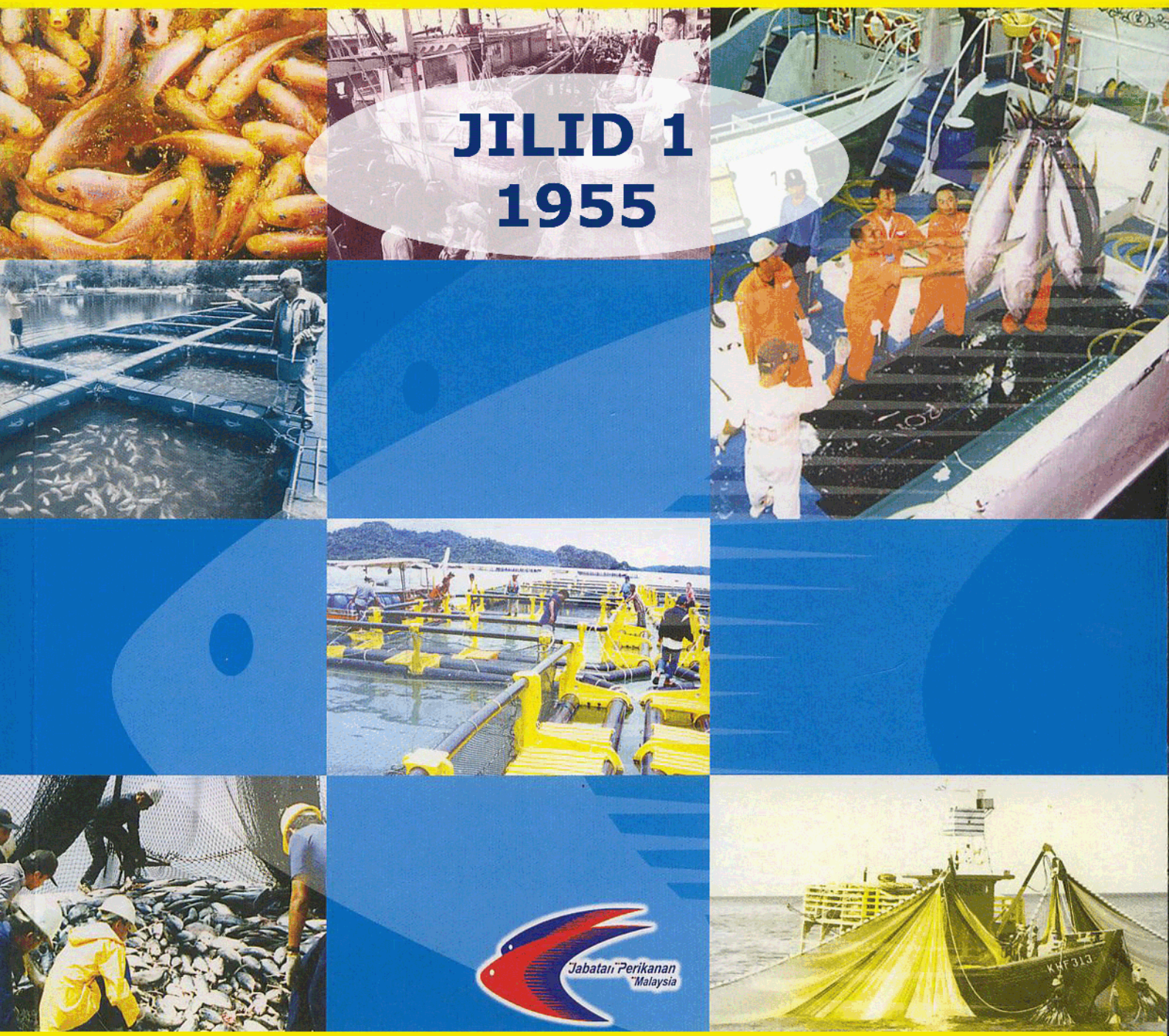
MENU UTAMA

PERANGKAAN TAHUNAN PERIKANAN

ANNUAL FISHERIES STATISTICS



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KEMENTERIAN PERTANIAN DAN SHARIKAT KERJASAMA

(Ministry of Agriculture and Co-operatives)

