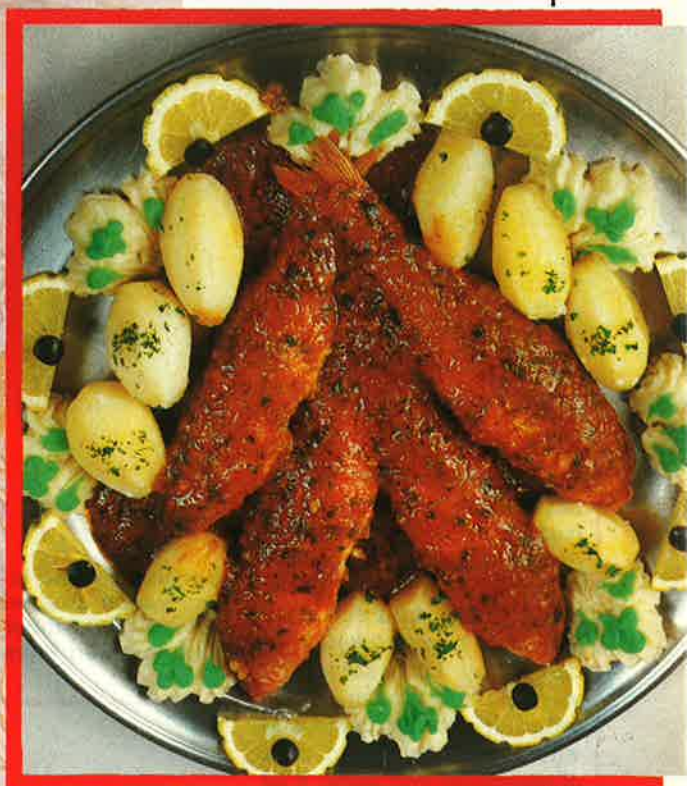
Among its outstanding fish dishes are sea bream, hake cooked in cider, the fish stews (*calderetas*), and magnificent river salmon. In addition, one can find angler, *xardas*, sea bass, hake, bonito, red groupers, etc.

Cantabrian cooking is traditional and is a sort of transition between the Castilian cuisine and the coast. It is simple and varied, featuring such excellent dishes as fish





it is not easy today to find it in its original form, despite the fact that it has fed sea-going peoples for centuries. This cuisine can be found along a long coastline; in the north it is influenced by Provençal cooking while toward the south it blends with Valencian cuisine. The characteristics of Catalanian cuisine change according to which area one is in. For example, in the Costa Brava, which has been negatively affected by tourism, and in the Tarragona area, a so-called *salsa romesco* is being passed off as what used to be a succulent



soups and shellfish soup. Anchovies may be cooked in multiple forms, as may bonito, with the San Vicente and the Comillas styles standing out. The most well-known dish, however is the *marmita*, made in Santoña, Laredo and Suances, in which the fish is served with potatoes, onions, bread and paprika. Sea bream and hake dishes are also excellent, made *a la cántabra*, *a la marinera*, or in the San

Vicente or Castro styles. *Rabas* are also delicious.

Basque cooking also stands out for its preparation of seafood, and one can truly say the Basque cuisine is incomparable to any other in Spain. Some of the outstanding sauces in Basque cooking are the *salsa verde*, made with parsley and diced garlic, and the *salsa vizcaína*, made with a base of dried peppers. *Marmitako* is a dish which is

especially popular with sea folk in the summer time, and fish soups are delicious here as they are all along the northern coast. Other particularly notable Basque dishes are squid in their own ink (*chipirones en su tinta*), and Basque crab (*changurro a la vasca*).

— *Mediterranean region:* Catalanian cuisine, which is typically Mediterranean, is original and well-known, but

dish, the *romescos*. In the Ebro delta area, between Tortosa and San Carlos de la Rápita, Valencian rice dishes are being introduced. Among the Catalanian seafood dishes that stand out are the fish stews (*zarzuelas*) and grills (*parrilladas*), various lobster dishes, fish soup, *suguets* sauce, and the fish served *a la catalana*, topped with diced almonds, garlic, parsley, saffron and fried bread.



The basic dishes of Valencian cuisine are such fishermen's meals as seafood sauce (*suc de peix*), *borretas*, *llaudet*s, boiled fish garnished with diced pine nuts, garlic and parsley, and eels with garlic and pepper (*anguila en all i pebre*). There are several ways of fixing tuna, including grilled, fried with tomato, and with *all i oli* sauce, a mixture of mayonaisse and garlic. Cod dishes are prepared in similar ways. And, of course, one cannot forget Valencia's famous rice dishes, including *arroz abanda* and the *paella marinera*, or the *fideuá* (noodles) served in Gandía.

The most characteristic dishes of the Murcian coast are those which use fish from the Minor Sea, especially the *arroz en caldero* which has mullet (*mújol*). Other typical dishes are salted sea bass or gilthead, *moragas de sardinas*, stewed red grouper, Murcian porgy and grilled fish.

Balearic cooking is very similar to that of Catalonia. Among its most popular dishes

A LARGE VARIETY

Spanish cuisine is a large and varied one, with fish as one of its most basic and common ingredients.

es are red grouper in *grevis* sauce, *molls a la llanura*, gilt-head in the Mahón style, lobster, stuffed squid in the Mallorca style, *raolas de ortigas*, Menorca stew, fish in lemon juice, shrimp with potatoes, and Menorca cod.

— *Southern Atlantic*: Geographically speaking, this region is divided in two parts—the Mediterranean and the Atlantic coasts—though there is not much difference between the two. Andalusian cooking uses a wide variety of fish, and given the large olive oil production in that region, it is not surprising that the Andalusian cook is an expert at frying fish. It is impossible to give a complete list of the most typical dishes, but a summarized list would have to include the following: Algeciran fish, plaice with *sobrehusa*, deep-fried prawns, sea-bream *a la puerca*, roast sea-bream with *piricaña*, Málaga corn on the cob, Huelva stew, *caldillo de perro*, Cádiz fried fish, spiny loach, hake from Chiclana, *moraga de sardinas*, Rota *urta*, sar-

dines on skewers, Málaga baby fish, Puerto Real razor shells, cod with potatoes and paprika, and *papanduas*.

— *Insular Atlantic region*: The cuisine of the Canary Islands is very distinctive although it is also very simple. One of the major differences from peninsular cooking is that it uses certain ingredients which are not often found on mainland Spain: sweet potatoes, edible corn, bananas, avocados, etc. Old Canary Islands cooking was an important element in the development of Spanish-American cooking. Curiously enough, even though we are referring to islands, fish dishes are not that common in the archipelago. Among the most popular Canary Islands dishes are the following: salted stone bass, shellfish salad, *viejas con papas arrugadas*, *viejas* with hot sauce, roast fish, maigre with white wine, toothed bream *a la Señora*, fish stew, combers with almonds, smooth-hound, stuffed toothed bream, and filets of maigre.

Over the past two years, the Spanish administration has been involved in an intense effort to modernize the country's fishing sector. The restructuring of the fleet, the regulation of fishing techniques, the facilitation of finance opportunities and the organization of Spain's fishing grounds have been some of the major projects undertaken in this regard.

Fishing policy

EXAMINING THE RESULTS



In order to evaluate the administration's fishing policy over the past few years, one should remember what the sector looked like in previous years. At the beginning of 1983, the Spanish fishing fleet was old, it was overly large given the real possibilities of its fishing grounds, which had been overused throughout the years, it was the victim of endemic tensions regarding the various fishing techniques being used and it suffered from the lack of any market mechanisms which could guarantee accep-

table prices for those products which were certain loss-makers. As if that were not enough, the fleet suffered from an incomplete and out-of-date legislation, leaving a gap between the real situation and the legal situation. In addition, there were increasing obstacles put in the way of those boats which wanted to use the fishing grounds of other countries, leading to growing uncertainty concerning the sector's future.

In order to correct this situation, the administration proposed a new fishing policy with three major objectives: the recuperation and repopulation of Spain's fishing grounds so that the catch level would provide an acceptable degree of economic stability to the fleet; the adjustment of the size of the fleet to the potential fishing resources so as to bring the effort in line with the results; and the adjustment of the size of the fleet to the size of the workforce, so that the employment level can be maintained without negatively affecting the sector's productivity.

The administration's activities were structured in six

different areas: the organization and recuperation of national fishing grounds; the maintenance and encouragement of fishing in international grounds; the development of marine cultivation; the encouragement of marine research; the organization of markets; and the modernization of sector management.

The modernization process clearly required that financial means be made available. In 1982, the loans extended by the Social Fishing Credit, which no longer exists and whose functions have nearly all been taken over by the Industrial Credit Bank, totalled nearly 11 billion pesetas. The following year they reached 12.6 billion, and by the end of 1984 they had reached 15.5 billion pesetas, for an overall increase of nearly 50 per cent in just three years. At present, outstanding loans to the fishing sector by the various public-sector entities total around 20 billion pesetas, and the amount is continually growing.

At present, the following lines of credit have been made available by official credit institutions for the modernization and restructuring of the fleet:

A POLICY OF DIALOGUE

Spain's entry into the European Economic Community has meant that the fishing fleet has had to undergo a modernization process in several areas. The number of boats has been cut down, techniques have been improved, credit has been facilitated, and international relations have been expanded.





— Boat construction: up to 85 per cent of the total cost, for 12 years, at 11 per cent interest.

— Transformation of boats, engines, etc.: up to 70 per cent of the total cost, from three to five years, at between 11 and 17 per cent interest.

— Fishing-derived industries: up to 70 per cent of the total cost, from seven to eight years, at between 11 and 17 per cent interest.

— Marine products: up to 80 per cent, for eight years, at between 11 and 17 per cent interest.

— Fishing expeditions: up to 80 per cent, for six months, at 14 per cent interest.

— Fishing in the Canary Islands: loans available up to between 70 and 80 per cent of the total cost, for five to twelve years, at eight per cent interest.

Purchase of boats in the

Canary Islands, up to 80 per cent, for eight years, at 11 per cent interest.

Right now it is estimated that the fishing sector owes around 60 billion pesetas, which is a third of the total value of all the fish unloaded during one year, a percentage considered to be a reasonable one. One-third of the sector's indebtedness corresponds to outstanding loans owed to official financial entities, and eight per cent corresponds to loans extended by savings and loan associations.

Turning to fishing techniques, the government has issued laws regulating net fishing, steering, and boulder fishing in the Cantabrian and Northwest zones, and surface boulder fishing throughout the rest of the country. Norms have also been issued concerning coral fishing in the Mediterranean and about other specific species and areas.

The cultivation of marine products is increasingly important in Spain. Aquaculture technicians are being trained, research and development projects are being financed, and aquaculture facilities are being built. Fishing areas are being repopulated as well in the hope that they will be able to recover from years of over-use.

The Spanish Oceanography Institute is in charge of the work connected to the exploration of new fishing grounds and any research involved in that effort. Eighteen different boats have participated in the Institute's efforts. Some of the major investigation projects have dealt with red coral banks in the Alborán Sea, the pelagic and deep-sea species stocks, tuna migration patterns, algae prospection, and pollution in various marine platforms.

THE REPOSE TO A CHALLENGE

The reorganization and the rationalization of Spain's fishing fleet is one of the major priorities of the current administration. New boats, new techniques and new lines of credit are all being made available so as to prepare the fleet for the challenges ahead.

ACCORDING to data compiled by the Ministry of Agriculture, Fishing and Food, two of the most outstanding characteristics of the Spanish fishing fleet are its old age and its low gross registered tonnage.

Another of the problems facing the fishing sector is the high degree to which it is divided up into many small fleets, and the relative disadvantage of Spain's fishermen in rising to the challenge of advances in the field.

The fact that 3,500 Spanish boats fish abroad, and that two-thirds of the fish unloaded on Spanish docks come from

23 different international fishing grounds led the Spanish authorities to the conclusion that a thorough reconversion and modernization of the sector was necessary.

