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MAR 8 1974

February 26, 1974

Mr. J. P. Samaritano
Director, Real Estate Division
Department of the Navy
Pacific Division
Naval Facilities Engineering
Command
FTO San Francisco 96610

Dear Mr. Samaritano:

The Naval Architect of the Marine Resources Division, Department of Resources and Development, has recently completed the design of a fishing boat suitable for Micronesian waters. Enclosed is an article which appeared in the February 15, 1974 issue of the Trust Territory Government publication Highlights, which explains the project in greater detail.

You will note in the article that the Marine Resources Division wishes to have the boats constructed within the Trust Territory under contract by a private firm. The first phase of the program calls for the construction of ten (10) boats of the new design.

As part of the contract, the private firm will be supplied a suitable site for the construction of the boats. For this purpose, a portion of Military Retention Area No. 1 (Tanapag Harbor) is desired to be utilized. The attached portion of the U.S. Geological Survey 1:10,000 scale map of Saipan indicates the lands involved. This area is, of course, located within the four (4) hectare tract for which a license was requested for boat building purposes in my letter to you of February 21, 1974. It is believed that the February 21, 1974 request will take some time to clear through the various United States agencies concerned before approval could be granted.

Accordingly, we are writing to you at this time in an attempt to secure expeditiously the necessary permission for the above described boat building project. It is hoped that the formal licensing procedure will not be necessary for this limited purpose and that a letter of authorization will be sufficient pending a decision on the requested license. No interest in the real property will be granted to the private firm awarded the contract.

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Additionally, no permanent improvements will be allowed to be constructed on the lands in question. The boats are to be of steel hull construction and may be built in the open. The existing steel frame building on the land, constructed under the Typhoon Jean office of emergency preparedness program in 1969, is envisioned to be used for storage of parts and equipment.

It is then, hoped that the above information and attached material will be sufficient for you to consider our request.