BAHAGIAN PERIKANAN

(Fisheries Division)

MALAYSIA

PERANGKAAN TAHUNAN

(Annual Statistics)

1955

KEMENTERIAN PERTANIAN DAN
SHARIKAT KERJASAMA
MALAYSIA
(*Bahagian Perikanan*)
JALAN SWETTENHAM
KUALA LUMPUR

ANNUAL REPORT 1955

FISHERIES

GENERAL

The principal fishing grounds exploited by local fishermen extend from inshore waters and comprise a belt of not more than thirty-five miles of water round the Peninsula. The inshore waters, especially those in the Straits of Malacca, are fished intensively with a great variety of gears including fishing stakes, beach seines, push-nets and drift-nets. In the offshore waters, there is an equal array of proven and productive gears, amongst which may be mentioned the purse-seine and sunken long-lines on the west coast and the traditional Malay pukat tangkol (lift-net) and pukat payang (similar to Danish seine) on the east coast.

The year under review has been notable for a severe drop in landings on the east coast. In Kelantan, the monsoon was so violent in the months of January and February that fishermen were unable to go to sea for the greater part of that period and Government aid in the form of an issue of rice on credit was needed in two villages, Sabak and Pempok. In Pahang, the season was said to be "the worst in living memory" and recorded landings for the east coast fell by 11.7 per cent. However this was compensated for by increased landings on the west coast, particularly in Perlis, Kedah and Perak, resulting in a total landing of 109,422 tons for the Federation, a figure little short of that for 1954.

The average retail prices for high grade fish showed an appreciable drop but the prices for the lower grades remained static. Ice was generally in adequate supply and was available at an average price of about $30 per ton to the industry. The opening of the East Coast Railway, coupled with the availability of ice at $25 per ton at Kota Bahru as a result of a local price war, stimulated the export of high grade fish [mainly ikan tinggiri (Scomberomorus sp)] from Tumpat to Singapore. Hitherto such fish were normally transported by lorries through to Kuala Lumpur in the same way as fish from Trengganu and Pahang.

STRUCTURE OF THE INDUSTRY

The structure of the industry follows the pattern which is common throughout the world. Fishermen operate with borrowed money and sell their catch to the man who provides the capital. He, in turn, distributes his fish to the major urban consuming centres and rural districts through consignment agents. There are a large number of registered companies owning boats and gears and employing their fishermen on a share basis, and there are also considerable numbers of private boat owners and small gear operators who sell their catch to purchasing agents ashore. On the north-west coast, the "secret auction" or system of silent tenders prevails. On the east coast, there is open bidding at the landing points. At the major urban centres of Ipoh, Kuala Lumpur and Singapore there are wholesalers who by a system of telephonic communication with consignment agents on the periphery, maintain a balance in the distribution phase of the trade. It is a common fallacy to describe the wholesalers as a "ring" with a monopoly. Fish handling is a highly competitive business. However the physical handling and distribution is far from up-to-date.

The salt fish industry on the east coast has suffered severe setbacks as a result of restrictive measures taken by importing countries since 1952. Trengganu and Pahang were the worst hit as more than 60 per cent. of the fish landed were of the small types not readily saleable as fresh fish on the west coast. These are normally processed into salt fish which finds

a ready market in other countries. Towards the end of the year as a result of trade negotiations between the Governments of the Federation and Singapore and Indonesia, the trade revived and there is general optimism. It will, however, be quite some time before the industry recovers fully.

On the west coast, the ban on export of salt fish mainly affected the kembong fishery at Pangkor. The position here, however, was not so serious as, being near to centres of population, the fish could be economically marketed as fresh or boiled fish.

FISHERMEN'S ASSOCIATIONS

Fishermen's associations and co-operative societies are being formed throughout the Federation, and guidance and help are being given by both the Department and the Co-operative Department.

There are as yet no major co-operative unions, but there are a small number of co-operative fishermen's credit and loan societies, a few of which take part in fish-marketing within a limited geographical range.

