
IATTC

Review of the IATTC Regional Observer Programme

Covering the period January 1, 2016 to Mar 1, 2017



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**REVIEW OF THE IATTC REGIONAL OBSERVER PROGRAM
COVERING IATTC DEPLOYMENTS IATTC234 to IATTC277
(January 1, 2016 to March 1, 2017)
SUBMITTED BY MRAG AMERICAS**

1. Introduction

In 2008 IATTC adopted Recommendation [06-11] to establish a Programme for Transshipment in response to concerns that at-sea transshipment operations constituted a gap in the enforcement scheme of the Commission. MRAG Americas (MRAG) has been implementing the Regional Observer Program (ROP) since its inception in January 2009.

The ROP aims to address Member State concerns regarding laundering of Illegal, Unregulated and Unreported (IUU) tuna catches by monitoring transshipments at sea from Large Scale Longline Tuna Vessels (LSLTVs) operating in the Convention Area. Recommendation [06-11] states that all tuna and tuna like species transhipped in the Convention area must be done so in port. However, at sea transshipments can be authorised by Contracting Parties provided the Carrier Vessel (CV) has VMS capabilities and a trained IATTC observer is on board to monitor the process.

This report provides a summary of the ROP’s eighth year covering IATTC deployments IATTC234 to IATTC277 (excluding IATTC235 which was included in the 2015 numbers) completed between January 2016 and March of 2017.

2. Deployments

2.1 Summary of deployments

A total of 662 IATTC transshipments have been monitored during 43 trips consisting of 2729 sea days, with an average deployment length of 63.47 days. The total weight of fish observed being transhipped over the period was 49,672.90 metric tonnes (Table 1) with an average transshipment weight of 75.03MT. There has been a 23.76% percent increase in sea days compared to the IATTC deployments from December 2015 to February 2016. Of the 662 IATTC transshipments 282 were from China flagged vessels (42%), 140 were from Chinese Taipei flagged vessels (21%) 104 were from Vanuatu flagged vessels (16%) and 58 from Japanese flagged vessels (9%). The remaining 12% where from Korea (45), and Panama (33) (Figure 1). The locations of all the transshipments are shown in Figure 4 red.

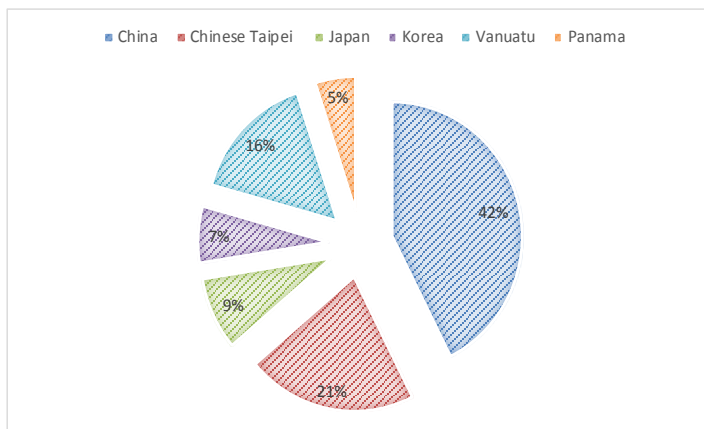


Figure 1. Percentage contribution by flag state to the total number of IATTC transshipments for IATTC deployments 234 to 277 (January 2016 to March of 2017)

234 to 277 (January 2016 to March of 2017).

Table 1 Summary of transhipments 234 to 277

234	SHIN HO CHUN NO.101	Kiribaiti	Pudenz, Justin	28-Dec-15	Suva	Fiji	5-Feb-16	Papeete	Tahiti
236	SL Bogo	Korea	Bennett, James	23-Dec-15	Pusan	Korea	18-Mar-16	Busan	Korea
237	Yun Run 3	Kiribati	Aab, Daniel	24-Dec-15	Papeete	Tahiti	25-Jan-16	Papeete	Tahiti
238	Tenho Maru	Vanuatu	Scheuerman, David	3-Jan-16	Kaohsiung	Taiwan	20-Mar-16	Jeju	Korea
239	Talofa	Vanuatu	Richardson, Louis	4-Feb-16	Pago Pago	American Samoa	18-Apr-16	Pago Pago	American Samoa
240	HSIANG FU	Vanuatu	Cliffton, Samantha	29-Jan-16	Kaohsiung	Taiwan	31-Mar-16	Papeete	Tahiti
241	Shota Maru (tuna states)	Vanuatu	Lobdell, James	23-Feb-16	Apia	Samoa	28-Apr-16	Pohnpei	FM
242	Lung Yuin	Vanuatu	Aab, Daniel	17-Mar-16	Papeete	Tahiti	21-Apr-16	Majuro	RMI
243	Taiho Maru	Vanuatu	Tsung, Randy	19-Feb-16	Kaohsiung	Taiwan	21-Apr-16	Majuro	RMI
244	Harima 2	Panama	Suarez, Lucas	19-Mar-16	Kaohsiung	Taiwan	7-Jun-16	Shimizu	Japan
245	SL Bogo	Korea	Pudenz, Justin	31-Mar-16	Pusan	Korea	3-Jun-16	Busan	Korea
246	Haru	Vanuatu	Tran, Heip	20-Apr-16	Papeete	Tahiti	10-May-16	Papeete	Tahiti
247	Tenho Maru	Vanuatu	Carnes, Matthew	26-Apr-16	Kaohsiung	Taiwan	12-Jul-16	Suva	Fiji
248	Victoria No.168	Panama	Bennett, James	6-May-16	Vacamonte'	Panama	11-Aug-16	Manta	Ecuador
249	Seiwa	Kiribati	Cliffton, Samantha	12-May-16	Busan	Korea	7-Jul-16	Busan	Korea
250	SL Bogo	Korea	Richardson, Louis	21-Jun-16	Pusan	Korea	6-Sep-16	Shimizu	Japan
251	Pontos	Panama	Aab, Daniel	8-Jun-16	Kaohsiung	Taiwan	18-Oct-16	Kaohsiung	Taiwan
252	Harima 2	Panama	Scheuerman, David	12-Jul-16	Kaohsiung	Taiwan	29-Sep-16	Papeete	Tahiti
253	Houta Maru	Panama	Wren, Nicholas	22-Aug-16	Kaohsiung	Taiwan	16-Nov-16	Majuro	RMI
254	Taiho Maru	Vanuatu	Lobdell, James	5-Jul-16	Majuro	RMI	30-Aug-16	Majuro	RMI
255	Haru	Vanuatu	Pudenz, Justin	22-Jul-16	Papeete	Tahiti	19-Aug-16	Papeete	Tahiti
256	Seiwa	Kiribati	Tsung, Randy	21-Jul-16	Busan	Korea	19-Sep-16	Shimizu	Japan
257	Lung Yuin	Vanuatu	Humpal, Marques	6-Aug-16	Papeete	Tahiti	8-Sep-16	Papeete	Tahiti
258	SHIN HO CHUN NO.102	Kiribaiti	Tran, Heip	17-Aug-16	Papeete	Tahiti	22-Sep-16	Suva	Fiji