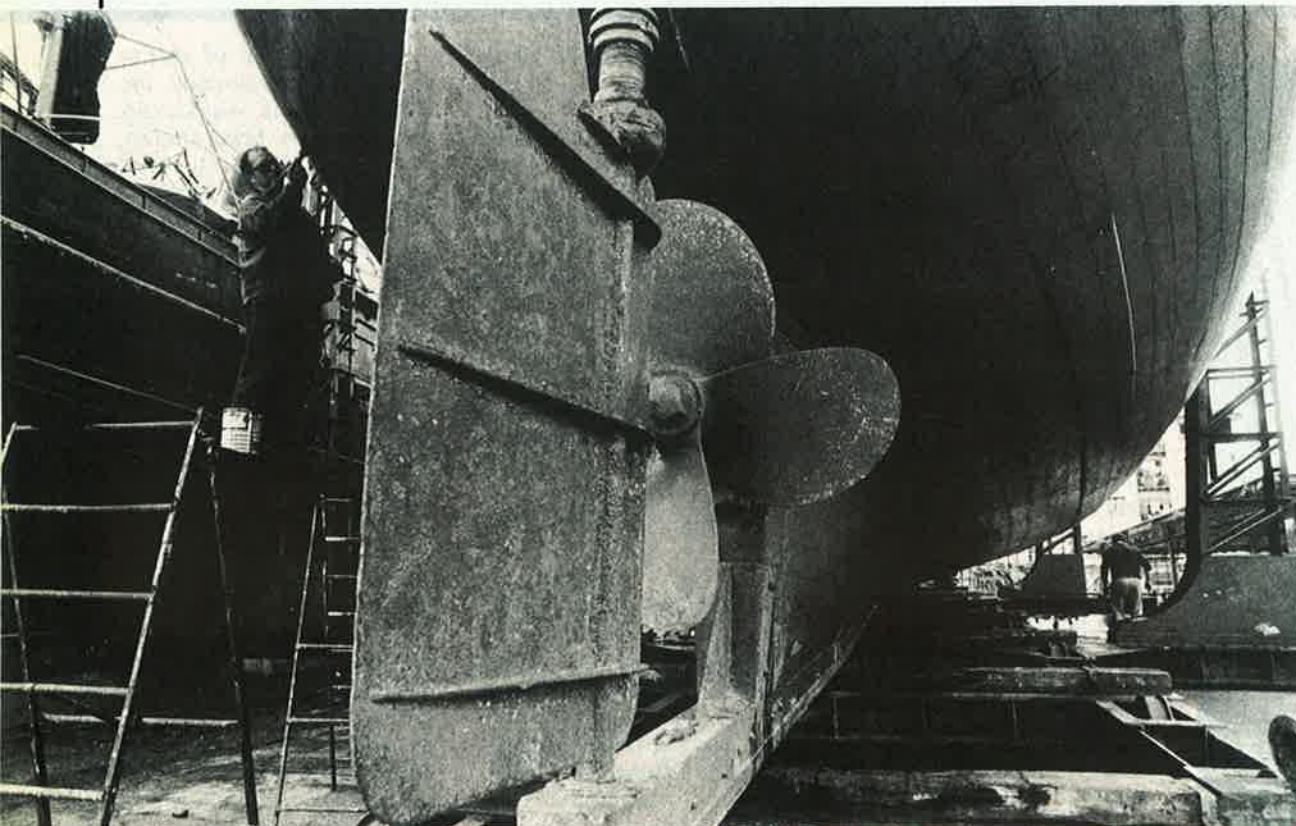
The current state of the art is such that the adaptation of the fleet cannot be delayed any longer, especially when resources in Spain's own fishing grounds are clearly diminishing due to uncontrolled use.

One should not be pessimistic, though. A report issued by the FAO indicates that currently only 70 per cent of the sea's resources are being tapped, leaving 30 per cent open for possible future use. These grounds would

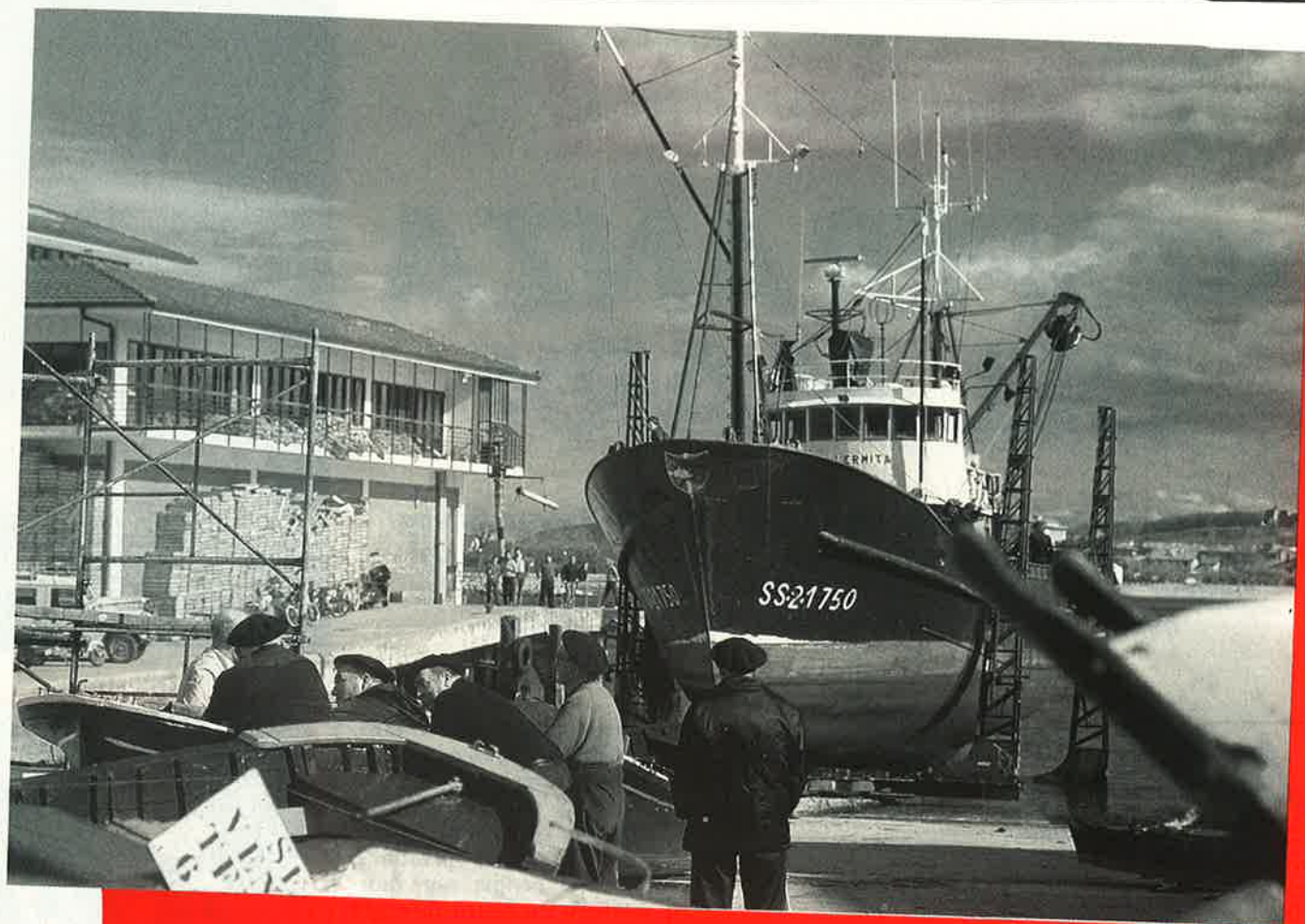
have to be well used, however, so as to avoid «drying up» the grounds forever.

Of the 30 per cent pointed out by the FAO, which allows considerable hope for the fishing sector, between 13 and 16 per cent are in the Atlantic Ocean. Between three and four per cent are in the Indian Ocean, and between eight and 18 per cent are in the Pacific Ocean.

A smaller, more effective and operative fleet is the top priority right now in the fishing sector. Planners are well-aware of the need to include versatile vessels in the fleet which could function well in different types of environments.



Thanks to the availability of new loans Spanish credit policy, in line with that of other European countries, is facilitating the gradual modernization of the fishing fleet.



The high cost of fuel is another serious problem that must be considered within the plans for reconversion, being that the distances between fishing grounds and ports are growing every day.

A Royal Decree passed at the end of 1983 provided for a program of loans and subsidies aimed at facilitating the construction of new boats and the gradual renovation of the fleet. The condition put down in the Decree was that the boats must have a gross registered tonnage of between 20 and 150 to qualify, and that the amount of the loan could reach as much as 80 per cent of the total value of the investment. The same Royal Decree also included loans up to 70 per cent of the value of the project, and other subsidies which finance up to 30 per cent of the cost of energy-saving reforms.

BOATS TO BE ELIMINATED

Morocco	80 boats	8,000 GRT
EEC	103 boats	20,600 GRT
Spanish grounds	47 boats	1,175 GRT
Margin of error		105 GRT
TOTAL	230 boats	29,880 GRT

NEW BOATS

3	Large port boats	3,900 GRT
9	Freezer boats	9,000 GRT
60	Smaller boats	12,000 GRT
TOTAL	72 boats	24,900 GRT

The new measures were well received by boatowners, indicating that they were willing and prepared to introduce changes into their sector. Taking its cue, the administration approved a further Royal Decree in October 1984 concerning the construc-

tion and modernization of the fleet, modifying the tonnage limitations contained in the first Decree.

The 1984 Decree will be in effect until December 31, 1986. According to it, the construction of new boats requires different tonnage lev-

els according to the capacity of the new boat.

The «retired» boats must be at least twenty years old. Younger boats will be included only if they are unsafe, have antiquated technology, use an excessive amount of fuel, etc.

Thus loans for new boat-building are available up to 85 per cent of the total cost. Boatowners have up to twelve years to pay back the money, at an 11 per cent interest rate. The subsidies per constructed ton are 30,000 pesetas for vessels with gross registered tonnage of less than 150; 26,000 pesetas for boats between 150 and 500 GRT; and 22,000 pesetas for boats larger than 500 GRT.

Using these measures, the official projections on boats to be retired and those to be newly constructed are illustrated in the chart.

A ship called «ESPERANZA DEL MAR»

After three years of serving the Canary Islands-Sahara fishing grounds, the 'Esperanza del Mar', a hospital and logistical support ship, has become a guarantee of the safety of the nearly 15,000 Spaniards who fish these waters.



AFTER three years of service, the «Esperanza del Mar» has become a symbol of security and assurance for the nearly 15,000 Spaniards who fish the waters of the Canary Islands-Sahara bank. With 2,450 gross registered tons, 6,000 miles of autonomy and the most modern logistic and medical instruments on board the 81-meter «Esperanza del Mar» offers a service to the Atlantic fishermen whose importance is difficult to describe to someone who has not felt the urgent need for medical care while at sea.

A broken rudder, nets that have gotten tangled in the propellers, a broken radio, a sick crewman, an injury on board, a leak... The fishermen who work these waters know that any of these accidents, or any other that affects the boat or the crew, will be dealt with as soon as the «Esperanza del Mar» receives a radio message on channel 16, the emergency line. The hospital ship also aids the boats in finding the important fish banks, as it is equipped with sounders to determine the depth, quality and concentration of fish.

The information is then relayed to the entire fishing fleet through channels that are permanently kept open.

High technology

The «Esperanza del Mar» was the response to a demand that had been put forth many times by the fishermen in the Canary-Islands-Sahara area, who constitute the majority of the Spanish fleet, with 1,200 boats and a total crew of around 15,000. A joint effort by the Ministry of Labor and the Navy finally resulted in a logistical and medical support structure that is truly essential for the security of the people who work those waters.

The «Esperanza del Mar», which is worth around 500 million pesetas, was the result of a remodelling job of another ship called the «Andalucía», and was officially handed over to the Social Marine Institute in January 1981. One year later, it sailed out of a Mallorca shipyard to begin providing services to Spanish fishermen. In 1984 alone, the «Esperanza del Mar» sailed 37,406 miles, it participated in 456 logical

support operations, it transported 70 injured or sick fishermen by helicopter, and it carried out 3,915 medical support operations. There were 62 surgical operations, and 233 people were hospitalized on board through the year.