MECHANISATION

Whilst the structure of the industry has not changed to any extent in so far as financing of the industry and ownership of gear and craft are concerned, there has been a rapid increase in the number of powered boats as shown in the following table:

	Landings Tons	Number of Fishermen	Number of Gears	Powered Boats	Non-Powered Boats
1949	104,880	71,403	21,139	327	21,793
1954	109,934	49,532	18,654	4,052	17,789
1955	109,422	61,212	17,606	4,550	18,879

It can therefore no longer be said that the fishing industry in the Federation of Malaya is extremely backward. Whilst it is true that the number of powered boats is only about 20 per cent. of the registered number of boats, it must be noted that quite a number of the registered boats consist of very small craft operating in estuarine waters or engaged only in part-time fishing. These do not offer a potential for mechanisation.

As a result of the degree of mechanisation achieved in the industry, there has been an increasing tendency on the part of the fishermen to move round the coasts, following the fish as it were. Mechanised payang units based at Kuala Muda now make regular visits to Pangkor. Similarly mechanised drift-netters from Malacca have ventured into waters off Mersing. Reciprocating this, is the visit of payang units from Mersing and Kuala Sedili to Malacca where they have been reported to be very successful on grounds where the gear has not been used before. Mechanised purse-seine units with nets modified to operate in shallow waters have likewise sailed from their bases at Kuala Kedah and Pangkor, and fished throughout the year on the exceptional run of terubok (Malayan shad) reported in August last year. The terubok season normally lasts for three months in the year. The exceptional run is therefore remarkable in that it has continued for sixteen months with no sign of abating and the shoals have been so dense that the Kedah boats which normally fish for kembong (Rastrelliger sp), landed catches which consisted of 80 per cent. terubok.

Whilst figures for landings for period 1950-1955 have not shown an increase in spite of the degree of mechanisationachieved, it is also true that these landings could not have been maintained were it not for the mechanisation that has gone forward. Reports from the east coast indicated that owners of tangkol (lift-net) units who did not possess a boat with an inboard engine or who could not hire one as a tow-boat, had difficulty in getting together a fishing crew.

A series of trials started during the year which had as their object the evolution of the cheapest and most reliable inboard engined boat for certain types of fishery. The first fishery which it was decided to tackle and one in which there appears to be sufficient scope to pay for the cost of installing engines is the Chinese drift-net fishery on the north-west coast. In this connection it must be mentioned that whilst the Chinese Hengwha drift-net fleet in Malacca has made considerable progress in diesel mechanisation, that of the north-west area, especially off the Perak coast still depends to a large extent on the uneconomical out-board engine. Accordingly a small Chinese sampan of the traditional type was built and fitted with a 5 H.P. diesel engine. The boat turned out to be too small for the gear. It was later lengthened at the Fisheries Department workshop and fitted with a 3½ H.P. air-cooled diesel with a reversing propellor. This craft turned out to be manoeuverable and large enough for operation and since she had been built up by another strake, had sufficient free board. The boat was demonstrated by staff although naturally enough, it suffered certain criticisms, it evoked keen interest from drift-net fishermen who could not believe that operation from inboard-engined craft was possible. After the technique had been demonstrated, a boat owner immediately indicated his intention of fitting two of his craft with inboard diesel engines. A Malay type craft has been purchased and the engine used in the drift-net boat demonstration is being installed in it for a similar series of demonstrations to Malay long-liners.

FISHERMEN'S TRAINING COURSE

The Fishermen's training course which was started in 1953 with Rural and Industrial Development Authority (RIDA) finance was continued during the year. Two courses involving 36 fishermen were held. These courses provide for a three-month period of training in

(a) care, maintenance, repair and running of marine and outboard engines

(b) helmsmanship, pilotage and chart work in home waters.

The courses were held at the Junior Technical (Trade) School, Penang, and at the premises of the Local Masters' and Gunners' Association, Penang.

The trainees spend their time in practical work in the workshops. Basic navigation is taught with the aid of models and other visual aids. Subsequently they are given practical lessons in navigation in one of the Departmental launches. At the end of the course they sit for two examinations and are awarded a special certificate for the engineering course or the helmsman's certificate if they pass the navigation course. During the course they are addressed by a senior officer of RIDA on the functions and operations of the Authority and by a senior officer of the Co-operative Department on the principles and practice of co-operative effort. The trainees on passing out are not entirely left to their own devices and the follow-up in the field is through the Fisheries Officers and staff of RIDA.