259	HSIANG FU	Vanuatu	Suarez, Lucas	29-Jul-16	Kaohsiung	Taiwan	21-Oct-16	Kaohsiung	Taiwan
260	Tuna Princess	Vanuatu	Cliffon, Samantha	19-Aug-16	Kaohsiung	Taiwan	26-Oct-16	Papeete	Tahiti
261	Talofa	Vanuatu	Humpal, Marques	30-Oct-16	Papeete	Tahiti	6-Dec-16	Pago Pago	American Samoa
262	Tenho Maru	Liberia	Pudenz, Justin	4-Sep-16	Kaohsiung	Taiwan	3-Nov-16	Majuro	RMI
263	Victoria No.168	Panama	Weilbacher, Yoshino	13-Sep-16	Vacamonte'	Panama	11-Nov-16	Vacamonte'	Panama
264	Sheng Hong	Taiwan	Tsung, Randy	30-Sep-16	Kaohsiung	Taiwan	7-Dec-16	Kaohsiung	Taiwan
265	Meita Maru	Vanuatu	Carnes, Matthew	2-Oct-16	Busan	Korea	25-Nov-16	Majuro	RMI
266	SL Boggo	Korea	Tran, Heip	10-Oct-16	Busan	Korea	30-Dec-16	Busan	Korea
267	Taiho Maru	Liberia	Richardson, Louis	19-Oct-16	Kaohsiung	Taiwan	8-Jan-17	Jeju	Korea
268	Yun Run 3	Kiribati	Gauthier, Michael	18-Oct-16	Papeete	Tahiti	19-Nov-16	Papeete	Tahiti
269	Pontos	Panama	Ewing, Dylan	14-Nov-16	Suva	Fiji	18-Jan-17	Kaohsiung	Taiwan
270	SHIN HO CHUN NO.102	Kiribati	Gauthier, Michael	13-Dec-16	Papeete	Tahiti	29-Dec-16	Papeete	Tahiti
271	KURIKOMA	Panama	Suarez, Lucas	18-Nov-16	Yokosuka	Japan	10-Jan-17	Ensanda	Mexico
272	Shun Tian Fa No.168	Taiwan	Scheuerman, David	24-Nov-16	Kaohsiung	Taiwan	13-Feb-17	Kaohsiung	Taiwan
273	Victoria No.168	Panama	Murdoch, Roy Jules	4-Dec-16	Vacamonte'	Panama	1-Mar-17	Manta	Ecuador
274	Harima 2	Panama	Bennett, James	9-Dec-16	Kaohsiung	Taiwan	18-Feb-17	Shimizu	Japan
275	Lung Yuin	Vanuatu	Weilbacher, Yoshino	13-Dec-16	Papeete	Tahiti	19-Jan-17	Majuro	RMI
276	Seiwa	Kiribati	Cliffon, Samantha	2-Dec-16	Busan	Korea	8-Feb-17	Busan	Korea
277	Tenho Maru	Liberia	Lobdell, James	15-Dec-16	Kaohsiung	Taiwan	24-Feb-17	Majuro	RMI

In addition to the IATTC transshipments, MRAG observers were also on board for 439 WCPFC transshipments of which 421 were fully observed. The total weight of fish observed being transhipped over the period was 23,816.6 metric tonnes (Table 1), however, this weight does not include 18 transshipments for which the declarations were not provided. The average transshipment weight of 56.57MT for the 421 transshipments the observer was provided a declaration. Of the 439 transshipments 121 were from China flagged vessels (28%), 115 were from Chinese Taipei flagged vessels (26%) and 47 were from Korea flagged vessels (10.7%). The remaining 35.3% were from Japan (14) and Vanuatu (142). The locations of all the transshipments are shown in Figure 4 in blue.

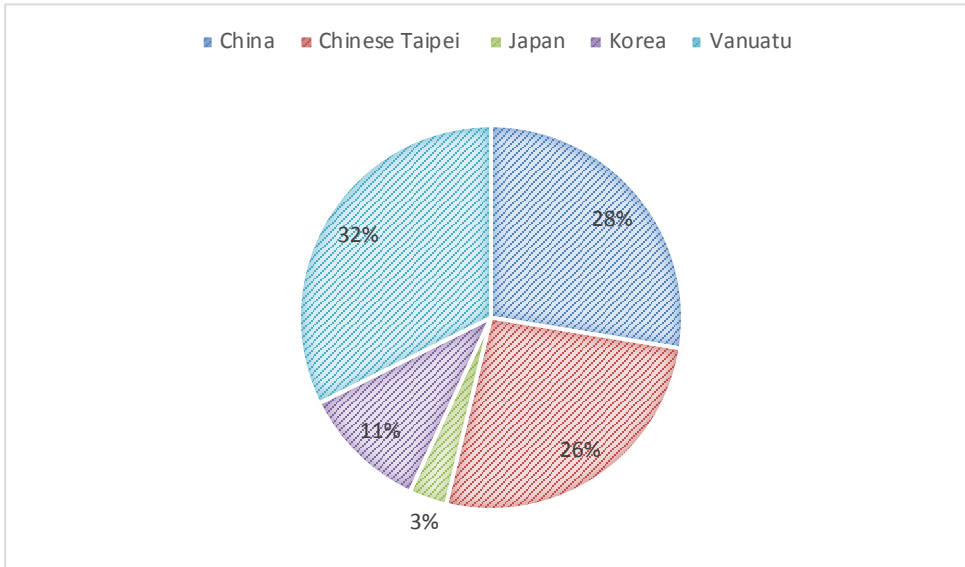


Figure 2. Percentage contribution by flag state to the total number of WCPFC transshipments for IATTC deployments 234 to 277 (January 2016 to March of 2017).