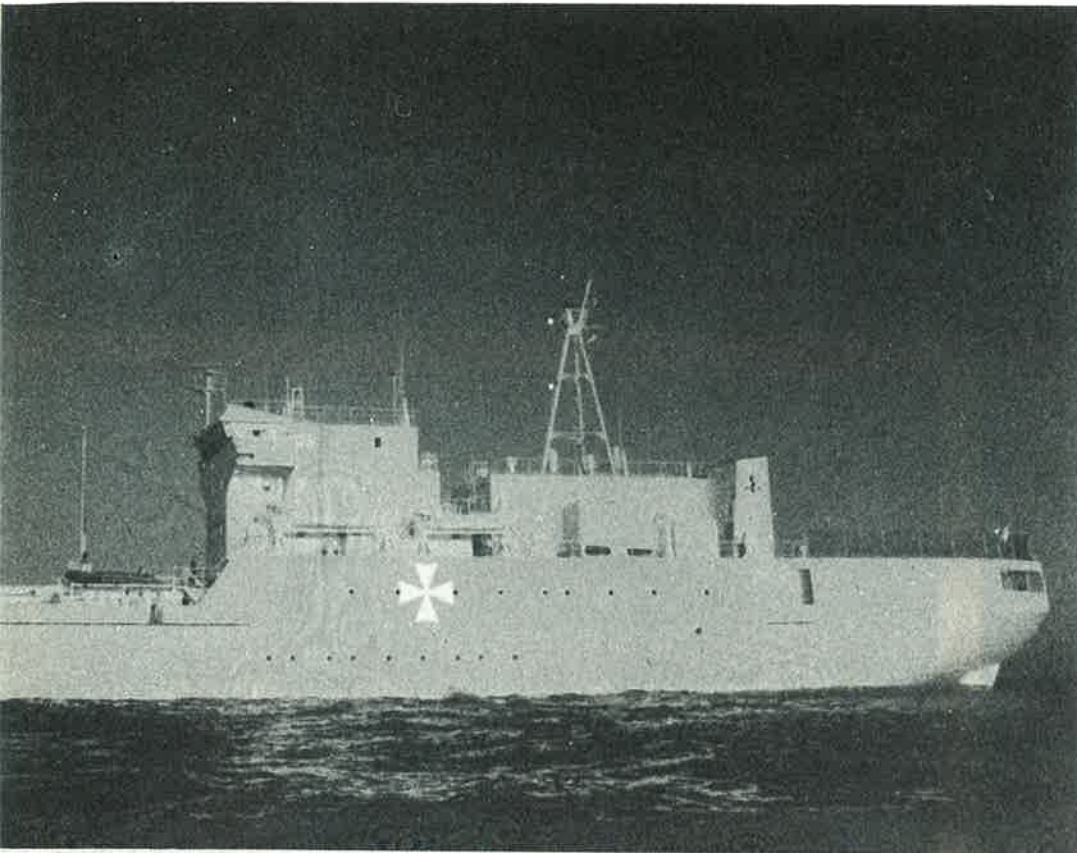
In order to carry out these tasks, the «Esperanza del Mar» is equipped with the latest in high medical technology, placing it among the vanguard of hospital ships in the world. It has a small hospital, called a «white zone», equipped for surgery, testing, X-rays, laboratory work, and sterilization, with a dozen beds and a small Intensive Care Unit. Its radio system allows for constant communication with the Radio-Medical services of the Social Marine Institute in Madrid, a service which provides 24-hour medical services to the Spanish fleet.

The «Esperanza del Mar» is helped out in its tasks by the helicopters of the Aid and Rescue Service (SAR), based in Gando (Las Palmas), in the Canary Islands. Thanks to the helicopters, seriously ill or injured patients have been quickly taken to port and their lives



have been saved. The hospital ship is equipped with a helicopter pad to enable these rescue operations to take place.

The most frequent cause of hospitalization are the injuries suffered by the fishermen. According to the medical personnel on board, this is true because the boats generally use the drag net method of fishing, meaning that the nets are dragged down to deep levels with the aid of two 400-kilo iron plates. The fishing tackle is hoisted overboard approximately every two hours, and the slightest bit of carelessness, caused by the inevitable fatigue that this difficult technique brings on, can result in accidents.



In 1984, the "Esperanza del Mar" travelled 37,406 miles, participated in 456 logistical support operations, evacuated 70 injured or ill men from their boats, and carried out 3,915 health support missions.



A floating workshop

Among the 34 persons who work on board the «Esperanza del Mar» there are electricians, divers, lubrication mechanics... In fact, the hospital ship is a sort of floating repair shop that can solve just about any kind of mechanical problem encountered by the fleet in the Canary Islands-Sahara fishing grounds, thus avoiding the need to go all the way back to port, which can mean saving many hours and lots of money. In 1984, the divers of the «Esperanza del Mar» crew participated in 122 operations, while the mechanics on board provided assistance in 13 cases and the electricians intervened in

65 cases. In addition, the ship has fuel and water tanks as well as two water purifiers, making it a sort of tanker ship as well.

The water purifiers were installed for two reasons: first of all, because the boat is on the high seas for long periods of time and the crew's drinking water had to be rationed; and secondly, because many of the boats in the Canary Islands-Sahara fleet do not have means of obtaining drinking water. The two purifiers can desalt twenty tons of salt water a day. They cost nearly three million pesetas to install, but if one considers that the «Esperanza del Mar» provided more than 200,000 liters of drinking water in 1984

alone, it is clear that the investment was a profitable one.

At the beginning of each month, the «Esperanza del Mar» leaves the port of Las Palmas and heads towards the Saharan bank with no fixed route. But the route will be established nearly immediately, as the emergency calls come in over channel 16 and the ship begins fulfilling its function of providing security to the fishermen. On more than one occasion, the name of the ship has appeared in the newspapers, when a fisherman has suffered a particularly serious accident. But along with these more spectacular operations, the ship's crew participates in a cons-

tant day-to-day effort to provide the fishermen with exemplary health care and technical assistance.

The «Pecheur Breton»

The need to offer health services to the fishermen who work on the Cantabrian coastal tuna boats, from the Galician coast to Brittany and the EEC waters, led to an important agreement between the Social Marine Institute and the French Inter-professional Committee on Tuna, which was signed on June 18 of this year. According to that agreement, the northern and northeastern tuna fleets will be able to receive logistical and health services from the «Pecheur Breton.»

This ship is a refrigerator cargo ship which offers medical consultations by radio, provides hospital services on board, and carries out emergency evacuations by sea or by helicopter during the two and a half months—from July 1 to September 20— of the bonito fishing season. Up until now, the fishermen in the northern zone lacked any sort of direct medical care despite the dangerous nature of their work so the agreement between the French and Spanish authorities was sorely needed.

The «Pecheur Breton» will attend to the medical needs of the 577 boats that work the bonito season. These are medium-size vessels with between 15 and 18 crew members, meaning that more than 7,000 people are working the area as a whole. A Spanish doctor from the Social Marine Institute in Gijón (Asturias) has joined the medical crew of the hospital ship, and he will remain on board throughout the entire season, along with one other doctor and the auxiliary medical personnel. The ship has been refurbished to include X-ray and testing laboratories along, with a maritime medicine Coordination Center.

Spanish ports

To get an idea of the importance of Spain's port system, it is only necessary to note that around 80 per cent of all Spanish exports leave the country by sea. Spanish ports are both efficient and adequate, but exporters often complain that operation costs are too high due to the old-fashioned loading and unloading systems. The Spanish government plans to remedy this problem in the near future.



GOOD BUT



EXPENSIVE

THERE are currently 27 Spanish ports that enjoy the status of autonomous entities under the jurisdiction of the central administration, governed by a Board of Ports. Four of them have autonomy statutes: Bilbao, Valencia, Huelva and Barcelona. Fifteen others are under the Administrative Commission of Port Groups (CAGP).

This last group contains ports whose jurisdiction has not been passed over to their respective Autonomous Communities, or regions. These Communities currently oversee 185 smaller ports which were previously under the jurisdiction of the CAGP. And there are also four ports in Spain which were built by and are managed by the private sector, with a concession from the State: Carboneras, Badalona, Sagunto and San Ciprián.

Spain's ports are the most logical way for our exports to leave the country on their way to foreign markets. At present, 80 per cent (in tonnage) of Spanish exports are sent by sea; 15.1 per cent by road; 3.8 per cent by rail; and 0.8 per cent by air.

Ports and roads are thus the decisive components of Spain's export infrastructure, despite all their historical problems. And the major problem with Spain's ports, according to Spanish exporters, is that they are very expensive.

Self-financing

The movement of merchandise through our ports repre-

Spanish ports



sents some 100 billion pesetas a year, of which 60 per cent is due to the cost of loading and unloading. Thirty per cent corresponds to port fees paid to the central administration, and the remaining ten per cent goes to pilots, towing, and mooring fees. Last year, the movement of merchandise through Spanish ports grew by four per cent for liquid products and 0.7 per cent for solid products.

The administration of Spanish ports is expected to change in the coming months with the introduction of a plan by which they will be able to finance themselves. The organization of the port system will change as well, with the majority of the ports becoming autonomous entities. The current rate system will be modified so that each port can make a reasonable profit and thus finance its general expenses.

Turnover at the ports between 1983 and 1985 increased by 26.3 per cent, while expenses rose by 15.8 per cent in the same time period. State ports invoiced 33.6 billion pesetas, with a surplus of 13.9 billion after deducting normal expenses, which reached nearly 20 billion pesetas.

The national budget allocated 7.9 billion pesetas for ports in 1985 to cover the year's ne-



In 1984, Spanish ports spent approximately 18 billion pesetas in current projects, nearly six billion on financial costs, and 20 billion on investment expenses. The profit margin was minimal for the ports as a whole, and the administration's objective is that the ports be financially self-sufficient.

cessities, estimated at 23.4 billion, thus covering the difference between the ports' own resources and their needs.

The ports that registered a loss last year, according to the General Directorate of Ports and Coasts, were Málaga, Melilla, Palma de Mallorca, Santander, Seville and Villagarcía. None were able to pay for their own expenses, nor their outstanding loans.

On the other hand, the profitable ports were Algeciras, Almería, Bilbao, Castellón, Las Palmas and Tarragona. An «average» port takes in around one billion pesetas, and spends around 800 million pesetas.

Another of the urgent questions that must be dealt with, in relation to the reorganization of the country's ports, is that of port-related labor. Unloading and loading are, generally speaking, overseen by the Organization of Port Labor (OTP), which is an autonomous entity under the jurisdiction of the Ministry of Labor.

An average port has around 300 employees. The number of port workers in general has declined in recent years, as certain tasks are automated and merchandise transportation methods are changed.

EXPENSES

In 1981, there were 11,618 longshoremen in Spain. Today, there are just 10,000. At the same time, the employment level among longshoremen has gone from 65 per cent in 1981 to 57 per cent at present.

Given the special nature of the trade, the OTP has described itself as a sort of hiring hall. The government-sponsored restructuring of the sector will ensure that port workers will be able to benefit from labor rights just as workers in other sectors do.

But the measures proposed by the government have not been at all well received by the trade unions. The three major unions — Workers' Commissions (CCOO), the General Workers' Union (UGT) and the National Galician Workers' Union (INTG)— have all presented proposals and programs which are quite different from those of the government.

The General Directorate of Ports and Coasts is meanwhile trying to get the port system to financially run itself. In 1984, Spanish ports spent approximately 18 billion pesetas in current projects, nearly six billion on financial costs, and 20 billion on investment expenses.

Income during that same year was a total of 30.5 billion, which was sufficient to cover the cost of investments. The profit margin for fixed capital investment, which added up to 230 billion pesetas, was minimum.