So popular were these courses especially with fishermen on the east coast where mechanisation potential is greatest, that the Department was flooded with requests for more of such courses to be held.

FEDERAL FISHERIES COMMITTEE

A Federal Fisheries Committee, consisting predominantly of elected members of the Federal Legislative Council, under the Chairmanship of the Minister for Agriculture was appointed during the latter part of the year with the following terms of reference:

1. To investigate the present position of the fishing industry, with special reference to the efficiency of its operation and the nature and adequacy of its capital structure.

2. To investigate the present organisation and procedure for the distribution and marketing of fish and fish products and the degree to which these depend upon the capital structure of the industry.

3. In the light of the above investigations, to make recommendations as to -

   (a) What Government assistance, financial or otherwise, should be given to the fishing industry or provided for the benefit of the industry.

   (b) The action to be taken by Government in relation to distribution and marketing in order to ensure that:

      (i) Government assistance, in whatever form, is properly used,

      (ii) fishermen obtain a fair return for their work and improve their social and economic standing,

      (iii) the consuming public obtain their fish as cheaply as possible.

At the end of the year, the Committee had held three meetings, one in Kuala Lumpur to decide on procedure and two others in the fishing villages of Pangkor in Perak and Sungei Buloh in Selangor where evidence was recorded from fishermen and those connected with the fishing industry. It is expected that the recommendations of the Committee will be of great assistance in the formulation of a policy for assistance to the industry, thereby extending what has been achieved up till now through RIDA. The Committee is schedule to hold several more meetings in fishing villages throughout the Federation before submitting its report.

KELANTAN FISH MARKETING SCHEME

This scheme is fianced with a grant of $194,200 from the Colonial Development and Welfare Fund. Its purpose is to increase output, improve distribution and assure a fair price to fishermen and consumers. It is also designed to provide participating fishermen with producer goods at reasonable prices. Although funds were provided in 1951, it was not until the later part of 1954, that the scheme got under way with the construction of a pilot collecting and distributing depot at Bachok

The scheme operated throughout 1955, but could not be claimed to be a success owing to a number of factors amongst which may be recorded the lack of co-operative spirit among the fishermen and sabotage in various forms. The future of this scheme will be examined by the Federal Fisheries Committee.

RELATIONS WITH RIDA

The Department continued to work closely with RIDA in the development of the fishing industry. Applications for RIDA loans for engine installation, purchase of gear and for pond culture are referred to the Department, which also invoked RIDA aid for projects of direct benefit to the industry. Amongst these may be mentioned the following which were initiated in Trengganu:

(a) Blasting of rocks and their removal to create a channel at Kijal. This was started in 1954, but part of the scheme was completed in 1955.

(b) Levelling of foreshore at Chendering to allow more boats to land on the shore of this sheltered area during the North-east monsoon.

(c) Building of a halting bungalow at Merchang to house fishermen of itinerant units from Dungun and Besut.

FISH MEAL EXPERIMENTS

Although during the latter part of the year the prospects of easing the effects of overproduction of low grade fish on the east coast have improved as a result of direct trade talks with Indonesia, the problem still remains of how to cope with gluts which sometimes force the price below a level where fishermen are willing to continue fishing. It is hoped that the development of a small plant which can cope with surplus fish in lots of a boat-load or so at a time (6 - 12 piculs)* will meet the situation. The first stage in the experiment was a trial manufacture of fish meal from various kinds of low grade fish commonly landed on the east coast. The plant evolved consisted of a small colander in which the fish were cooked, a hand screw press and a hammer-mill driven by a petrol engine.

The initial batch of meal produced had a high moisture content causing fermentation. Subsequent batches were promising and the Department is indebted to the Department of Chemistry and the Department of Agriculture for carrying out analyses. In most cases the oil content was inside the limit acceptable for a stable meal and in all cases the moisture content was also low enough. The protein content varied from 51 per cent. in the case of whole (unpressed) ikan bilis (Stolephorus sp) meal to 73.2 per cent. in the case of ikan tamban beluru (Clupeidae) and was 80 per cent. in the case of shark meal which has very little ash as there are no bones.

