

ISSUES OF POTENTIAL NON-COMPLIANCE REPORTED BY
OBSERVERS UNDER THE ICCAT REGIONAL OBSERVER PROGRAMMES

ICCAT Regional Observer Programme for Transshipment (ROP-Trans)

	<i>Date reported</i>	<i>Flag</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
1	22/12/2017	Chinese Taipei	210/17	The markings on the side of vessel was obscured by algal growth, making the IRCS difficult to read	We have already notified the vessel owner of such incident and have requested the fishing vessels to repaint their markings once the operation of repainting is possible. The vessel has repainted it.
2	14/03/2018	China	211/18	The name on the stern of the vessel was different from that on the bow	The LSPLV master indicated this would be rectified when the vessel was next in port.
3	27/04/2018	Belize	214/18	The logbook was not numbered.	In 2018 the Belize Administration changed the format of its bonded logbooks and in dispatching these new books to our vessels, the logbook for this particular vessel was inadvertently not numbered. Nonetheless, we have assigned a number to this logbook and have instructed the vessel owners/operators to place the assigned number in the logbook. Compliance with this instruction has been confirmed by the Belize administration via photographic evidence.
4	27/04/2018	Senegal	214/18	The logbook was not numbered	The fisheries administration recalled the ICCAT reporting requirements to the shipping owner company concerned. The shipping owner company has implemented the measures to correct this situation. The following transshipment reports do not mention this PNC.
5	retracted				

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6	10/06/2018	China	218/18	The logbook pages of the XXX were not consecutively numbered	We have communicated with the owner of [the LSPLV] on this case, this was because the crew member in charge was suffering from appendicitis and was unable to do his job, which led to five days of vacancy in the logbook. We took it as a very serious case and require the owner of the vessel to strengthen its management on her vessels, to ensure the consecutiveness of the logbook.
7	02/04/2018 (sent to Secretariat 19/09/2018)	China	213/18	The Power light of the ARGOS MARGE V2 VMS system was not illuminated. A PNC was issued and a copy provided to the master of the LSPLV.	The VMS unit is working well according to our record. It is a basic requirement of Chinese authorities that all the fishing vessels equipped an operating VMS on board the vessel. We are glad to provide the VMS historical track for your information.
8	02/04/2018 (sent to Secretariat 19/09/2018)	China	213/18	The LSPLV officers could not point out the VMS unit and the observer could not find a unit in the indoor area of the wheelhouse. The observer did note antennae for an Argos MAR V2, a Sailor Fleetbroadband and a BEAM Oceana 800. Whether these antennae were used as VMS units could not be verified. A PNC for no VMS was issued and a copy given to the captain.	The VMS unit is working well according to our record. It is a basic requirement of Chinese authorities that all the fishing vessels equipped with an operating VMS on board the vessel. We are glad to provide the VMS historical track for your information.
9	20/06/2018 (sent to Secretariat 19/09/2018)	China	213/18	The letters 'NG' in FENG worn and not legible from distance, A PNC was issued for the unclear bow markings. The Captain of the LSPLV stated the name would be repainted as soon as possible.	We have contacted the owner of the vessel. The LSPLV master indicated this would be rectified when the vessel was next in port.
10	23/06/2018 (sent to Secretariat 19/09/2018)	China	218/18	Pages of logbook were not numbered and a PNC was issued.	We have informed the vessel of the case and required them to number the pages. Now they have numbered their logbook.

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11	24/06/2018 (sent to Secretariat 19/09/2018)	China	218/18	Pages of logbook were not numbered and a PNC was issued.	We have informed the vessel of the case and required them to number the pages. Now they have numbered their logbook.
12	26/06/2018 (sent to Secretariat 19/09/2018)	China	218/18	No identifiable VMS unit was shown to the observer on the vessel, although a possible VMS aerial was seen on top of the bridge	The VMS unit is working well according to our record. It is a basic requirement of Chinese authorities that all the fishing vessels equipped an operating VMS on board the vessel. We are glad to provide the VMS historical track for your information.
13	24/02/2018 (sent to the Secretariat 19/09/2018)	Japan	212/18	The printed but unbound logbook was only completed up to 20/02/2018. The captain explained that the LSPLV experienced problems with the freezers due to a burst from pipe and had not been fishing since the last entry was made.	<p>This vessel used electric logbook system. Freezer had a trouble on 24/02/2018. The logbook for the period of 21/02/2018-23/02/2018 was completed and presented to the observer on the screen. The logbook up to 20/02/2018 was also recorded in electric logbook system; however, the captain printed them out for the ease of reference by the observer. They were misunderstood by the observer as "printed but unbound logbook".</p> <p>The photo attached to the table and was not reported in the logbook of the vessel. It is obvious from the [different] call sign indicated on the logbook.</p>
14	11/05/2018 (sent to the Secretariat 19/09/2018)	Japan	216/18	The power light of the ARGOS VMS unit was not on. The captain said that the unit was turned off because the vessel's position could be tracked through Inmarsat-C	Although the power light was not on, the system itself was working. Fisheries Agency of Japan has confirmed that position had been continuously reported by ARGOS system including at the time of transshipment (the explanation of the captain was based on his misunderstanding).