MRAG observers were also onboard for 5 port transhipments where product was loaded from LSTLVs in port. The total weight of fish observed being transhipped over the period was 844.90 metric tonnes (Table 1). The average transhipment weight of 168.98MT for the 5 transhipments the observer was provided a declaration. Of the 5 transhipments 1 was from a Cook Island flagged vessel, 1 was from and Vanuatu flagged vessel and 3 were from Korea flagged vessels.

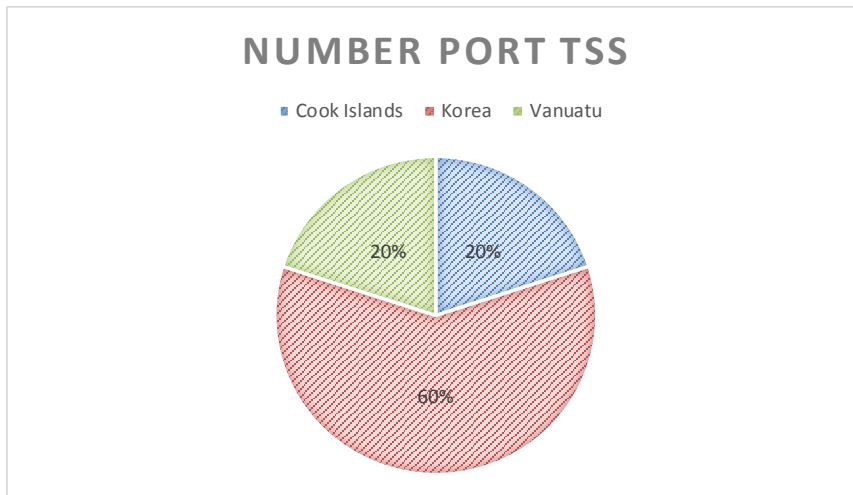


Figure 3. Percentage contribution by flag state to the total number of Port transhipments for 234 to 277 (January 2016 to March of 2017).