Satisfactory as these analyses are, work is proceeding on other questions which require to be answered before small scale fish meal production can become a working reality. These are chiefly those touching on the costing and income of an economical plant.

It appears unlikely that fish meal will ever be of use for stock-feeding as it is too expensive in relation to its protein content. As a meal for poultry food there are definite possibilities, subject to the condition that eggs shall not be tainted. The Department of Agriculture has undertaken feeding trials and reports favourably on the meal, indicating that it is as good as imported meal and that egg-shells are harder.

It remains to evolve a plant which can duplicate this product at an economic rate of production. Since fish gluts only occur, even in Trengganu, for short periods in a year, a commercial fish meal plant would be uneconomic to operate. Attempts are therefore being made to evolve a plant which is cheap enough to be set up by owners of dried fish packing sheds, so that it can be put into operation when necessary. Accordingly a steaming trough was made in which fish are lightly steam-cooked and a worm-type press was manufactured. It was powered by a small air-cooled diesel engine. The same hammer-mill, which has a high output, was used.

With this equipment six piculs of raw fish can be dealt with in a day. This rather low rate of operation, which can be increased if necessary, is not the only problem. The other more important one is the rate of yield. This varied from 10 per cent. in the case of selar kuning (Caranx leptolepis) to 21 per cent. in the case of tamban sisek (Clupea spp) which was higher than most kinds of fish. The usual rate for other types of fish was 16 - 18 per cent. Attempts to increase the yield are being made chiefly in recovery of the pressed water or in lighter pressing. There are indications however that, although the pressed water contains a high proportion of protein, it also contains unstable substances likely to taint the meal.

Work continues and in addition experiments are going forward in conjunction with the Institute for Medical Research to examine the possibility of using fine ground fish meals as protein sources for human consumption. Its easy storage and transport make it an attractive proposition.

FISHING EXPERIMENTS

The Headquarters vessel M.V. "Kembong" (formerly known as "Dunvegan") made six cruises during the year to investigate the tuna fishing potential of grounds within exploitable range by vessels based at Penang. The fishing grounds are off the Siamese coast near Phuket and North of Diamond Point, Sumatra. Unfortunately tuna fishing techniques are not developed in this country and the method tried was trolling with unbaited hooks with white feathers as lures. Long-lining has not been tried, but since the fish caught were of small types of not more than 5 lbs. each, it is unlikely that long-lining will be economical. Five trolling trips gave catches of 14, 62, 133, 250 and 73 fish. On the trip upon which 250 fish were caught, 146 chincharu (Megalaspis cordyla) were also caught. This is somewhere near an economic rate of return and experiments continue both to locate suitable areas and to develop more effective catching methods. With the exception of a few Singapore fish carriers which have been trolling in the Indian Ocean, the fishery is a new one.

Some five trips were made using echo-sounder and bubus in conjunction. The object was to try to differentiate between different types of bottom using the echo-sounder and to find out if there is any relation between them and the catch. It was designed to follow up the incomplete but spectacular results of a similar series of experiments conducted in 1954 off Trengganu. The experiments off Penang were not conclusive, due perhaps to the fact that the bottom appeared to vary very little where the experiments were carried out, and no suitable ground for experiment has been found as yet.

The M.V. "Selayang" formerly known as the "Trustful" carried out a series of Danish seine-netting trials during the period March to August. The grounds fished extend in the direction N 30° W from Penang to the Langkawi group. The results obtained showed that extensive grounds suitable for Danish seine-netting

exist off the Kedah coast, and that reasonable catch returns can be obtained within the 10 and 14 fathoms contour where a catch return of 14 - 15 piculs daily may be expected. But the catch was found to consist mainly of ikan kikek (Leiognathus sp) and there was an unvarying absence of high grade fish. The catch was mainly made up of manure fish priced at $6 - $8 a picul. The average daily earning will thus be in the region of $120 which would appear to be uneconomic for commercial fishing.

The M.F.V. "Gelama" stationed at Malacca carried out a series of drift-netting experiments and fished the traditional grounds visited by Malacca Hengwha fishermen. Nylon drift-nets were used, the object being to test these for catching power against cotton nets and also to obtain a catch per net/hour figure which can be used to assess potential of new grounds other than those traditionally fished.