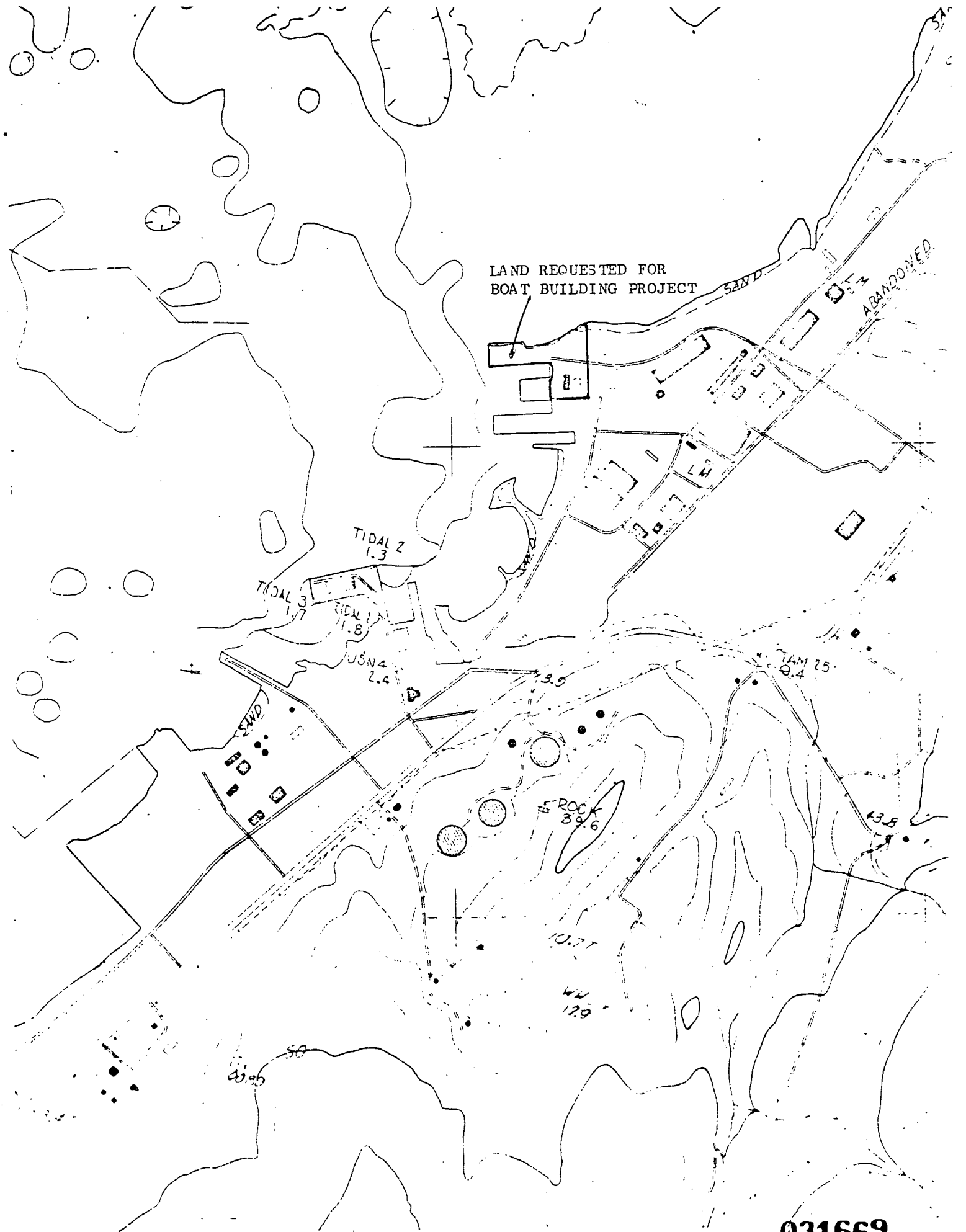
Sincerely yours,

Wyman A. Eschary
Director, Resources and Development

Enclosures: 2/3

cc: Chief, Marine Resources
Acting District Land Management Officer, Mariana Islands District
District Planning Officer, Mariana Islands District
CINCZACREP GUAM/TIPI - LMG HICOM

031668



LAND REQUESTED FOR
BOAT BUILDING PROJECT

ABANDONED

TIDAL 2
1.3

TIDAL 3
1.7

TIDAL 1
1.8

USN 4
2.4

ROCK
39.6

10.71

12.9

10.4

13.8

41.95

50

New Fishing Boat Designed

Director of Resources and Development, Wyman X. Zachary, has announced a special program which is aimed at putting a number of qualified Micronesian fisherman onto fishing vessels which they can own and operate themselves.

The plan calls for a new design for a fishing boat for fishing in the Trust Territory waters—one which would replace the Okinawan-Japanese type of boat presently being used in offshore tuna fishing which is of ancient design and not nearly as productive as modern fishing boats.

According to Zachary, these Okinawan vessels, made of wood, are expensive and inefficient to operate. They carry only limited quantities of bait under poor conditions, have poor crew accommodations, travel very slowly, and have a very limited range, thus making it impossible to fish more than 50 miles offshore. In addition, the best hooking locations of these vessels are high above the water, making it difficult for the fishermen to land the larger tuna.

In order to overcome these various difficulties, the Naval Architect of Marine Resources Division, Wendell H. Calkins, in consultation with Van Camp Seafood Company, local fishermen and other staff members, has designed a new steel live-bait tuna fishing vessel which should remedy all of the faults of the present fishing fleet.

The design provides a ship with a range of 1,500 miles, able to travel at a speed of nine knots and carry a crew of 14 men, 61 feet in length with a 19-foot beam and a five foot draft, and a fish capacity of 20 tons in insulated holds. The fishing boat has been literally designed around the bait wells which are used to carry live bait fish to the fishing grounds as well as to store the tuna. Normal baiting practices presently call for the concentration of bait in a net and their transfer into the wells of the vessel

by buckets and scoop nets. Research at the University of Hawaii has clearly demonstrated that this type of handling causes a large percentage of the bait to die and further weakens the bait so that most of it dies within a 24-hour period.

In order to remedy this problem, the new tuna vessel has been designed with underwater doors which will make it possible to actually swim the bait into the live wells, thus eliminating the need to handle the bait with nets and buckets. In addition, water will be supplied to the bait wells by pumps which will double the present bait carrying capability of a similar sized vessel. By utilizing overflow wells, loss of bait will be reduced by eliminating the normal "sloshing" action which takes place in present open-type wells.

The vessel has also been designed to be operated as simply as possible. Complicated equipment and machinery has been restricted to a minimum in order to insure against mechanical breakdowns. Plans and specifications for the vessel have been circulated to shipyards throughout the Far East, Hawaii, and the United States. Those yards interested in bidding on the construction of this vessel have been requested to submit bids in two ways, including a proposal whereby the vessels will be built within the Trust Territory at private yards. The shipyards have been advised that it is the desire of the Government to have the vessels built within the Trust Territory utilizing as much Micronesian labor as possible and thereby reducing delivery fees for the finished vessel. In addition, by building the boats in the TT, the Micronesians will be introduced to a whole new array of mechanical skills such as shipfitting, shipyard welding, steel lay-outs, modern American practice in machinery, piping and electrical installations.