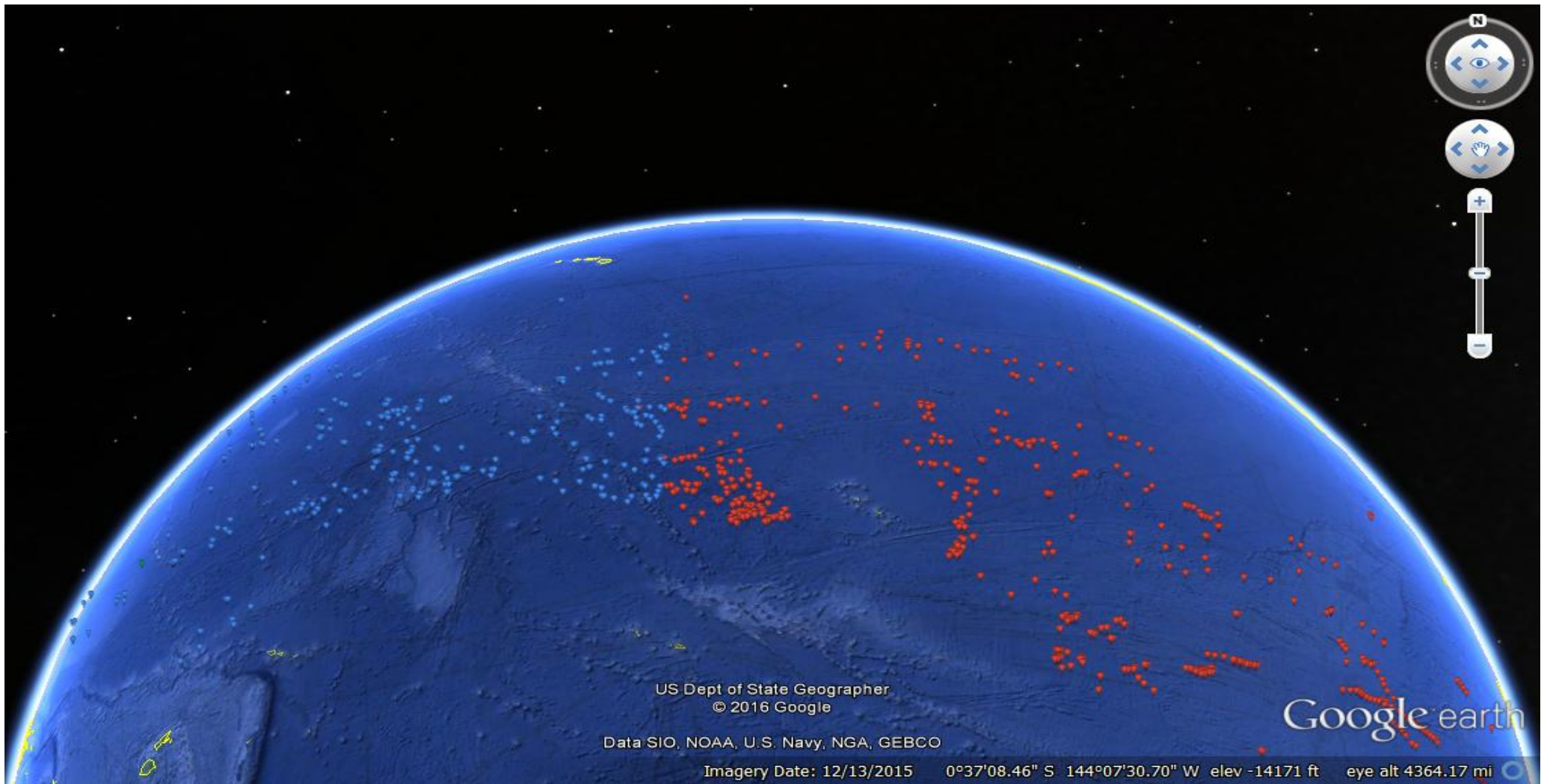


Figure 4 Locations of observed transshipments for IATTC observer deployments commencing in (January 2016 to March of 2017). Red = IATTC, Blue = WCPFC,

A summary of the ROP deployments from 234 TO 277 completed January 2016 and February 2017 is shown in Figure 5. It can be seen that December was the programme’s most active month in terms of numbers of observers deployed and seadays, followed closely by August and January. August was the most active month in terms of total weight transhipped. 5 c) and d) show the total amount transferred during deployments completed since the last annual review.

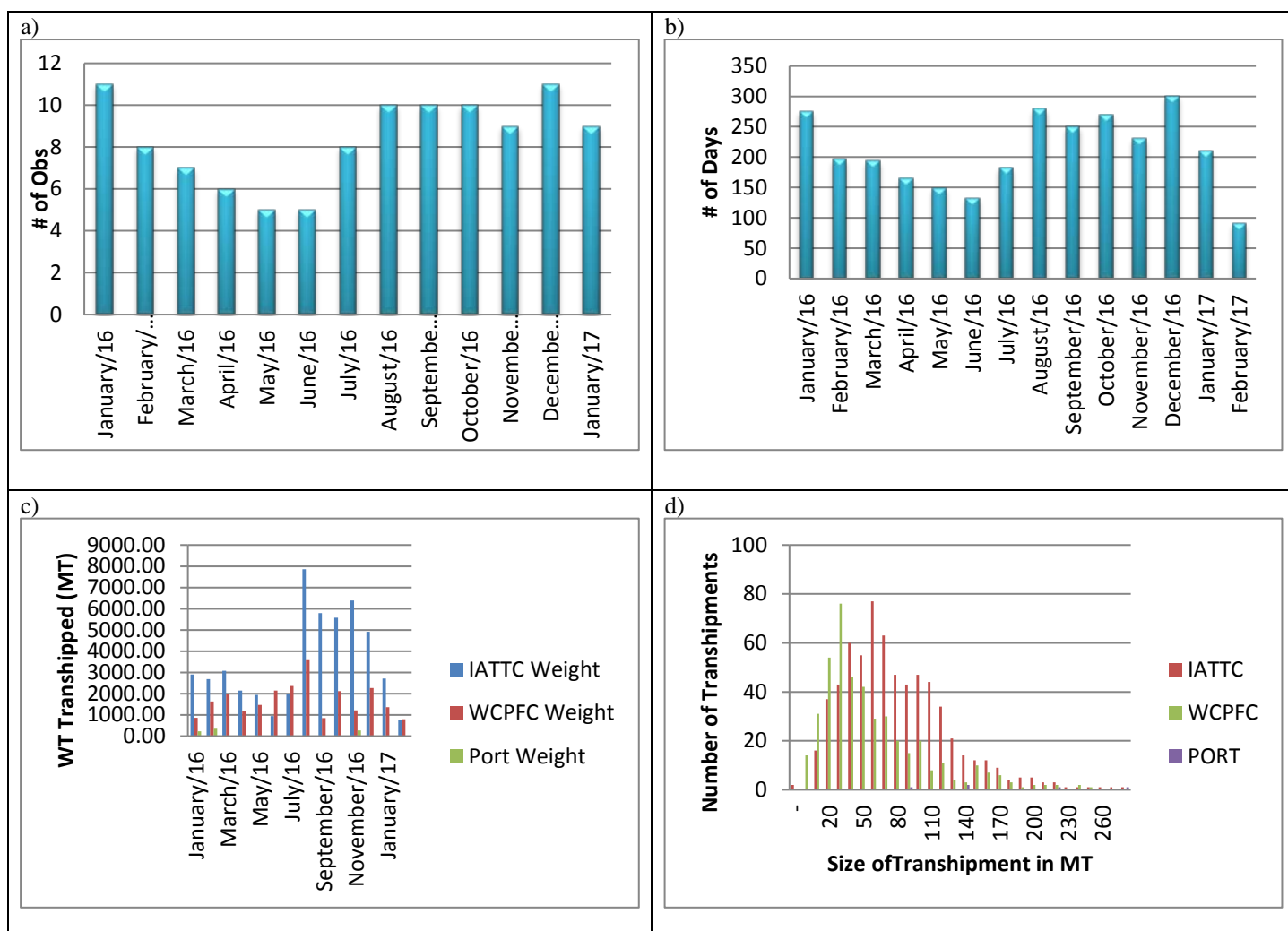


Figure 5 Activity by month a) Number of observers deployed, b) Number of deployed days, c) Weight transhipped per month and d) Total amount by transhipment from deployments 234 to 277 (January 2016 to March of 2017).

2.2 Procedures and logistics

The deployment request procedure begins with the Carrier Company requesting an observer via their country's Fisheries Agency. The Observer request is sent to the IATTC program who forwards it to Bryan Belay, MRAG's IATTC coordinator. Mr. Belay coordinates the travel and deployment of the IATTC observer and coordinates with the Carrier Company in cases of changes to the CVs schedule. MRAG also communicates with Carrier Companies to establish estimated deployments to allow for long-term planning and to ensure MRAG has enough observers to meet needs. Of the 37 IATTC deployments during the reported period, MRAG observers were deployed on 17 different CVs, the majority of which previously had an IATTC observer on board, except for new vessels Pontos and Shun Tian Fa No.168. All vessels were made aware of the necessary requirements and procedures.