Indications are that the white nylon netting takes a slightly more fish than either cotton or ramie, while it is undoubtedly very much easier to handle than either. The cost of nylon netting however is high and it can only be an economic proposition if it lasts at least three years. Indications are that it will do so. However it is unlikely that a demand for it will arise as the cost of nylon netting is three to four times that of cotton.

The M.V. "Tenak" stationed at Kuala Trengganu carried out bubu fishing experiments during the year. These experiments were designed to test catching rate of standard type of bubus traditionally used by the local Malays against modified designs, with or without the use of introduced lures and baits. As yet no conclusive results have been obtained, but the experiments will be continued in view of the growing importance of bubu fishing on the east coast - a direct result of mechanisation.

The M.V. "Tongkol" stationed at Kuantan was out of commission for the greater part of the year with engine trouble and was not able to take part in fishing experiments off the Pahang coast.

FISH AND COCKLE CULTURE

As in previous years there was keen interest in fish culture in all areas except the north-east zone which suffered a set-back in 1953 when the inhabitants of Kelantan took up on a very large scale the rearing of Tilapia mossambica. Most of the ponds built then were small and were badly sited. Their owners were devoid od knowledge of the rudiments of pond-keeping with the result that disaster overtook them all. This sad story is a clear reminder of the urgent need for trained extension staff on the ground.

In spite of the absence of staff specifically for extension work in fish culture, the Department endeavoured to keep interest in fish culture going by holding short courses on fish culture. Three such courses were held in the south-west zone for the benefit of Malay small-holders from Malacca and Negri Sembilan and similar courses were held in the south-east zone for rural Malays and Chinese in New Villages in Pahang.

Extension of fish culture among the Chinese population is limited by Emergency conditions. Resettlement has resulted in the abandonment of many carp ponds. With the improvement in Emergency conditions many are being re-conditioned and re-stocked, in spite of the fact that resettlement imposes difficulties in the way of supervision of these ponds, thereby exposing them to losses through theft and natural enemies as otters. Thus as long as the Emergency lasts, fish culture among the Chinese will only

make slow head-way. The position is different with the Malay peasants. In many of the inland areas are valleys with perennial water supply from springs and small streams. These areas offer possibilities for the culture of Tilapia mossambica and the common carp.

The importance of fish culture is further accentuated when it is realised that for the last six years sea fish landings have remained almost static while the population in the Federation continues to expand.

Cockle culture continued to be a profitable undertaking in Penang and Perak. In Penang over 120 acres of foreshore have been taken up and in Perak the area under cultivation is believed to be some hundreds of acres. In addition to providing a satisfactory financial return to the fishermen, the industry also provides a useful outlet for labour in the fishing villages, as many fishermen and their sons are gainfully employed daily in the gathering of cockles for market. Approximately 48,000 piculs were produced in Perak during the year.

The brackish water prawn pond started in Penang by a private syndicate in 1952 was maintained and Chanos Chanos fry from northern Sumatra had been introduced. It is believed that Chanos Chanos is present in local waters but its presence has not yet been confirmed.

The freshwater fish station at the 6½ mile Tapah to Cameron Highlands road continued to supply fry of Tilapia mossambica for distribution.

RESEARCH

The Regional Marine Fisheries Research Station at Singapore was completed during the year. It is a Colonial Development and Welfare (C.D. & W.) project and serves British territories in South-East Asia. The station is served by a research vessel the "Manihine". It is envisaged that the work of this station will contribute towards the development of marine fisheries in this region.

Work continued at the Fish Culture Research and Training Institute at Malacca. This is another C.D. & W. scheme and it is expected that it will be completed in 1957.

The Assistant to the Director of Fisheries attended the trade talks at Djakarta in October as a member of the Pan-Malayan Working Party. A number of visitors were welcomed from different countries on demi-official visits including Mr. W. E. Purnell, the representative of UNESCO at Djakarta.