THE MERCHANT MARINE

SPAIN has the world's 12th-largest merchant marine, accounting for 1.9 per cent of the international fleet. It is the sixth-youngest fleet, in terms of years, as 74 per cent of the gross registered tonnage is less than ten years old. A full 90 per cent of Spain's foreign trade last year was carried out by sea, and the domestic traffic in merchandise and passengers was also considerable. Nevertheless, the sector is going through a deep crisis which affects not only Spain but all the developed countries of the world.

The oil crisis led to a drop in maritime cargo

TO get an idea of the importance of the Merchant Marine in Spain, one only has to consider two figures: around 90 per cent of Spain's foreign trade is transported by sea, and Spain has nearly 8,000 miles of coastline. This means that 38,229,781 tons of material were exported through Spanish ports in 1984, while 75,209,859 tons were imported.

The serious crisis through which the Merchant Marine is passing is thus particularly concerning, given the economic importance it has. The reasons for the crisis are complex ones, and are not at all unique to Spain; nearly all countries with important merchant fleets are affected by similar problems.

One of the most outstanding reasons for the economic problems was the oil crisis of 1973. If we remember that oil shipments represent 25.1 per cent of the EEC merchant fleet (by weight) and 60.4 per cent of the Spanish load, then it is easy to see how the oil cutbacks over the

past ten years have dealt a blow to the sector.

And, if we add to this the problem of increasing energy and fuel costs that resulted from the oil crisis, then the situation becomes even worse.

Furthermore, while the merchant fleets were still growing worldwide maritime traffic began to decline, dropping by 16 per cent since 1979.

It is obvious to all concerned that there are too many ships. The crisis which the shipbuilding sector is going through is thus affected and aggravated, and sets off multiplier effects throughout the economy. Being that it is a generalized problem, protectionist measures have been taken which, in turn, make it difficult to gain access to the international cargo market. Yet another problem facing the sector is that of ships sailing under the flags of other countries. The custom began in the United States, during World War II, when that country

SPAIN'S OWN PROBLEMS

Inappropriate tonnage: Aside from the problems shared by all developed nations, Spain has its own, specific problems as well. The major one is that the composition and tonnage of the merchant fleet do not correspond with its real needs.



needed to find a way of selling its merchandise to both the Allies and the Axis. Thus U.S. boats began registering under the Liberian and the Panamanian flags; these two countries were pioneers in the field, but the custom has become generalized. An estimated 35 per cent of the world's fleet, with 118 million deadweight tons, sails with flags other than the ships' own.

Liberia and Panama have been joined by Singapore, Cyprus, the Dutch Antilles, Honduras, Lebanon, Somalia, the Seychelles Islands and a long list of other Third World nations. This system of camouflage allows shipowners around the world to demand subsidies and other aid from their respective governments to alleviate the crisis, and at the same time license their ships with impunity under different flags.

It is a profitable system. Tax payments are practically non-existent, labor costs are minimal being that they usually use crews from underdeveloped countries who earn low wages, and the health and safety conditions on board are negligible.

According to a study carried out by the United Nations Conference on Trade, the major users or beneficiaries of the system are the United States (31.7 per cent), Greece (20.7 per cent), Japan (19.2 per cent), Hong Kong (16.9 per cent), and many of the developing countries.

It is interesting to note in this regard that the European Economic Community has more ships under other countries' flags than under its own respective flags. It would be difficult to estimate how many Spanish merchant seamen work under these conditions. Many of them have not registered with the Spanish Emigration Institute, nor with the sector's trade unions. Furthermore, the shipowners are loathe to give any exact information about their activities.

Nevertheless, estimates drawn up by the Spanish Emigration Institute indicate that the number of Spanish sailors involved in these operations was 6,076 in September 1984, while the figure two years earlier had been 12,114. The leading port of exit is Bilbao, with 3,599 Spaniards having signed on foreign boats there. The next most important port is Vigo, with 1,148, followed by La Coruña, with 1,007.

On the one hand there is a clear decline in the figures since 1982, but on

the other hand, one must not forget that many Spanish sailors are contracted without ever having appeared on official lists of statistics. Taking this into account, some experts estimate that there may be as many as 20,000 Spaniards working on foreign boats.

These men are usually contracted or recruited through shipping or loading agencies that act as intermediaries between the shipowner and unemployed seamen. These firms also take charge of contracting the freight and the officials. The activities of the firms, most of which are located in Bilbao or in

Galicia, are not very well-considered by the trade unions. The Free Union of the Merchant Marine (SLMM), ELA-STV, UGT and the Organization of Merchant Marine Officials (COMME) have all complained that the agencies are conducting a sort of trade in sailors. Nevertheless, they have not confronted these «employment agencies» yet, being that they do admit that they help to alleviate the problem of unemployment in the sector. They do believe, however, that the administration should implement control measures over these activities.



In addition to this rather complicated problem, Spain has others as well. One is the question of the tonnage and the composition of the fleet, which previous administrations tried to partially resolve through the extension of «soft» loans, which needed practically no guarantee from the recipient.

The result was that people of rather questionable character applied for and received the loans, whereupon they used the ships until they were worthless, and then abandoned them anywhere. Meanwhile, other ships had to be

embargoed by the Bank of Industrial Credit.

Spanish shipping firms were then required to purchase ships that had been built in Spanish shipyards, insure them with Spanish insurance firms, and only hire Spanish seamen.

And then there is the question of the defaulted loans in the naval sector, which the Bank of Industrial Credit (BCI) inherited from the Bank of Construction Credit. At the beginning of 1983, outstanding naval loans with the BCI added up to 270 billion

pesetas, one-third of all the bank's outstanding loans. The unpaid loans at that moment were worth 50 billion pesetas, meaning that a high percentage of all shipowners were not paying off their debts.

Among the solutions aimed at resolving this crisis was the decision to create a Ship Management Corporation (SGB), the majority of whose shares in the hands of the BCI. The firm's task was to renegotiate unpaid loans with some 230 small and medium-size boats, either by rolling them over or by trying to directly use or sell the boats. In some cases, when there was no other option, the boats were sold to junk dealers or scrap iron firms.

The most recent report issued by the Association of Spanish Shipowners (ANAVE) states that the decline in gross registered tonnage in the sector is due to the parallel decline in container ships, refrigerator ships, passenger liners and most importantly, oil tankers. Other types of ships, however, are on the rise.

The fleet is getting older every year. While 80 per cent of the ships were less than ten years old in 1979, the percentage dropped to 67 per cent in 1983, and to 60 per cent last year.

Contracts for new ships during 1984 only accounted for 4,000 gross registered tons corresponding to two ships, a good indication of the difficult situation in which the Spanish Merchant Marine finds itself and the problems that the government's reconversion plan is encountering. Part of that plan includes the passage of the Merchant Marine Law, the draft of which provides for five-year plans and support measures for shipbuilding.

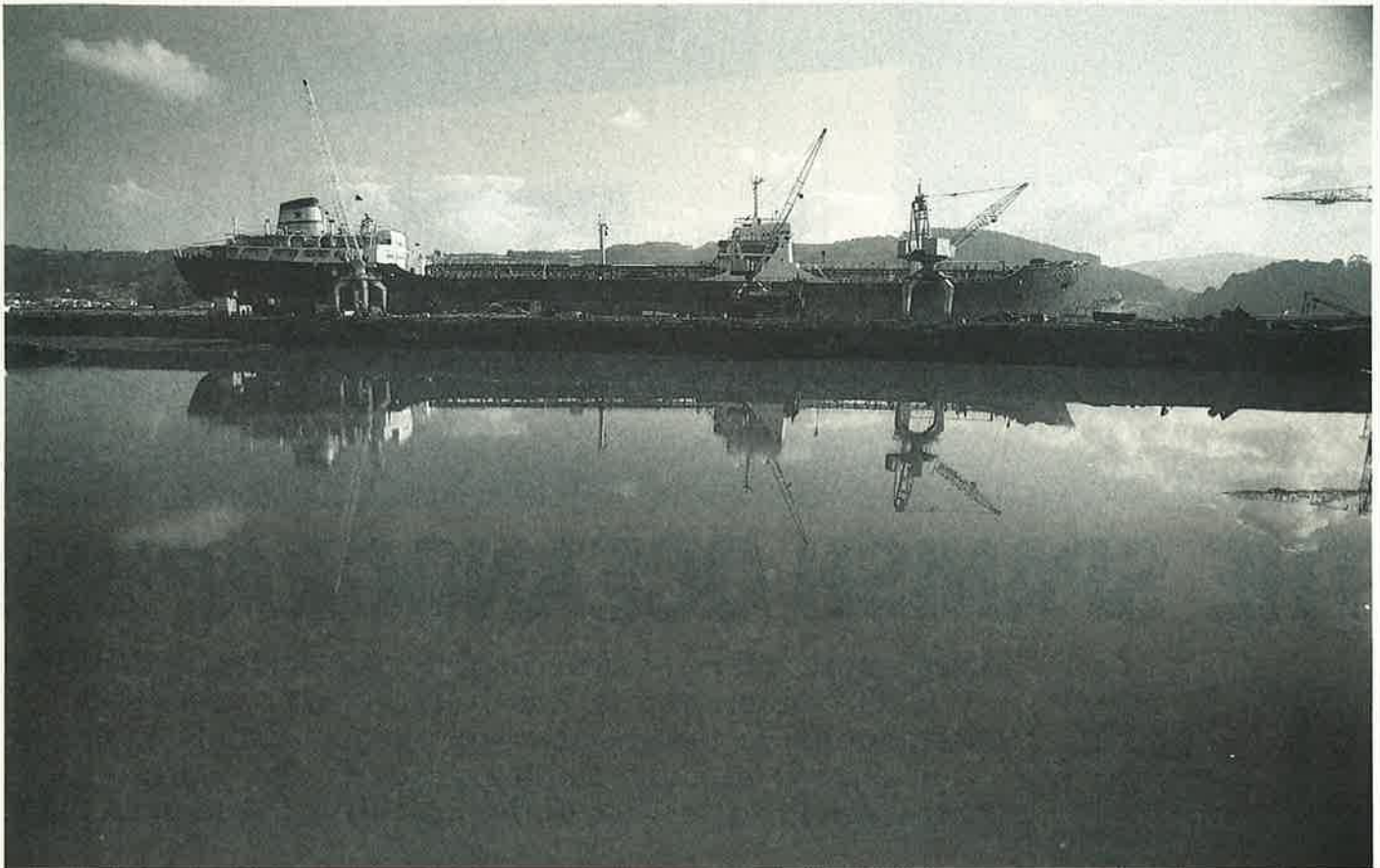
Merchant ships will have to be built in Spanish shipyards, and the administration will prohibit the exportation of ships if such sales affect the minimum necessities of the fleet, outlined in the Merchant Marine Law.

The draft respects a free market for foreign ships as long as they comply with international security and anti-pollution regulations.

It should be clear that the major naval business interest in Spain is the State, which acts through various channels: INI, *Patrimonio Nacional*, etc. It is also the majority shareholder in the three most important shipping firms, which are Nacional Elcano, Compañía Transmediterráneo, and Trasatlántica Española.



Flags of convenience are a problem for the sector



INI has 100 per cent of the Elcano stock. The firm has five oil tankers, one pontoon and five bulkcarriers, for a total of 1,500,000 deadweight tons.

Trasatlántica Española, in which INI has a 84 per cent share, has five transport lines between Italy and the United States, and has plans to condition two modern cargo ships and open new offices.

The State also has a 100 per cent share in Naviera Castellana, and 21 per cent in Astilleros del Atlántico, as well as a 89.26 per cent share in Pérez y Compañía.

The 32 ships owned by Compañía Transmediterránea transported 3,450,191 passengers last year, along with 388,293 vehicles and 1,574,374 tons of merchandise. In 1983, it absorbed its subsidiary firm, Compañía Auxiliar de Comercio y Navegación (AUCONA), and obtained a government subsidy of 8.3 billion pesetas. In 1984, the subsidy was reduced to 7.6 billion.