There have also been a number of occasions where a vessel has moved between WCPFC and IATTC areas and the observer has remained on board, saving on deployment costs.

The main observer tasks as specified by IATTC Recommendation [06-11] remain:

1. Record and report upon the transhipment activities carried out;
2. Verify the position of the vessel when engaged in transhipping;
3. Observe and estimate products transhipped;

4. Verify and record the name of the LSTLV concerned and its IATTC number;
5. Verify the data contained in the transshipment declaration;
6. Certify the data contained in the transshipment declaration;
7. Countersign the transshipment declaration;
8. Issue a report every 5th day deployed of the carrier vessel's transshipping activities; and
9. Establish general reports compiling the information collected in accordance with IATTC Program requirements and provide the captain the opportunity to include therein any relevant information.

Tasks 1 and 3 remain the prioritised tasks carried out by the observers and take up the majority of the observers' time through the counting, identifying and recording the weights of the species transferred and the movements of the carrier vessel. In agreement with the IATTC Secretariat the MRAG continues to submit reports every 15 days summarising daily transshipment activity rather than issuing daily reports.

On days prior to transshipment operations standby times and tonnage of products for transshipment are written on a dry erase board in the officer's mess and crew mess and the IATTC Observers are provided a pre-transshipment declaration copy. Onboard procedures for transshipment are initiated punctually at posted standby times. An announcement on the ship's public address initiates operations. Afterwards fenders were deployed. Transshipments typically, though not always, began during daylight hours, most often morning, and can last into late afternoon or as late as early evening. Most CVs conduct one to two transshipments daily from one to two LSTLVs. CVs transship frozen fish products into one of three decks (A B or C) of available cargo holds. Typical at sea transfer type are transshipment from LSTLV hold or LSTLV deck to CV hold using line segments or in some instances cargo nets. Line segments or cargo nets (unit of transshipment) are loaded with one to seventy eight frozen fish products depending upon such factors as product species, product mass, partially processed product type, pace of LSTLV crew, location of product within LSTLV hold, availability of LSTLV hydraulic winches and total transshipment time. Products are manually sorted and stowed in the CV hold according to LSTLV and discharge location for record keeping. Crew rotations in the cargo holds last for one hour and transfer speed of frozen fish product varied between 10mt and 30mt per hour.

LSTLV reports including product counts and weights are obtained by the CV's 2nd Officer from the LSTLV Captains then made available to the IATTC Observer within the first two hours of transshipment. The IATTC Observers are provided a copy of the LSTLV numbers and weights report within the first two hours of transshipment. Transshipment Declarations are prepared by the CVs 2nd Officer within the first two hours of transshipment and provided to the IATTC Observer for countersignature, certification and verification. A copy of the Transshipment Declaration is provided directly to the IATTC Observer during transshipment.

3.1. Species Identification

The three most abundant species observed transshipped are: *Thunnus obesus* (bigeye tuna; species code BET); this species are uniformly transshipped gilled and gutted (GG). Second: *Thunnus albacares* (yellowfin tuna; species code YFT). This species are also transshipped uniformly gilled and gutted (GG). And third: *Xiphias gladius* (broadbill swordfish; species code SWO); this species was transshipped both dressed (DR) and filleted (FL).

The other main species transshipped were: *Tetrapturus audax* (striped marlin; species code MLS); were transshipped predominantly gilled and gutted (GG), with an occasional dressed specimen observed; *Makaira nigricans* (blue marlin; species code BUM) were predominantly transshipped dressed (DR) but occasionally gilled and gutted; and *Thunnus alalunga* (albacore tuna; species code ALB); this species was consistently transshipped whole, (round or RD).

Distinguishing between shark species is not always possible due to the variety of processing techniques used. Where it was possible to discern between shark species blue shark (*Prionace glauca*) and mako sharks (*Isurus spp.*) were found to be the main shark species transshipped. Aside from sharks (SKH) and opah, *Lampris guttatus* (LAG), the remainder of what is transshipped, the observer classifies as other fish (OTF). This classification includes, but is not limited to: *Acanthocybium solandri* (wahoo; species code WAH), *Lepidocybium flavobrunneum* (escolar; species code LEC), *Tetrapturus angustirostris* (shortbill spearfish; species code SSP), *Ruvettus pretiosus* (oilfish; species code OIL) and *Coryphaena hippurus* (dolphinfish; species code DOL). In addition smaller amounts of *K. pelamis*, *Bramidae* species, *Selachimorpha/Pleurotremata* species. These various species are transshipped either dressed (DR) or whole (RD), depending upon the LSTLV. The observer attempts to keep a distinction between OTF species and provide each species with independent overall estimated weights. While some of the OTF species are identifiable to a degree, identifying every single species in the conglomerate that composes each string every transshipment can prove daunting. When identifying OTF species becomes an issue, observers lump together these species into a singular product code of OTF to obtain an accurate estimate of numbers to compare to the numbers claimed by the LSTLV; so as to estimate an overall weight.

Observed weight estimates were obtained by multiplying the observer tally for each species to the average weight derived from the transshipment declaration. See section: (Weight Estimation) for more detail on weight. Tuna are recorded by species where they can be positively identified or as mixed tuna species where they can only be counted. Distinguishing between the different tuna species can be difficult in their processed condition; the accuracy of identification is dependent on how easily the observer can discern certain diagnostic features on and in the tuna trunks. To aid identification laminated identification guides have been

produced depicting the major species transhipped, their diagnostic features and the different processing states that they may be transhipped in. The method of transfer can have an influence on species identification; experienced observers have reported that they can identify the species of tuna trunks that are lying on the deck of the LSTLV before being transhipped.

Product numbers are estimated by visual means. As each string was extracted from the LSTLV hold, the observer first determines the most abundant species that compose the string. That species is given the benefit to be tallied with the hand counter. Other species that were identified with certainty are either counted on the observer's hand, tallied on paper, or their counts are repeated into a voice recorder.