The total cost to the Federation of Malaya forannually recurrent expenditure and personal emoluments of the Pan-Malayan Department of Fisheries was $530,046. The amount voted for the Regional Marine Research Station as the share of the Federation of Malaya was $85,400, making a total of Federal Government expenditure of $615,446. There was no State of Settlement expenditure. Revenue collected from the export duty on dried fish in 1954 was $296,795 (the figures for 1955 have not yet been computed) while the revenue collected in respect of fishing, fishing gears and boats was $224,584. The total revenue paid by the fishing industry to Government is in the region of $521,379, which almost equals the total cost of maintaining the Department of Fisheries.

Tables on the pages following give a summary of essential statistics of the industry.

TABLE SHOWING FISH LANDINGS AND VALUES FOR EAST AND WEST COASTS DURING 1950 - 1955.

YEAR	AREA	GRADE I Tons	GRADE I $	GRADE II Tons	GRADE II $	GRADE III Tons	GRADE III $	MANURE FISH Tons	MANURE FISH $	TOTAL Tons	TOTAL $	%
1950	East Coast	4,812	11,481,432	8,249	8,034,526	33,191	18,387,814	1,718	288,624	47,970	38,192,396	38.4
	West "	8,718	20,801,148	14,946	14,557,404	45,581	25,251,874	3,114	523,152	72,359	61,133,578	61.6
	TOTAL	13,530	32,282,580	23,195	22,591,930	78,772	43,639,688	4,832	811,776	120,329	99,325,974	100%
1951	East Coast	4,948	16,209,648	8,482	12,680,590	34,391	25,414,949	1,767	296,856	49,588	54,602,043	41.2
	West "	7,919	25,942,644	13,575	20,294,625	42,193	31,180,627	2,828	475,104	66,515	77,893,000	58.8
	TOTAL	12,867	42,152,292	22,057	32,975,215	76,584	56,595,576	4,595	771,960	116,103	132,495,043	100%
1952	East Coast	5,180	19,321,400	8,881	14,769,103	26,839	22,088,497	1,850	310,800	42,750	56,489,800	39.7
	West "	7,735	28,851,550	13,259	22,049,717	41,967	34,538,841	2,762	464,016	65,723	85,904,124	60.3
	TOTAL	12,915	48,172,950	22,140	36,818,820	68,806	56,627,338	4,612	774,816	108,473	142,393,924	100%
1953	East Coast	5,650	19,741,100	9,685	14,808,365	31,042	21,387,938	2,018	339,024	48,395	56,276,427	40.2
	West "	8,519	29,765,386	14,604	22,329,516	44,906	30,940,234	3,042	511,056	71,071	83,546,192	59.8
	TOTAL	14,169	49,506,486	24,289	37,137,881	75,948	52,328,172	5,060	850,080	119,466	139,822,619	100%
1954	East Coast	5,052	15,954,216	8,660	11,491,820	20,568	13,821,696	1,804	303,072	36,084	41,570,804	32.8
	West "	10,339	32,650,562	17,724	23,519,748	42,094	28,287,168	3,693	620,424	73,850	85,077,902	67.2
	TOTAL	15,391	48,604,778	26,384	35,011,568	62,662	42,108,864	5,497	923,496	109,934	126,648,706	100%
1955	East Coast	4,446	12,921,854	7,621	10,498,689	18,101	11,859,775	1,589	266,952	31,757	35,547,270	29.0
	West "	10,873	31,601,287	18,640	25,678,464	44,269	29,005,049	3,883	652,344	77,665	86,937,144	71.0
	TOTAL	15,319	44,523,141	26,261	36,177,153	62,370	40,864,824	5,472	919,296	109,422	122,484,414	100%

FISHING BOATS, 1955

Type	Perlis	Kedah	Penang & P.W.	Perak	Selangor	Negri Sembilan	Malacca	Johore	Pahang	Trengganu	Kelantan	TOTAL
Outboard Motors	17	91	660	1,465	654	63	80	591	100	226	-	3,947
Inboard Motors	30	87	78	111	36	-	98	-	7	125	31	603
Non-Powered	449	1,838	1,459	2,211	1,413	213	718	3,736	809	4,698	1,335	18,879
TOTAL	496	2,016	2,197	3,787	2,103	276	896	4,327	916	5,049	1,366	23,429