The State as a business: The State, through the National Institute of Industry (INI) and the State Patrimony Directorate, is the major business force and the major shareholder in the Spanish shipping sector, followed by the sector's most important private firms.

THE STATE, THE MAIN BUSINESS INTEREST IN THE SECTOR

Transmediterránea took in nearly 500 million pesetas in profits. Among its plans are the opening of a line between the Costa del Sol and Genova, to be used for the export of fruits and vegetables from Almería. Once again, the majority of the firm's shares are in the hands of the General Directorate of *Patrimonio*.

The second-most important business group in the sector are the shipping firms which belong to large industrial groups with their own fleets. This is the case with Transportes, Aduanas y Consignaciones, which belongs to S. A. Cros, and with Marítima de Cementos y Granales, which belongs to Hispacement. Campsa's 40 tankers belonged until recently to a hydrocarbides distributing monopoly.

The remaining firms in the Merchant Marine sector are considerably less important than the ones we have enumerated, with the exception of Muñoz y Cabrero, in Barcelona, which is a shipping brokers outfit.



THE SPANISH OCEANOGRAPHY IN

THE Spanish Oceanography Institute (SOI) is devoted to research and investigation development on matters concerning the sea. In this regard, it maintains relations with a series of international entities, among them the Council of Scientific Exploration of the Sea (CIES), the Commission for Scientific Exploration of the Mediterranean Sea (CIESMM), and the Intergovernmental Oceanography Commission (COI).

Among the other responsibilities of the Institute are the maintenance of Spain's current fishing grounds, environmental concerns, exploration of new fishing areas, and various other activities aimed at developing the fishing sector.

The Spanish Oceanography Institute is an autonomous entity under the jurisdiction of the General Secretariat for Fishing, which in turn falls under the jurisdiction of the Ministry of Agriculture, Fishing and Food. It

After many years of near neglect, the Spanish Institute of Oceanography is finally receiving a dignified consideration by government and budget officials. Research in marine biology, fishing grounds and pollution control are the priorities of this institute, founded in 1914.

has been in existence since 1914.

Nevertheless, marine research in Spain dates from 1886, when the first work in this area was conducted in the Marine Biology Laboratories of Santander. In 1904, similar

work was carried out in the Porto Pí laboratory in Mallorca.

The SOI was established to conduct research «throughout the field of oceanography». It currently counsels the central administration, pre-

sending non-binding reports concerning every aspect of the sea. In addition to its central laboratories, it has seven coastal centers, which cover the entire coastline with a small fleet of boats, some of which belong to the SOI, while others are rented.

In the Cantabrian Region, the SOI has its center in Santander. There, the scientists and researchers are concerned mainly with fishing problems that affect that zone and the local species, such as anchovies, tuna and hake.

In the northeast, the laboratories are found in La Coruña, where the major emphasis is on mollusks, the Gran Sol fishing grounds and marine pollution. The SOI center in Vigo, meanwhile, is dedicated to marine biotechnology.





STITUTE

In the southern part of the peninsula, the SOI's work is coordinated from its headquarters in Malaga, while in the Mar Menor there is a laboratory in San Pedro del Pinatar (Murcia) concerned with marine cultivation and pollution.

This network of laboratories is completed with the one located in Santa Cruz de Tenerife, where researchers are studying the resources of the archipelago and the Saharan sandbank, and one in Palma de Mallorca concerned with Western Mediterranean conditions.

All of these centers possess boats which provide technical assistance for their respective research projects.

Ships

For its high-seas operations, the Institute has a 1,000 gross registered tonnage vessel called the «Cornide de Saavedra», used jointly by the SOI, the Scientific Research Council and the Nautical-Fishing Schools.

The «Odón de Buen» works the Mallorca area as part of the Network on Marine Pollution Surveillance, while the «Jafuda Cresques» sails in the Mar Menor. Until it recently sank, the «Naucrates» operated in the southern Mediterranean, with its base in Malaga.

Other ships operated by the Institute include the «José María Navaz» in Vigo, the «Lura» in La Coruña, and the «José Rioja» in the Canary Islands. There are plans to incorporate a new vessel, the «Francisco Navarro», into the fleet to cover the entire northern coast.

Research work in international fishing grounds can be carried out through specific agreements with the fishing fleets that work those areas.

Despite the importance that marine affairs have always had for Spain, one could say that the Spanish governments over the past decades have not shown sufficient interest in the Spanish Oceanography Institute.

Nevertheless, the SOI has recently received an important shot in the arm, with its budget having risen from 400 million pesetas in 1983 to 1.7 billion pesetas in 1984 and 1985. The problems of marine pollution, the exhaustion of Spain's fishing ground and the need to explore new territories were the major reasons behind this change in attitude.

Budgets

The current budget of 1.7 billion pesetas is expected to be increased in the future. Of this amount, more than 500 million is set aside for research in national and foreign fishing areas, 750 million goes to aquaculture, 130 million goes to pollution research, and 200 million is set aside for administrative coordination tasks.

In 1984, investigation concerning Spain's own fishing areas cost a total of 368 million pesetas, while 267 million went to foreign grounds.

In general, one could identify the major areas of concern for the Spanish Oceanography Institute as follows:

— Biological studies applied to programs concerning marine cultivation, and research about the uses of algae.

— Programs in marine biology aimed at a more efficient use of sea life.

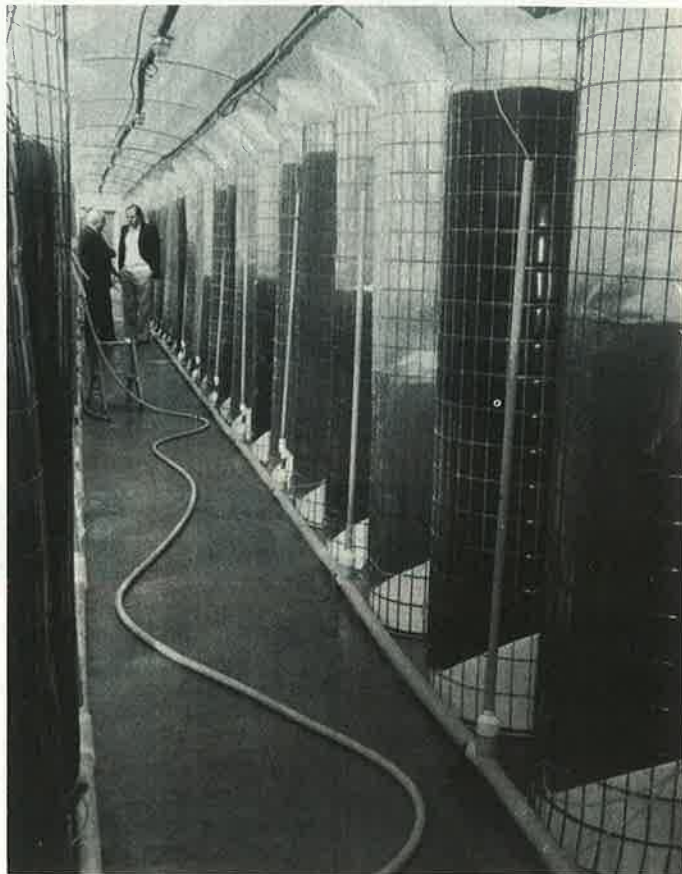
— Control over fishing biology and technology.

Given the increasing scarcity of fish in Spain's traditional fishing grounds, the new conditions imposed on fishing in general, and the extension of jurisdictional limits by

ties in foreign waters from 1981 to 1984 reached 867 million pesetas. Most of this effort was directed toward the African nations, both because of their geographical proximity and their untapped fishing grounds.

The Spanish Center of Oceanographic Data was established within the SOI in 1967 to work jointly with similar institutes in other countries.

Marine geology and marine pollution are among the



In 1983, the budget of the Oceanography Institute was just 400 million pesetas. This year, it reached 1.7 billion pesetas, and it is expected to rise in the coming years. The largest chunk goes to aquaculture.

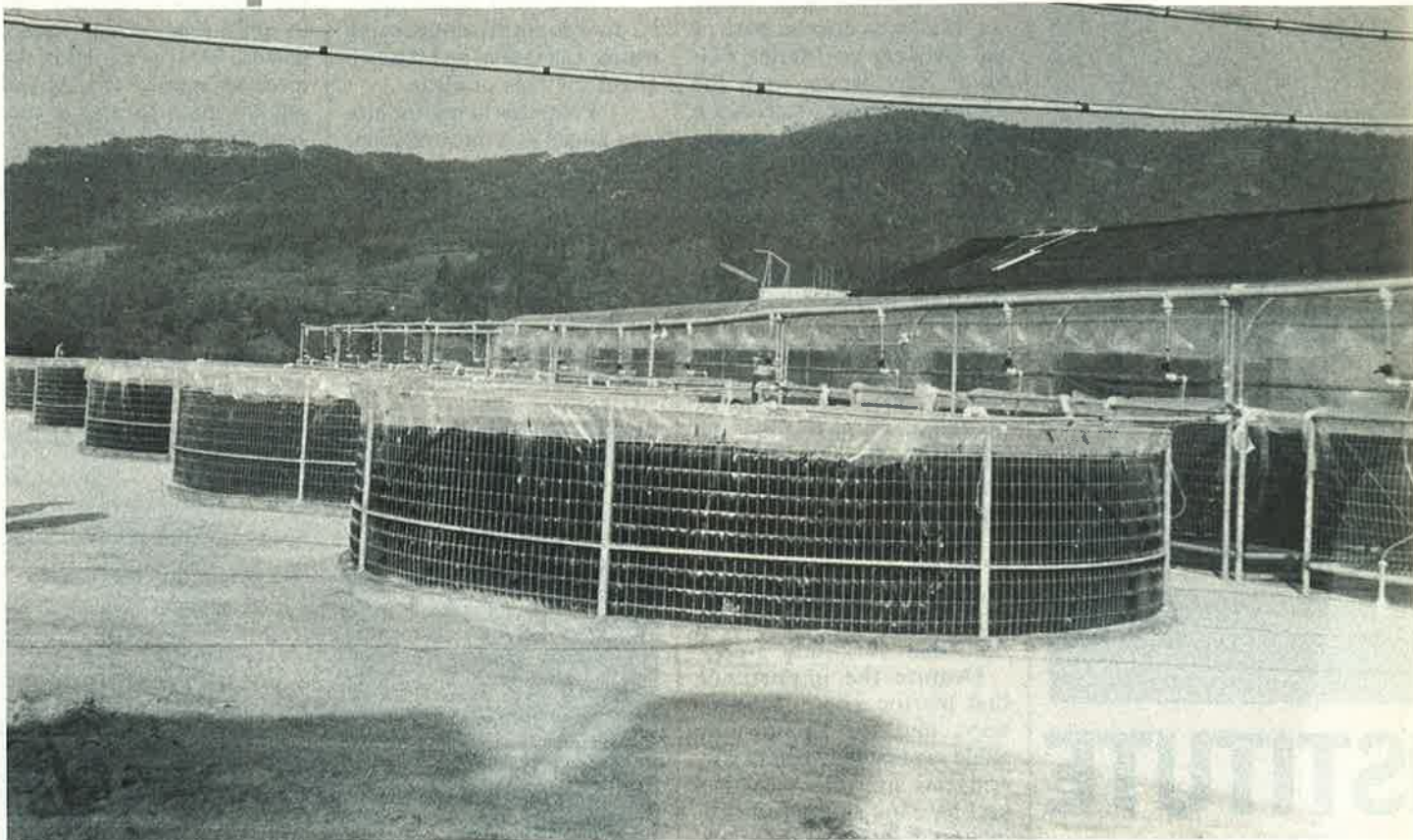
many countries, the Institute has had to study new alternatives for Spain's fleet.

In addition to research in Spanish waters, work has also progressed in other countries. Until 1981, the explorations carried out by the administration were purely experimental ones. After that date, however, the investigations took on a more commercial nature, although they retained their scientific character.

The budget for these activi-

major concerns of the Institute. It is also drawing up definitive fish charts and maps of marine resources.