Thunnus obesus (bigeye tuna; species code BET) are identified primarily by their large eye, stout body, and black edged finlets. These fish were transhipped gilled and gutted (GG)

Thunnus albacares (yellowfin tuna; species code YFT) are identified by the shape of the head, the tapering of the caudal peduncle, overall body shape, finlet color, and relatively small eye when compared to *T. obesus*. This species was also transhipped gilled and gutted.

Xiphias gladius (broadbill swordfish; species code SWO) are difficult to miss. This species was identified by body shape, coloration, and the single keel present on the caudal peduncle. *X. gladius* were transhipped dressed (DR) and on occasion filleted (FL).

Thunnus alalunga (albacore tuna; species code ALB) are transhipped whole, (round, or RD). *T. alalunga* are identified by the overall body shape, the narrowing of the head in the maxillary region and the condition of transshipment (RD). The observer relies upon the rounded hump of the body abruptly ending and becoming the narrow caudal peduncle to identify damaged specimens.

Makaira nigricans (blue marlin; species code BUM) are identified by elongated scales, body shape, size, and coloration.

Tetrapturus audax (striped marlin; species code MLS) are identified by scale shape, body shape, and coloration. *T. audax* tended to be more slender and lighter in color than *M. nigricans*.

Lampris guttatus (opah; species code LAG). This species is identified by its distinct body shape, color and markings. *L. guttatus* were transhipped either dressed (DR) or whole (RD).

Acanthocybium solandri (wahoo; species code WAH) are identified by body shape, size, and distinct body markings. This species was transhipped dressed (DR).

Lepidocybium flavobrunneum (escolar; species code LEC) are identified by body shape, fins, lateral line, and the distinct demarcation on both sides of the head. This species was transhipped both whole(RD), and dressed(DR).

Tetrapturus angustirostris (shortbill spearfish; species code SSP) are identified by their very slender body shape, fins, and manner in which they were dressed by the LSTLV.

Ruvettus pretiosus (oilfish; species code OIL) are identified by their rough scales and body shape. This species was transhipped both dressed(DR) and whole (RD).

Coryphaena hippurus (dolphinfish; species code DOL) are an unmistakable species identified by body shape, coloration, and head shape when available. This species was transhipped both dressed(DR) and whole(RD).

Several different species of shark are also transhipped. Because of the dressed (DR) condition (lacking heads and fins), and the amount of time they are visible to the observer; these species are often lumped into the single category of (SKH).

Shark fins (SF) are observed transhipped in large bundles, and occasionally wrapped in plastic sacks.

The LSTLVs tranship frozen bags of mixed fish parts. These bags consisted of gonads, intestines, stomachs, and sometimes chunks of unidentifiable flesh. Observers are able to identify some of these bundles when they constitute a single type of product; but for the most parts the observer are unable to discern if they were product of a similar species or many different genera.

3.2. Weight Estimation

The methodology used by observers for estimating transshipment weights remains the same as those previously described by the MRAG. Deployment observations still show that very few carrier vessels use electronic hook-scales. Observers are tasked with estimating the weight of transhipped product by the species and species group that they tally during their observation period(s). The main purpose is to verify the weights recorded by the carrier and LSTLVs on the Transshipment Declaration. The observer records the weight estimates on the Observer portion of the Form T4 (iii). There are five (5) preferred options for accomplishing this task. These options are ordered by preference of implementation - Option #1 being first and Option #5 being last. Observers

will avoid estimating the weight of strings by solely visual means. If visual estimations are used, the observer must document the rationale and means of the visual estimation thoroughly.

- The most accurate and independent weight estimations observers can make will come as a derivative of their tally estimations (assuming that these tallies are complete for the observation period(s) recorded).
- Observers will only complete the String Weight field on the T4 (ii) when a hook scale is available (Option #1).
- The Observer Fraction of estimated weight of transshipped product (by species, species groups is the summation of each species'/species groups' tallied in the observation period(s), multiplied by average weights (independently estimated or derived from Declaration numbers).

Option #1 – Weights from CV Hook Scale Readouts: If the carrier vessel employs an operational in-line scale, observers can make an estimation of the total weight of the product transshipped by:

- Total Weight - sum the recorded CV scale readouts for all strings in a transshipment.
- Total Product Count - Sum of species tally estimations (by species/species groups),
- Proportional Weight of Product – Use number of fish and weight from Transshipment Declaration to proportion the Total Weight into a weight for each product code declared.

$$\text{Total Product Weight} = \frac{\text{Declared Product count} \times \text{Total Weight}}{\text{Declared Product Weight}}$$

- If the Declared weight or total count of products is not available from the vessel, determine an average weight for strings of non-mixed product. For example, if a transshipment has three strings of BET without other species, sum the total weight of the three strings and divide by the estimated count of the product on those three strings. Observer will use the largest possible sample size to determine average weights.

Option #2 – Weights from Declared Average Weights: Observer can derive average weights from (as a proportion of) “declared” information if and only if the carrier vessel, the LSTLV, or a combination of the two “declare” **both** numbers and weights of product. This is not a full independent estimation, but may be the best estimate available.

- Use number of fish and weight from Transshipment Declaration to determine an average weight for each product/species code declared.
- Multiply the independently collected tally data by declared average weights of each respective product/species group to derive observer weights.
- If observer’s product/species group designations are more specific than those declared by the vessel/LSTLV - observer may need to proportion the OTH group into multiple species codes.

Option #3 - Hanging Scale to Determine Average Weight – If vessel has a hanging scale, the observer will take weights on a random systematic basis from every nth string. The observer will use the fish(es) selected by the carrier vessel to test temperature as part of the weight sample. The observer will select X number of fish from each string based on a systematic sampling scheme with a random starting point. The observer will maximize the sampling size, collecting as many fish as possible, without causing excessive delay in the transshipment process. Confirm with carrier vessel crew that weight sampling will be allowable (will require every nth string to stop shortly before lowering into the hold).