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15	12/06/2018 (sent to the Secretariat 19/09/2018)	Japan	218/18	The logbook was not bound and PNC issued. Logbook pages loose and held together in file.	Since the bound logbook was exhausted onboard, the vessel used unbound logbook for the time being. New bound logbook was sent to the vessel immediately.
16	20/06/2018 (sent to the Secretariat 19/09/2018)	Japan	220/18	The logbook not fully completed as the header page was not available on board. The explanation was that the header page was being completed by the company offices on a 10-daily basis.	An electronic logbook system was introduced to this vessel. Although every days catch was recorded, basic information such as name of fishing vessel in the first page was not completed on the vessel. The company office sent wrong instruction to its vessels. This mishandling has been already fixed and now the all the pages are completed and made available on board.
17	20/06/2018 (sent to the Secretariat 19/09/2018)	Japan	220/18	A PNC (LEI) was raised for the logbook not fully completed as the header page was not available on board. The explanation was that the header page was being completed by the company offices on a 10-daily basis.	An electronic logbook system was introduced to this vessel. Although every days catch was recorded, basic information such as name of fishing vessel in the first page was not completed on the vessel. The company office sent wrong instruction to its vessels. This mishandling has been already fixed and now the all the pages are completed and made available on board.
18	21/06/2018 (sent to the Secretariat 19/09/2018)	Japan	220/18	The logbook not fully completed as the header page was not available on board. The explanation was that the header page was being completed by the company offices on a 10-daily basis.	An electronic logbook system was introduced to this vessel. Although every days catch was recorded, basic information such as name of fishing vessel in the first page was not completed on the vessel. The company office sent wrong instruction to its vessels. This mishandling has been already fixed and now the all the pages are completed and made available on board.

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19	21/06/2018 (sent to the Secretariat 19/09/2018)	Japan	220/18	The logbook not fully completed as the header page was not available on board. The explanation was that the header page was being completed by the company offices on a 10-daily basis.	An electronic logbook system was introduced to this vessel. Although every days catch was recorded, basic information such as name of fishing vessel in the first page was not completed on the vessel. The company office sent wrong instruction to its vessels. This mishandling has been already fixed, and now the all pages are completed and made available on board.
20	05/04/2018 (sent to the Secretariat 19/09/2018)	St. Vincent and the Grenadines	213/18	The LSPLV officers could not point out the VMS unit and the observer could not find a unit in the indoor area of the wheelhouse. The observer did note antennae for an Argos MAR V2, a Sailor Fleetbroadband and a BEAM Oceana 800. Whether these antennae were used as VMS units could not be verified. A PNC for no VMS was issued and a copy give to the captain.	The Regional Observer noted on the 19th January 2017 that the vessels' VMS was not shown during inspection, just the aerial extension. However, the vessel was reporting on the day in question as can be seen (VMS messages provided)

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21	31/10/2017	Japan	207-17	The vessel did not have a bound and printed copy of the logbook on board at time of inspection. Prior to inspection the CV captain notified the observer the vessel may not have an electronic copy of logbook as they were having trouble with their computer. At time of boarding the observer was shown a partial digital logbook which ended at the 10/10/2017 with a printed but unbound A4 copy of the logbook covering from 21/10/2017 presented during inspection. This missing dates 11/10/2017-20/10/2017 were noted by the observer and the FV was asked about this. The CV captain who was present translated and the FV captain understood. The observer was told that they were unable to present a complete digital record as the computer had broken and would request the missing records from their company office. The observer received a printed but unbound copy of the missing dates once back on board the CV and prior to the end of transshipment.	<p>An electronic logbook system was introduced to this vessel. As explained by the captain, the logbook could not be presented on the screen due to the trouble in computer. In order to present the logbook of the missing dates, the company sent the copy of the logbook to the CV, then it was presented to the observer.</p> <p>The vessel was instructed, in a similar case of computer trouble in future, to use the printed and bound logbook as an alternative to the electronic logbook and present it to the observer if requested.</p>
22	21/03/2018	Japan	214-18	The Logbook shown to the observer was not up to date and was unbound. PNC Reported.	Due to logistic reasons, bound logbook was not available on this vessel at the time of report. An electronic logbook system has already been introduced to this vessel.