And, finally, the SOI is responsible for the Marigraph Network, made up of fourteen units along the coastline, and for the Marine Environment Quality Observation and Surveillance Network (ROM), established in 1976 in the Galician estuaries and later extended to the entire Spanish coast.



NEW HORIZONS

WITH nearly 8,000 kilometers of coastline, 250,000 hectares of reservoirs and 75,000 kilometers of rivers, equivalent to another 50,000 hectares, Spain has a tremendous potential in the field of aquiculture.

The existence of these natural resources is complemented by a market that is increasingly favorable toward the consumption of fish, as is the Japanese market, which more than justifies the development of a policy aimed at increasing production.

Studies carried out a few years ago by the administration concerning projections until 1990 indicated that the traditional fishing catches would be maintained or even increased, reaching 1.3 million tons per year. But by 1990, nevertheless, it is estimated that total demand will have reached two million tons.

The difference between the traditional catch, which is affected by scarcity in some areas as well as international limitations, and the demand for fish will have to be covered by products from aquicultural projects.

But despite the enormous possibilities offered by Spain's geography and by its domestic demand, in addition to export possibilities, marine cultivation has not been sufficiently developed, with the exception of mussel farming.

By the end of this legislative period, it is hoped that production of mussels will reach 300,000 tons, for a total value of some 40 billion pesetas. It is estimated that 25,000 jobs will be created in the process.

The previous administration had projected a production level of 225,000 tons for 1985, a goal which was practically reached being that the current production level is 200,000 tons.

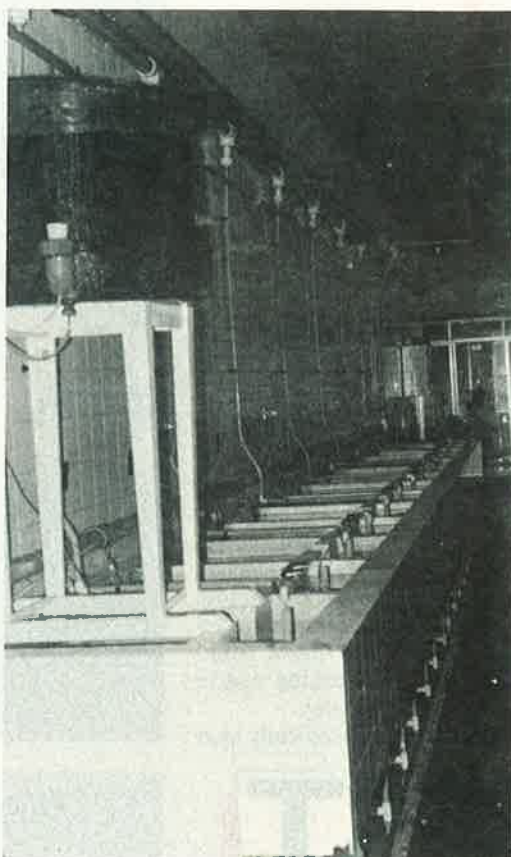
By 1990, it is estimated that production will reach 608,000 tons.

Official statistics indicate that the development of some mollusks is going quite well. The most important obstacles in the area of aquiculture have to do with the «production» of the fish, being that problems that have been resolved in the laboratory many times do not work out as well on an industrial scale.

INVESTMENTS

The administration at present is working on obtaining baby fish, eggs and seeds in various centers. But the battle is a lonely and uphill one, as the private sector has barely responded to the challenge. Only two firms —Finisterremar and Inamenor— have offered their continued support for the projects.

In order to overcome the



somewhat backward state of development, the 1986 budget for aquaculture will reach 2.8 billion pesetas. In 1984, in contrast, 773 million pesetas were budgeted, and were used almost exclusively on the centers in the Mar Menor (for fish and crustaceans), in Santander (for fish and algae), in La Coruña (for shellfish), and in Vigo and Santa Cruz de Tenerife.

2.8 BILLION PTAS. BUDGETED FOR AQUICULTURE

The objective of the socialist administration is to produce 300,000 tons of mussels by the end of the legislative session, which should bring in 40 billion pesetas and create 25,000 new jobs.

A pilot plant for fish and crustaceans is planned for the province of Cádiz.

Most of the research and investigation concerning these tasks is carried out at the Spanish Oceanography Institute. In particular, the Institute attends to the care and development of clams, oysters and scallops, which will be transplanted to their natural environment at a later date.

Lobsters and jumbo prawns stand out in the area of crustaceans, while the most promising results for fish have been obtained with sea bass, gilthead and mullet.

The activities of the Spanish Oceanography Institute are complemented with those of the Ministry of Education and Science in the training of technicians. The training is carried out through the Technical Scientific Advisory Commission, in which the Scientific Research Council also participates.

COORDINATION

A key element in the encouragement of aquaculture in Spain was the passage of the Marine Cultivation Law in 1984. Although the law was passed by Parliament, however, it has still not been enacted due to an appeal presented against it by the Galician Autonomous Community. The law would provide for the establishment of a National Advisory Board on Marine Cultivation, which would be made up of representatives from the Autonomous Communities and from the central administration.

Among the objectives of this initiative would be a coordinated effort to draw up an Aquaculture Plan. If the field of aquaculture were turned over to the Autonomous Communities, a series of agreements and pacts with each one of them would be essential in order to put the plan into effect, especially given the impact in this regard of Spain's entry into the European Economic Community.

The Spanish government has opened up lines of credit for marine cultivation which finance up to 70 per cent of the projects' total budget. The loans are for eight years, with interest rates between 11 and 17 per cent.

The development of aquaculture in Spain requires more specific short-term lines of credit as well, however, which take into account the specific nature of the field within the fishing sector.

Preventive medicine

The especially difficult conditions under which sailors and fishermen must work and the problems they encounter in finding proper medical attention while at sea have led the administration to

The concepts of health, sanitary conditions, hygiene and salubrity have changed throughout history as the methods and objectives of the sciences change. Preventive medicine is understood today to refer to the practice of the professional (physician, sociologist or psychologist) who imparts knowledge and techniques of the medical, social and behavioral sciences aimed at preventing diseases or preventing their extension. The definition includes both the isolated individual as well as the individual immersed in his or her socio-familiar environment, being that one's health depends both on physiological factors and on those factors determined by one's social situation, family, working conditions, and economy.

In order to specifically ana-



well-being as defined by the World Health Organization (WHO).

MEN OF THE SEA

The pathological problems of sea-faring men are no different from those of the rest of the population. Nevertheless, because of their relation to their jobs and their life style, sailors and fishermen are exposed to certain ills which appear more frequently and with differentiated traits. Good examples would be dermatological problems, diges-

tive problems, psychological problems and respiratory problems.

Once the socio-sanitary situation has been set out as concerns maritime work, it should be clear that the development of a preventive medicine program is more necessary here than in any other environment.

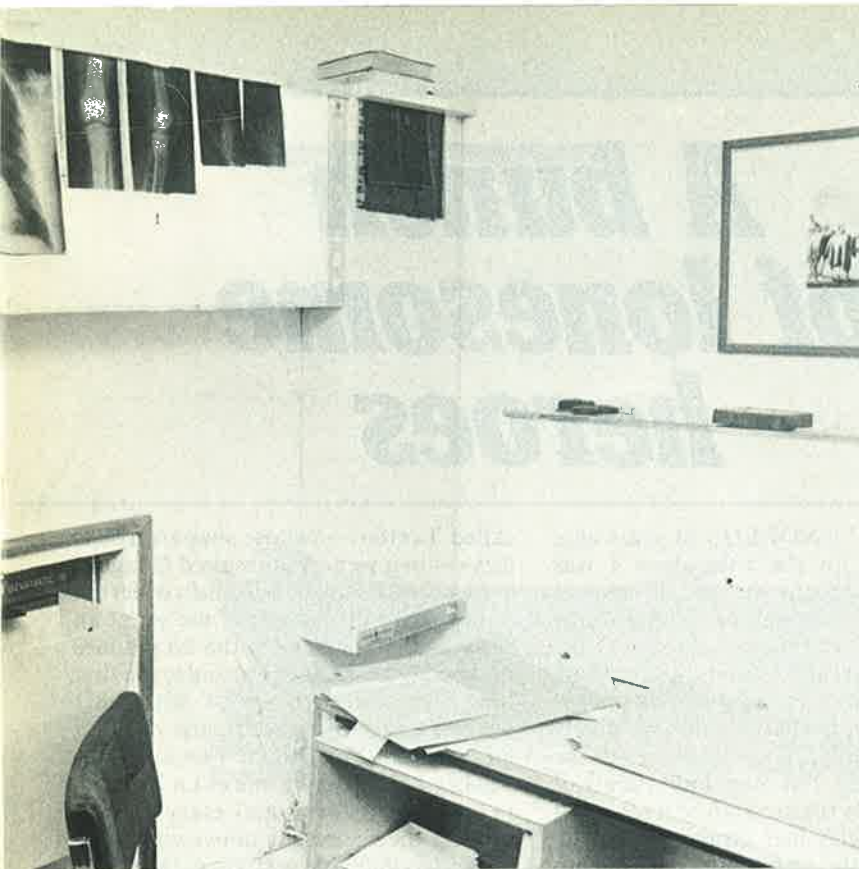
The Social Marine Institute set up a Maritime Health Program in 1984, designed to define the different levels of health care for the fishing-maritime working population. The levels go from education to the professional level, and

create a special health program for maritime workers.

Preventive medicine, clinics in several major port cities, a hospital ship and a health advisory service by radio are some of the features of this program, set up in 1984.

lyze the issue of health and health services for fishermen and sailors, which in Spain means a population of 130,000 persons at sea, we should define those characteristics of this collective which make it unique and which require that it be treated in very specific ways. A long list of factors must be taken into account in order to arrive at the necessary measures: the diversity of the routes, fishing grounds and the diversity of the work itself, the distance from the coast, one's family and ordinary health services; the high rate of accidents, injuries and even death; and the environment in which the work takes place. And the measures taken should not merely bring the men of the sea into contact with curative medicine, but should rather improve their general level of health, meaning their overall social, mental and physical

THE BEST SOLUTION



Sailors and fishermen are especially prone to psychological, respiratory, dermatological and digestive problems due to the nature of their work. In addition to curative medicine, they should also receive preventive care so they can board their ships in the best of health.



in an integrated fashion from the family to the work environment. To that end, along with the curative medicine offered in the clinics located abroad (Nouabhibou, Dakar, Luanda, Walvis Bay, Saint John's, Saint-Pierre, and shortly in Mozambique), as well as by the Centro Radio-Médico health radio service and the hospital ship «Esperanza del Mar», provincial health authorities are establishing groups of health personnel who are specialists in preventive medicine for maritime employees. This, then, is the first phase of an eventual

Integral Preventive Medicine Plan for this sector of the working population. Among the activities in the provincial clinics, the Health Education programs are particularly important, and take place on two levels: education directed at the maritime population, and health education for maritime professionals. Special priority should be given to the instruction about proper living habits and to ensuring that the professional take charge of his own health and carry out his work with as little physical and psychological damage as possible. Sem-

inars, get-togethers and other group techniques can be used in family or social settings to discuss hygiene, nutrition, and other related health issues.

THE TASK OF PREVENTION

Professional-level sailors or officers should be obliged to take health studies courses before receiving their degree or taking over their first ship.

The first step for any effective preventive medicine program is the medical examina-

tion prior to embarkation. These examinations, carried out by qualified professionals who are highly knowledgeable in the area of maritime health, should guarantee that the worker in question sets off on his voyage in the best of health.

Some basic preventive measures which should be attended to on board are the hygienic conditions on the boat, an adequate stock of first-aid supplies and medical reference books, and correct protection for workers on board while they are carrying out their tasks. These preventive measures should be organized in an up-to-date set of regulations and then strictly controlled to make sure they are being complied with.