For example, the observer may select three fish from each 3rd string starting at the string corresponding to the roll of a six-sided die. The observer will try to maintain the same selection process throughout the cruise, randomly selecting the starting point. Fish selection will be selected in the same manner each time also, ie lowest fish, three fish closest to a point on rail, etc. Changes in transshipment procedures may force the observer to alter the sampling scheme to ensure excessive delays are not caused. Provide thorough notes regarding the sampling design.

Observer combines the actual weights and divides by the total number of fish weighed for each product/species group. This average weight is then multiplied by the total estimated counts for each product/species group to reach a Total Product Weight.

$$\text{Total Product Weight} = \text{Avg wt for Species} \times \text{Total Observer Count Species}$$

Option #4 - Weights from Length-Sampling: If no scale is available, observer will sample for length measurements and convert to weight to determine an average weight for each product/species group. A length-sampling strategy can help to acquire an independent estimation of weights. The average weight is applied to the observer estimate of fish in each product/species code similar to Option #2.

- Confirm with carrier vessel crew that length sampling will be allowable (will require every nth string to stop shortly before lowering into the hold.)
- Consider the circumstances and the resources on hand.
- Devise a random systematic sampling scheme that will be most representative and at the same time practical in implementation (see length sampling below).

- Fine-tune sampling design as required; however, try to maintain the same structure throughout the cruise if possible.
- Provide thorough notes regarding the sampling design.

Total Product Weight = Avg wt for Species x Total Observer Count Species

Option #5 – Weights from Declared Weights: If Option #4 is not possible (i.e. no numbers are declared), or there is not viable information to make an independent estimate:

- Record the weights reported by the carrier vessel found on the IATTC Declaration Form, proportioning “other” species as with Option #4.
- Pursue ideas for reaching an independent estimate with MRAG.
- Provide thorough notes regarding why a weight estimations by other means cannot be accomplished and describe the outlook for implementing other options.

4. Reporting Protocols

Following are the Pre-Sea Forms and Report, to be completed prior to departing for sea on the assigned carrier vessel:

- Form T1 - Observer/Vessel Details
- Form T2 - Deployment Forms (i, ii and/or iii)
- Form T3 – Pre-Sea Inspection Checklist
- Report R1 - Transshipment Details Report

Form T1 - Observer/Vessel Details:

Form T1 describes the basic information required to identify the observer’s deployment onboard their assigned carrier vessel. This form will only be completed for carrier vessels and not completed for any other vessel (i.e. transfer vessels).

Form T2 - Deployment Form:

Form T2 (with all pertinent sub-forms) describes all vessels boarded during an Observer’s deployment.

The T2 is split up into three sub-forms:

- T2 (i) on Carrier Vessel
- T2 (ii) on Transfer Vessel (Outgoing)
- T2 (iii) on Transfer Vessel (Return)

Form T3 – Pre-Sea Inspection Checklist:

The Form T3, Pre-Sea Inspection Checklist, will be completed for all vessels boarded by the observer during a deployment(not including launches). For each vessel boarded, it is important that the observer complete inspections, clearly documenting any problem with the inspection and/or with the vessel’s cooperation with the observer, before:

- Carrier vessel departs port (or away from transfer vessel), or
- Transfer vessel departs port (or away from carrier vessel)

Depending on the circumstances of embarkation on to a vessel, arranging a proper Pre-Sea Inspection may require foresight and planning on the part of the observer (especially in cases of at-sea transfers). Observers will ensure that all parties involved understand the importance of the Inspection and the gravity of a failed inspection. In completing the form, the observer will need to personally check a number of features around the vessel, particularly relating to safety and communications. This Inspection will be performed by the Observer in the presence of at least one vessel Officer and, when possible, a local vessel agent and/or an IATTC Consortium partner.

Report R1 – Observer Deployment Report:

Report R1, the Observer Deployment Report, summarizes certain essential details collected in the T1, T2, and T3 forms. This report must be completed for every vessel boarded by the observer during a deployment.

The Report R1 is a pre-sea report and will be returned digitally (and by fax) to MRAG prior to departing for sea (certainly within 24 hours of deployment), along with the Form T3. If assigned vessel (carrier or transfer) does not pass the Pre-Sea Inspection, the Report R1 and the Form T3 will be returned to MRAG as soon as possible and follow up with a phone call.

Mid-Deployment Forms and Reports

The mid-deployment forms and reports need to be completed periodically throughout an observer’s deployment:

- Form T4 – Transshipment Details Form – each IATTC transshipment will have a T4 which consists on a summary of the LSTLV characteristics, observer estimate of product transshipped, LSTLV and Carrier vessels estimates of product, and a summary of the fish counts (and weights if available) on a per string basis.
- Report R2 – Observer 5-Day Report – details the LSTLV, date, position and catch summary of transshipment within the report period. Observer will e-mail or fax a R2 Report on the 5th, 10th, 15th, 20th, 25th, and last day of each month.
- Photo and Video Log – Observers will maintain an Excel file which records date, transshipment number, which tracks pictures based on a file name.

If the vessel has a reliable e-mail system, e-mail all associated T4s (as well as other linked documentation) to MRAG on a 5-day basis with the R2 reports, according to the above schedule.

Form T4 – Transshipment Details Form:

Each cruise may include more than 30 separate transshipments with different LSTLVs. A separate T4 form must be completed for each transshipment event. The sections are numbered by important, not sequentially. The order of the sections on the form layout is T4(i),(iii),(iv),(ii). The first section of this form T4(i) requires the observer to identify the LSTLV transshipping with the carrier vessel. In addition, the observer will record the timings and positions of transshipments.

The second part of the Transshipment Details Form T4(iii) contains the observer estimates of the species, product codes, fish counts and weights. The observer calculates the percentage of transshipment observed. Section T4(iv) has tables to record the product information provided in the Declaration Form, as reported by the LSTLV, and by the Carrier vessel.