FISHERMEN, 1955

Race	Perlis	Kedah	Penang & P.W.	Perak	Selangor	Negri Sembilan	Malacca	Johore	Pahang	Trengganu	Kelantan	TOTAL
Malays	556	3,354	2,889	2,089	522	269	1,295	4,946	3,432	10,940	6,241	36,533
Chinese	212	600	2,390	5,437	4,549	437	910	9,125	339	-	4	24,003
Indians	-	15	193	210	61	9	2	-	-	-	-	490
Portuguese Descent	-	-	-	-	-	-	50	-	-	-	-	50
Siamese	-	106	15	-	-	-	-	-	-	-	5	126
Other races	-	-	7	-	-	3	-	-	-	-	-	10
TOTAL	768	4,075	5,494	7,736	5,132	718	2,257	14,071	3,771	10,940	6,250	61,212

State	STATE OR SETTLEMENT REVENUE					FEDERAL REVENUE					TOTAL		
	Boats	Fishing	Turtle Eggs	Miscellaneous	TOTAL	Fisheries Sales	Hire of Launches	Sale of Boards (No.)	Miscellaneous	TOTAL	Total State	Total Federal	GRAND TOTAL
	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢	$ ¢
Perlis	1,749.50	735.00	-	620.00	3,104.50	-	-	-	-	-	3,104.50	-	3,104.50
Kedah	*18,643.86	9,121.00	-	4,920.00	32,684.86	-	-	614.50	-	614.50	32,684.86	614.50	33,299.36
Penang & P.W.	3,819.50	11,056.00	-	-	14,875.50	1628.61	72.50	276.00	7.50	1,984.61	14,875.50	1,984.61	16,860.11
Perak	7,418.50	24,217.50	-	-	31,636.00	-	40.00	340.00	-	380.00	31,636.00	380.00	32,016.00
Selangor	3,225.50	9,114.00	-	-	12,339.50	-	-	94.00	-	94.00	12,339.50	94.00	12,433.50
Negri Sembilan	350.50	886.00	-	-	1,236.50	-	-	4.00	-	4.00	1,236.50	4.00	1,240.50
Malacca	1,716.50	4,475.00	-	-	6,191.50	173.99	75.93	32.00	-	281.92	6,191.50	281.92	6,473.42
Johore	4,918.00	36,403.50	-	-	41,321.50	-	-	-	-	-	41,321.50	-	41,321.50
Pahang	1,133.00	6,118.50	-	5.00	7,256.50	-	-	-	-	-	7,256.50	-	7,256.50
Trengganu	9,284.76	1,949.50	51,199.28	-	62,433.54	40.92	523.00	-	1.13	565.05	62,433.54	565.05	62,998.59
Kelantan	5,970.00	100.00	1,510.00	-	7,580.00	-	-	-	-	-	7,580.00	-	7,580.00
TOTAL	58,229.62	104,176.00	52,709.28	5,545.00	220,659.90	1,843.52	711.43	1,360.50	8.63	3,924.08	220,659.90	3,924.08	224,583.98

* Includes revenue from other type of boats such as passenger & cargo.

SUMMARY OF FISHING GEARS, 1955.

Gears	Perlis	Kedah	Penang & P.W.	Perak	Selangor	Negri Sembilan	Malacca	Johore	Pahang	Trengganu	Kelantan	TOTAL
Fishing Stakes	26	448	238	741	410	10	67	1,766	74	10	5	3,795
Seine Nets	13	314	197	466	54	36	23	216	64	520	123	2,026
Gill Nets	3	143	320	384	783	58	422	601	141	487	661	4,006
Lift Nets	-	108	30	34	2	3	-	35	7	240	110	641
Lines	-	115	240	212	75	-	158	117	-	785	892	2,594
Fishing Screens	-	-	4	32	38	5	21	32	-	-	-	132
Fish Pots	-	124	69	119	14	10	1	51	51	440	130	1,009
Bag Nets	1	1	674	567	46	-	38	45	3	-	-	1,375
Crab Nets	-	14	46	162	92	21	2	-	-	-	-	337
Push and Cast Nets	-	143	86	57	37	-	36	67	-	176	660	1,262
Manual Collection (Shell Fish)	-	1	-	335	6	-	-	32	55	-	-	429
TOTAL	43	1,411	1,904	3,109	1,557	143	768	2,962	470	2,658	2,581	17,606