All of these steps, some of which have already been put into effect, require considerable coordination on the part of the entities involved. As is sometimes the case in maritime affairs, the wide diversity among the entities which attend to some facet or another of the field is such that the programs that are designed to benefit the maritime population sometimes cannot be implemented as they should. The first step towards alleviating this problem came with the establishment of an interministerial commission to clear up the conflicting jurisdictions among the various ministries which attend to maritime matters. Once the confusion is eliminated, an integral health program can be established.

It should be clear that any solution to the health problems of the marine collective as a whole is dependent upon each of the sectors involved taking upon themselves their respective responsibilities. The administration, the guilds, the unions and management must all become aware of this social problem that must be dealt with in a collective and coordinated fashion.

Fernando Alvarez Blázquez
Chief of Services of the
Maritime Medicine Services
of the Social Marine
Institute



Alfonso
Alonso-Barcón

«IT HAS BEEN SAID
THAT IN THE OLDEN
DAYS BOATS WERE
MADE OF WOOD AND
MEN WERE MADE OF
IRON.»

A bunch of lonesome heroes

HUNDREDS of years ago, in the city where I was born, the people who in one way or another worked the sea—the sailors, the boat builders and owners, the tinning industrialists-joined together in a powerful association that would eventually bring prosperity, power and glory to the Galician coast. But most importantly, it would lead to the creation of a school of navigators who had no comparison in their times: the cartographer Sarmiento de Gamboa, came from there, as well as the Nodales and Xoan da Nova. They were men who were drawn to the sea, whose genius was such that their influence inspired some of the best seamen of all times, that short list so full of Basque, Galician and Portuguese names.

Alvaro de Mendaña y Castro was one of those men. This man from Neira measured the Pacific Ocean from coast to coast in the 16th century, noting down the names of the islands long before James Cook was even born. He took women on board with him long before anyone else did; he married the great Isabel de Barreto and took her with him on his voyage across the great ocean so he could show her the mosaic of worlds that he had discovered. When he died, on the island of Santa Cruz, he left his wife in charge of his battered fleet. After a difficult and admirable three-month journey across the South Pacific, she careened and enlarged it in the Philippines. Now named the *Adelantada del Mar*, she captained the boat to Acapulco with the aid of Fernando de Castro, the captain of the «Galeón de Manila», who became her second husband. Fernando de Castro and Alvaro de Mendaña, relatives from the same district of Galicia, were both great sailors who came from that same cradle of navigation which gave birth to so many other glorious travellers, both before and after the century of gold when it was established once and for all, that the world was round.

Probably not for them, but for many others the ocean had the same essential roots: to grow protected by an island

called Tambo —«whose shape/turtle is lazy»— in a scene that inspired Góngora in his second book of *Soledad*; to feel the attraction of the far side of the sea at an early age, perhaps from the long dunes that today we call La Lanzada; the first time they faced the West with their backs turned to the wild cliffs of other larger islands, named the Cies and Ons.

They knew every stone of La Moureira, their port town, and every coat of arms in the walled city above which still conserves indelible vestiges of that powerful association of the «kings of the sea», the Seafarers Guild. There the seeds were planted for a salty stock of men whose patriarch was the great author of the *Cancioneiros* of the 13th century, the poet Don Pay Gómez Chariño, the minstrel admiral. Among the last of his descendants, when Castile had by then gained power and abandoned its maritime adventures, was the waylaid Benito de Soto, who was never considered a true privateer, due to the fact that he was not English, but only a mere pirate who was forever denied official dignity. An unlucky charlatan, instead of receiving honors and earning a deserved niche in history, he spent years in prison and was killed by a Spanish hangman without ever having heard the ballad made popular in his honor by the far-away sailors of Baltimore.

Between the first and the last, so many things and so many people went by. So many voyages and so many obstacles since their time to ours. It is astounding to think that even along the coast the memory of their adventures was not enough to impede our shameful withdrawal from the ocean paths they left for us. It is even more surprising when one thinks that these men were certainly not the only ones, but formed just a small part of the proud contribution made by my home—which has never been recognized by anyone—to the common cause in which other coastal peoples also gave what they had, offering to the sea the best of their history, their peoples, and their forests. It is true that sailors' associations, in the



broad sense of the word, with one or another name, with better or worse luck, but always with the ocean ahead of them, existed sooner or later along the entire coastline of the peninsula, even more so than in the islands. They too offered illustrious men whose names nearly nobody remembers today, with the happy exception of Juan Sebastián de Elcano. Many times it was they who discovered secrets of the sea that were later taken over and used advantageously by others; it was they who led profitable voyages that stood out in their time, but that we cannot hail today due to the scarce interest here in keeping records of how much we have ploughed the seas.

One can imagine what the eulogists of other nations, who gave just credit to their people before History, would have given for our brilliant collection of men for all seasons. Along with the Portuguese men of Enrique *el Navegante*, ours were the first to be able to tell the world how to sail, which were the most important places to go, and which were the winds that would take them back home. They were the ones who knew the most about the seas, who could decipher them when they were still considered a sinister region inhabited by monsters who gave more than one ship captain nightmares. But if even Castile, which was the power

From Don Pay Gomes Charino, the minstrel admiral, to Benito de Soto, who was denied all official dignity, so many things and so many people have gone by. So many voyages and so many obstacles since their time to ours.

behind the navigators, and its historians, who knew nothing about the secrets of the sea, did nothing to recover the names and the deeds, how can we expect the chroniclers of rival nations to write anything but affronts or condemn them to be hidden forever?

Let us forget, for just a moment, about the most famous Anglo-Saxon names, or even about our own. It was Ponce de León who, on his search for the fountain of eternal youth which legend had located in Bimini, discovered and named the peninsula of Florida while his second in command, Antón de Alaminos, discovered the Gulf currents and recorded them for the first time in a ship's log. In the 16th century, Alvaro de Saavedra, who later died at sea, was the first to reach the Orient by sailing from America, and the sailor-priest Andres de Urdaneta completed the same voyage the other way round,

having finally discovered the right winds that made journeys between the shores of the Pacific possible. The first regular maritime line in the history of international trade was established by the Spaniards, using the «Nao de Aca-pulco» and the «Galeón de Manila», and was eliminated in 1815. And we could go on —we have not mentioned Vicente Yáñez, Juan Díaz de Solís, Ruy López de Villalobos, Legazpi, Váez de Torres, Sebastián Vizcaíno, and all the rest who followed them until, once we had finished exploring the sea, we were expelled with cannon fire. And, even then, our seafarers' guilds continued adding to that primitive bunch of lonesome heroes who found death in useless battles and who were nearly all unknown to the memory of the world of the ocean.

Many years have gone by since boats that sailed the high seas docked in La Moureira, as the river has finally covered the dock.

It is as if it were a symbol. How many more can we find? It has been said that in the olden days boats were made of wood and men were made of iron. But there are no more oak trees or beech trees, and to finish off the wastefulness, we are ravaging the ocean; today, when more than ever before, we should look back at that essential and forgotten universe.



JOSE MARIA SULLEIRO

A GLOBAL VISION OF THE FISHING SECTOR CONTINUES TO BE ABSENT IN THE MEDIA

The sea, the

ET a recent debate among well-known journalists, sponsored by HOJA DEL MAR, the participants agreed that an unfortunate characteristic of the maritime and fishing sectors throughout history has been their isolation from the rest of society. What are the causes for this historic divorce, this gap between the world of the sea and society as a whole? The specialists who participated in the debate coincided in identifying three interrelated factors: the objective lack of interest on the part of the mass media, the communication difficulties with the Administration, and the hermetic nature of the sector.

It would be a serious oversimplification, however, to assign the blame to the mass media for the fragmentary and superficial treatment dealt out to maritime activities, just as it would be incorrect to pin the responsibility on the introverted nature of the sector which, in itself, is the result of many other factors. As usual, things are more complicated than they appear.

One should begin by noting that the peculiarities of the maritime sector contain the seeds of the sector's isolation. The long months away from home and family, the atypical labor relations that dominate the sector and the unbalanced form of distributing the wealth generated by it all lead to a certain skepticism on the part of maritime workers. They are skeptical about the State and they are skeptical about the rest of society. If one then adds in other characteristics, such as a low level of education, a high sense of solidarity and sectorial cooperation, and an intense feeling of uprootedness, then the explanation for the sector's isolation should be more than

clear. The mass media does nothing more than to reflect this reality of isolation to which they end up contributing, either through distance or through silence.

Another factor which should be taken into consideration is that of the vision of the sea from the coast, the exotic and almost mythical image of the sea that distorts the gaze of the men on dry land. A deformed picture of the sector thus establishes itself, an image which exaggerates the incidental and nearly ignores the far-reaching repercussions of the sector on the society as a whole. A dramatic fishing accident may shock public opinion at any given moment, but it is highly unlikely that the drama will make them conscious of the need to increase safety on board the boats or of the desperate need to open a public debate on the issue. The distance between most people and the sea, the ocean's absence from the daily lives of the majority, mean that people only look out towards the coast when there are spectacular accidents, when they spend their summer vacations on the beach, or when they buy fish.

This problem is not specific to Spain, but is experienced by most coastal countries. But the lack of willpower of Spanish society in relation to the sea has reinforced the phenomenon, which could be symbolically illustrated by that famous painting by the Valencian artist Joaquín Sorolla, entitled «And they still say that fish is expensive.» The painting, which is beautifully done over and above its symbolic value, shows a young sailor, overcome in his battle against the sea, being helped by two companions. Taking off from this heartrending

media, and society

image, the propaganda of the Franco regime presented the public with a portrait of the sea and maritime activity that combined sirupy scenes of maritime life, humble and self-sacrificing fishermen and sailors who positively reeked of heroism. It was a portrait that oozed paternalism, that offered condescension instead of solidarity and irritating clichés instead of scientific rigor. The intention was obvious: to hide a dramatic social, political and economic reality behind a veil of idealized maritime virtues. If, indeed, fish was expensive, it was certainly not because of the high wages or social benefits earned by the fishermen in return for their suffering. The camouflage of the real problems led to a situation in which fish continued to be expensive and the fishermen continued to remain isolated.

Draped with silence and tinsel during those years when the Spanish economy began to develop, the fishing sector was able to offer quick and generous profits to a few, although it would not take long before the structure's inherent weaknesses were revealed. It was the 1960's, the age of «soft» credit lines and respectable dividends, a time when the few people who had access to the media were, not surprisingly, not about to disagree with the official image of the fishing sector. And the isolation continued to grow.

The years of plenty did not last long. The international merchant marine crisis, the fishing restrictions imposed in the Exclusive Economic Zones and the repercussions on the sector of the generalized economic crisis would all bring the apparent bonanza to a sudden end and expose the lack of projections and

the irrationality of the supposed model being followed. Soon afterwards, Spain began its transition to a democratic form of government. Instability and uncertainty cast their shadow over the maritime and fishing sectors, as no one had any doubts anymore as to the urgent need of implementing deep and radical transformations, a process which would be carried out at the same time as similar changes affected the Spanish economy as a whole.

In the latter half of the 1970's, the mass media timidly began reflecting these problems. But it was not until 1980 that there was a true realization on the part of the media that the sector needed a radical and expensive modernization in order to face up to the new situation. By then, both the media and the fishing sector had trade unions, professional organizations and groups of experts whose voices had been silenced in the past. Overcoming difficulties, these groups began affirming that any transformation process, in order to be effective, must be led by the affected people themselves.

Nevertheless, an analysis of the news published about the fishing sector in recent years reveals that isolated news items and events continue to be the norm. A global vision of the sector and its structural problems, with the exception of a few, isolated cases, continues to be conspicuously absent. In this sense, for example, the major newspapers offered dramatic coverage of the shipwreck of the «Islamir III» in July 1984, in which 19 fishermen from Huelva were killed; and of the case of the «Izarra», a small oil boat whose crew was arrested for months by the Nigerian authorities

and whose captain was first sentenced to death and then to life imprisonment and remains in a Nigerian prison; and of the mysterious disappearance of the «Montrove» fishing boat; and the incidents in foreign fishing waters set off by the presence of Spanish boats. Spanish society has thus gone from the image offered by Sorolla to one of continuous disasters and conflicts, an image that scarcely contributes toward an understanding by society of the maritime sector, although at least the collective gaze has been fixed on its more spectacular problems.