The final part of the form T4(ii) track the tuna products transferred between vessels. The tunas are typically transferred using a boom winch, in batches of between 10-30 individual fish. The observer estimates the numbers of fish and species composition of each load or string. The tunas will be partially processed and frozen. Thus, species identification can sometimes be difficult. The observer will refer to the species identification guides provided with the Observer Manual (Appendix I), so that they become practiced at discerning between tuna species.

Observers will complete the following procedure for each transshipment and associated T4. The Observation number is the same as the transshipment number. Keep transshipment numbers in order by date and region. For example TS1 to TSxx for IATTC, Port1 to Portxx for port transshipments, and WP1 to WPxx for transshipment west of 150W. If observer takes a break or LSTLV divides a transshipment into two parts use A,B, C, to designate the parts of the transshipment (TS1A, TS1B,).

Report R2 – Observer 5-Day Report:

The R2 Report is a summary of the transshipments that occurred during the 5-day reporting period. The report only includes completed transshipments and only transshipments of fish are reported. If a transshipment is in progress at the end of a reporting period then it will be included in the next R2. Observers will compile and send their R2 reports on the schedule below:

- Period A – 1st to 5th
- Period B – 6th to 10th
- Period C – 11th to 15th
- Period D – 16th to 20th
- Period E – 21st to 25th
- Period F – 26th to the end of the month

It is important to send the R2s on time. If the e-mail is not working a fax copy to +1-907-677-6022 is acceptable.

Photo and Video Log and Files:

In order to easily sort and track pictures taken by observers, all relevant pictures taken on the cruise will be archived in an Excel photo log. Download, label and record all pictures on a daily basis in the order taken. The Photo and Video Log has a brief key at the top. Take photographs of LSTLV bow, stern, side, and stack insignia (if present); zoom in on any interesting features (such as shark fins or former names painted over but still visible, or other identifying characteristic.)

Report R3 – Supplier 15-Day Report

The R3 report is sent by MRAG to the IATTC on a bimonthly schedule. The R3 provides information on embarkations, transfers and disembarkations of observers. In addition, the R3 contains a summary of all the transshipments that occurred in the Eastern Pacific during the report period (compiled from observer R2 reports). It is not the responsibility of the observer to fill in this form; the R3 will be completed by the MRAG coordinator.

5. Observer Duties

Observers are tasked to report upon all transshipment operations that occur during their deployment aboard assigned carrier vessels. Currently MRAG has a contract with the IATTC to provide observers to vessels planning to transship within the Eastern Pacific. The IATTC Convention (management) Area begins at the 150° W line and includes all high seas waters east of that line of longitude, all the way to the Americas. MRAG does not currently have an agreement with the WCPFC to collect data on

transshipments in the Western Pacific. The dividing line is the 150 W line, despite the fact that the WCPFC area overlaps the IATTC, particularly around Tahiti. If the transshipment occurs at-sea east of 150W an observer is required.

If the carrier vessel takes transshipments west of 150W, these will be designated WCPFC transshipments. The observer is to observe these transshipments at carrier vessel captain's discretion. If the captain allows WCPFC transshipments to be observed, follow the same procedures as for the IATTC transshipments, designated the transshipment number as WP1 (number consecutively and independent of IATTC transshipments).

If the captain does not allow the WCPFC transshipments to be observed, the observer will not complete:

- 1) Gathering information directly from LSTLV captains
- 2) Monitoring actual transshipment operations;
- 3) Completing a Form T4 (ii-iv), T4(i) is still completed for all transshipments and;
- 4) Signing any transshipment documentation.

If the captain will not allow observations outside of the IATTC, the IATTC transshipment observer deployed on a carrier vessel transshipping outside of the IATTC Convention Area, will adhere to the above prohibitions to regular observation duties, which have precedence over any other instructions described within this document.

If transshipment begins on one side of the 150W and ends on the other side of the line, number the transshipment based on the start location and follows the procedures above for that region.

The main purpose for deploying observers aboard transshipment (carrier) vessels is to track at-sea transshipment operations between Large-Scale Tuna Longline Vessels (LSTLVs) and carrier vessels. The list of essential duties for observers on board carrier vessels operating in the assigned ROP Convention Area(s):

- 1) Record and verify identification information and other identifying characteristics of all transshipping LSTLVs.
- 2) Record and verify the times and positions of all transshipments.
- 3) Sign transshipment declaration documentation on observed transshipments.
- 4) Record and verify the species and product types transshipped, estimating numbers and estimating and/or verifying weights.
- 5) Issue periodic reports upon all transshipments.

Though observers should be equipped and able to complete all mid-deployment duties, they should know their priorities well and not jeopardize the completion of higher priority duties for the sake of completing less-essential duties.

Each day an observer is onboard the vessel there are three main duties that will be completed daily:

- a) Take daily position with heading and speed (same time each day if possible)
- b) Determine the ETA for next stop an/or next transshipment
- c) Record in Daily Observer Log notes regarding the days activities.

6. Observer Training

Currently there are 42 registered IATTC observers, of which 17 are current and ready to deploy, 9 could deploy with a 1-day briefing, 15 have retired or moved to other programs and 1 has been decertified. MRAG has a sufficient pool of observer to provide an internationally distributed pool of observers ensuring that all deployment requests can be covered, even when requested at short notice.

MRAG did not conduct an IATTC training between November 2014 and January, due to a sufficient number of active observers.

IATTC Certified Observers

Rank		Observer Name
2	Active	Bennett, James
8	Active	Lobdell, James
20	Active	Aab, Danny
25	Active	Cliffon, Samantha Lynn
27	Active	Pudenz, Justin
29	Active	Suarez, Lucas
35	Active	Gauthier, Michael
37	Active	Jui Lin, Tsung
40	Active	Richardson, David Louis
41	Active	Scheuermann, David
45	Active	Briles, Adam
46	Active	Carnes, Matthew
47	Active	Ewing, Dylan
48	Active	Humpal, Marques
49	Active	Murdoch, Roy Jules
50	Active	Tran, Hiep
51	Active	Weilbacher, Yoshino