This year appears to be an exception. The long and involved negotiation process with the European Economic Community, in which fishing was of decisive importance, managed to attract the attention of considerable sectors of society to the real importance of fishing in a country with 8,000 kilometers of coastline.

There is a long and difficult road ahead, however, in order to remedy this history of indifference that separates Spaniards from the reality of the sea which, after all, is their sea.

HOJA DEL MAR is doing what it can to make that journey as short as possible. After twenty years of a rather precarious existence, the magazine was put on its feet again in August of 1984 with revived human and economic resources. One year has gone by, and nearly 1,000 pages of interviews, articles, reports and debates have been published, reflecting an effort on our part to serve as a meeting point for the peoples of the sea, and as a bridge between them and the rest of society, a society which owes them a great deal.



CONSTANTINO MENDEZ

Advances in

What is the difference between working the sea and engaging in any other productive activity?

How are sea-going communities any different from other communities?

Can we speak of a generalized social behavior among people of the sea that is different from that of other peoples?

If the answer to these questions were negative and if we agreed that there were no real differences between maritime activities and other work, or between the social situation of sea-going communities and other communities, then it would neither be justified nor necessary for the administration to carry out a specific policy for that sector.

But the fact is that maritime labor is exceptionally hard work. There are more risks than in any other labor activity and it requires the constant deprivation of social and familiar contact. This has highly unsettling results for the community as a whole and on citizens' participation in favor of the community's well-being. In short, maritime activity creates differences in the worker and in his family and, logically enough, these differences provoke disturbances in the community.

One should not be surprised,

then, at the fact that the various international organizations devoted to orienting labor and social policies in the countries of the world constantly issue recommendations and suggest all sorts of measures to deal with the social inequalities experienced by sea-going peoples. Nor is it surprising that maritime labor is one area about which the ILO has developed an extensive set of laws, or that the most advanced countries have established maritime administration to control and resolve the many problems that are inevitable in the sector. And it is thus only logical that the current Spanish government has set the definition and realization of a specific fishing policy as one of its top priorities, and has devoted financial resources and a great deal of energy to this commitment.

Before defining a social policy, however, it is necessary to be familiar with the social reality that one hopes to transform, and establish the material bases upon which to develop future improvements.

Success in this venture meant that we had to define policy in such areas as fishing resources, maritime traffic, ports, etc., all from a global point of view so as to create an all-encompassing model of the State's intervention in the maritime sector.

This is not, however, the first time that an attempt has been made to establish measures of social protection for seafaring peoples. But the measures adopted previously by the State were of a highly protectionist nature, paternalistic and inductive to creating a certain mentality of allowances or subsidies. Neither the social dynamic nor the attitude of the collective as a whole was altered, and thus the communities remained as isolated as ever and were less able to enter into contact with other sectors of the society. The social direction imposed by the State prevented any potential participation by the various social groups in the change, resulting in inertia and passivity and rendering any effort sterile.

The program designed by the current administration is aimed at involving the collectives in the effort to overcome their isolation and reaching participative agreements about solutions and criteria, with the sea communities themselves being the primary agents of the social transformation. Compensatory benefits to alleviate social inequalities should not be granted merely to perpetuate that inequality, but rather should be used when the marginal social group in question becomes conscious of its situation and

is able to seek forms of social integration.

Sociological studies of seafaring peoples coincide on several points concerning their conception of the world and their attitude towards their situation. Due to their illuminating nature, I would like to mention the following:

- Low level of education.
- Considerable pockets of illiteracy.
- A high degree of solidarity and internal cooperation.
- Inter-marriage.
- Working-class consciousness.
- A sense of isolation.
- Skepticism concerning State intervention.
- Trade-union passivity.

Given the limitations of this article, it would be overly ambitious to try to analyze the causes behind these traits, but we can focus on the four that I consider most relevant.

First of all, one must consider the very nature of productive activity at sea, which takes place far away from home during long periods of time, with a high degree of danger and tension. There is thus a notable lack of interaction between the fishermen and sailors as individuals and the greater social group. Their distance from community and family causes a logical disconnection from society

social change

and a nearly complete lack of participation in the transformation processes being undergone by the rest of the population. If we further consider the working conditions on board the boat, including irregular working hours, eating habits, and health and safety conditions, and the fact that the men's living space is limited by the amount of space assigned to the cargo or the catch, then it is not difficult to see how the very nature of the productive activity is an impediment to the attainment of a dignified quality of life. The deterioration of the worker as a human being is a logical consequence of these conditions.

Secondly, the structure of the labor process, particularly in the fishing sector, is not as modernized as could be desired. Certain age-old customs still persist today which hinder the much needed classification of labor relations. The neighborhood and cooperative relations, the existence of guild structures, the small size of many of the boats making up the coastal fleet and the key participation of the worker himself in the hazards of the voyages all combine to mark a curiously unique set of labor relations that are different from that of any other sector.

Third, and related to the point just elaborated upon,

the marketing process of fishing products and the auction system in the markets (*lonjas*) separate the men of the fleet from the final value of their products. As the products are passed through the marketing network, their value multiplies. The producer sees the procedure, by which his salary is set in accordance with the catch and the price the catch gets in the auction, as an unjust system, as he is conscious of the fact that the final consumer price is considerably higher than that which was used to fix his salary.

And, fourthly, we have the geographic nature of the seafaring communities. These towns have grown up with the sea as their only activity, and were established near fishing grounds or in areas that offered possible ports. The towns are therefore dispersed along the coast and do not necessarily coincide with other population centers that engage in other types of productive activity. They thus run the risk of closing themselves off and remaining isolated from other sectors.

Based on the analysis we have outlined, the administration has set forth a series of top priority social programs which cannot be further delayed. These include occupational training, employment, social welfare, and health

programs, with the latter also including questions concerning the general quality of life. But the administration has also insisted upon a clear social message: in order to make progress in the social changes that are so badly needed in the sector and which should lead towards a perfect integration in society as a whole, it is absolutely necessary that there be a real participatory effort and that the collectives be directly implicated in the process of change.

The improvement in the seafaring peoples' quality of life is dependent upon their capacity to play a leading role in their own social transformation. This means that they must break with their fatalistic sense of isolation. It also means that they must avoid the well-worn attitude of delegating the responsibility for actively participating in intermediation entities.

It is not a difficult task to influence the family and social life of these communities. It is possible to bring the families and the communities into contact with other sectors of society through various mechanisms, be they spontaneous or induced, and in fact this process is taking place at a good pace. Nevertheless, the effective incorporation of the ship or

boat employee depends upon the substantial improvement of his working and living conditions. It depends upon his access to the same opportunities as those enjoyed by any other member of society in order to establish his way of life. The communication channels between him and the rest of society must be improved and must be expanded upon with special conduits which compensate for the difficulties imposed by his working conditions. The interaction between the maritime communities and the rest of society must be increased being that societies are based upon these real or symbolic relations. The long periods of time on board ship inevitably serve to isolate the worker, and it is this systematic isolation and lack of communication with the rest of society that provokes not only the social disfunctions to which we referred earlier but also the human impoverishment of those involved. The incorporation of these people depends upon their increased participation and involvement in the pertinent institutions. And, finally, it depends upon the responsibility of all of those who, alongside the fishermen, the sailors and their families, are working towards the transformation and the improvement of this sector of society.

For the second time in twelve years, the city of Vigo has become the capital of world fishing for just a few days. Six hundred exhibitors from nearly 30 countries are occupying some 40,000 square meters of display space at the World Fishing Exhibition, or Vigo '85. From September 17 to 24, this Galician city has become the focus of attention for a sector that is looking ahead. The next issue of HOJA DEL MAR will bring readers a complete look at the exhibition.

The World Fishing Exhibition, Vigo '85, organized by the World Fishing Exhibition Ltd., is the most important show of its kind in the fishing sector. The first one was held in England in 1963, as were the second and third in later years, with the famous Earls Court and Olympia Hall in London serving as the sites of the gatherings. After that, the show began to travel, and is now held every other year in a country with an important fishing sector.

Vigo is not a newcomer to the organization of the fair. It was already the host city for the World Fishing Exhibition in 1973, with the collaboration of the Chamber of Commerce, and the economic results were considered very important for the region. Vigo '73 served as a taking-off point for fishing technology, and also for many interesting political debates. The exhibition signalled the decisive presence of hydraulic equipment instead of the old traction apparatus. Among those who attended the meeting were Panamanian president Oscar Torrijos, several members of the Spanish government and eight ministers of fishing from as many countries, among them the Soviet minister, whose visit marked the first time a member of the Soviet government had visited Spain since 1939.

Twenty countries partici-

pated in Vigo '73. There were 400 exhibitors spread out in 250 stands, and 160,000 visitors from 85 nations. Although the immediate economic results were notable, the real fruits came in the following years, when the Galician industries continued to fill order requests for firms around the world, with whom they had come in contact during the exhibition.

Vigo '73 broke all the previous attendance records for the exhibition, and Vigo '85, according to Vigo mayor Manuel Soto, is going to be the largest ever in terms of

Vigo won out as host city for the exhibition after beating, as it were, several foreign and Spanish cities. But, according to Manuel Soto, «the others didn't have a chance.»

Alfonso Paz Andrade, the president of the Exhibition's executive committee, told HOJA DEL MAR that Vigo is particularly well-suited to be the host city.

«I don't think that any other major fishing town has a port like Vigo,» he said. «Not only are there shipyards that specialize in fishing vessels, but there is also a port

tance for many maritime sectors, Vigo as well as Galicia and Spain have great hopes set on this exhibition. The authorities have estimated that around 45,000 foreign visitors will attend the fair. It is nearly impossible to estimate the total economic volume of the exhibition; to give the reader an idea, however, the recent Boston Fisheries show, which is smaller than Vigo '85, involved around 31.5 billion pesetas.

The World Fishing Exhibition has two major objectives. The first is to facilitate an encounter among the fishing authorities of the most important countries in the world so that they can exchange points of view and increase their mutual understanding. Several ministers of fishing are expected to attend the Vigo show and will offer seminars. And there is a professional aspect of the exhibition as well, with great importance for an economic sector in the process of adapting itself to the future. If Vigo '73 was considered to be historic because of the consolidation of the use of hydraulic technology instead of the traction equipment, then Vigo '85 will be the exhibition dedicated to the use of the computer. New technology is being used to measure the size of fish, it is being adapted to winches, to radar and to many other aspects of fishing, and the most important fishing firms in the world will have an opportunity to compare notes regarding the new technology. The computers, whose market is growing every day, are complemented, on the other hand, by the growing fishing needs of developing countries in Africa and Latin America, which are set upon consolidating more modern and competitive fishing fleets. Vigo 85 will serve to offer responses and many solutions to the sector as a whole.



Manuel Soto.

the number of exhibitors and the square meters involved. The mayor also expressed the hope that the economic results for Vigo, Galicia, and Spain as a whole will be similarly positive.

Provisional data before the beginning of the exhibition indicated that 30 countries and 600 exhibitors would participate. For the first time ever, in addition to stands set up by private firms there will be pavilions sponsored by the governments of several countries, among them Denmark, Finland, Holland, Iceland, Norway, Sweden and Great Britain. Around 40,000 square meters have been set aside for the exhibition in the Bouzas area, with installations that allow both static exhibitions and open-air or aquatic exhibitions.

where 200,000 tons of fish are unloaded, where there are net factories, electronic equipment, auxiliary navigation teams, refrigeration equipment, tinning factories, and lots more.»

The success of Vigo '73 had a lot to do with the choice of Vigo again this year, as many countries wanted to repeat the experience. As far as the organization goes, the collaboration of a few local entities was essential. The Vigo port authorities have donated the exhibition area, while the city council, headed by Manuel Soto, has provided constant support and assistance.

With the definitive entry of Spain into the European Economic Community just four months away, and at a moment of decisive impor-

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