

SUMMARY REPORT ON POSSIBLE INFRACTIONS OBSERVED UNDER THE REGIONAL OBSERVER PROGRAMME

Prepared by IOTC Secretariat, 15 April 2017

In line with the requirement of IOTC Resolution 14/06 *On establishing a programme for transhipment by large-scale fishing vessels*, this document provides a summary of possible infractions against IOTC Resolutions by Large Scale Tuna Longline Vessels (LSTLVs) and carrier vessels, as recorded by observers deployed under the Programme during 2016.

Paragraph 23. The Secretariat shall, when providing CPCs with copies of all raw data, summaries and reports in accordance with paragraph 10 of **Annex III** to this Resolution, also indicate evidence indicating possible infraction of IOTC regulations by LSTLVs/carrier vessels flagged to that CPC. Upon receiving such evidence, each CPC shall investigate the cases and report the results of the investigation back to the Secretariat three months prior to the Compliance Committee meeting. The Secretariat shall circulate among CPCs the list of names and flags of the LSTLVs/Carrier vessels that were involved in such possible infraction as well as the response of the flag CPCs 80 days prior to the Compliance Committee meeting.

The summaries of possible infractions are presented by category of infractions and by fleets in Table 1, and they are also presented in details, in Appendix I, under five distinct categories: Table 2, Possible infractions relating to authorisation to fish (ATF); Table 3, Possible infractions relating to Vessel Monitoring System (VMS); Table 4, Possible infractions relating to fishing logbooks; Table 5, Possible infractions relating to marking of fishing vessels; Table 6 Possible infractions relating to intention to tranship outside of the at-sea Transhipment Programme. The information provided in Tables 1 to 6 are summarised in Figure 1. These observations have been made by the observers in fulfilment of the observer tasks provided for in Resolution 14/06.

Annex III, Paragraph 5. The observer tasks shall be in particular to:

- a) On the Fishing Vessel intending to tranship to the carrier vessel and before the transhipment takes place, the observer shall:
 - i. check the validity of the fishing vessel's authorisation or licence to fish tuna and tuna like species in the IOTC Area of competence;
 - ii. check and note the total quantity of catch on board, and the quantity to be transferred to the carrier vessel;
 - iii. check that the VMS is functioning and examine the logbook;
 - iv. verify whether any of the catch on board resulted from transfers from other vessels, and check documentation on such transfers;
 - v. in the case of an indication that there are any violations involving the fishing vessel, immediately report the violations to the carrier vessel master,
 - vi. report the results of these duties on the fishing vessel in the observers report.

In all, during 2016, a total of 474 possible infractions were recorded, of which, 131 related to fishing logbook, 121 related to marking of vessels, 87 related to ATF, 134 related to VMS and 1 related to transhipment outside of the at-sea Transhipment Programme. These have been communicated to the concerned fleets participating in the Programme, as and when the concerned deployment reports were approved by the Secretariat.

Of the 474 possible infractions notified to the participating fleets, 470 (99%) responses were received. One fleet, Seychelles, has not yet provided all the responses for the cases observed, as indicated in Table 1. Three fleets, Korea (Republic of), Malaysia and Tanzania, have provided their responses after the deadline of 15/02/2017, and this is provided in Appendix III.

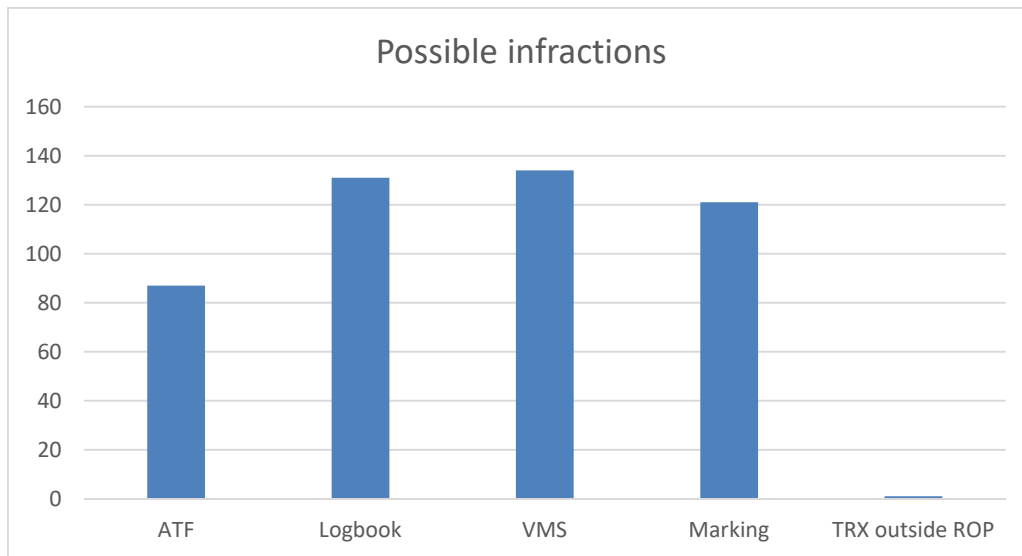


Figure 1: Possible infractions by category under the at-sea Transshipment Programme in 2016.

The results of the investigations of the concerned fleets whose vessels are participating in the Programme are provided in: Appendix II, for responses received before the deadline of 15/02/2017 and, in Appendix III, for responses received after the deadline of 15/02/2017.

Table 1 – Summary of possible infractions by category of infraction and by participating fleet in 2016.

		China	Taiwan, Province of China	Japan	Korea	Malaysia	Oman	Seychelles	Tanzania	Total by Category
Authorisation to Fish (ATF)	Possible infractions	1	82			2	2			87
	Responses received	1	82			2	2			87
Vessel Monitoring System (VMS)	Possible infractions	16	91	3		2	2	20		134
	Responses received	16	91	3		2	2	20		134
Fishing Logbook	Possible infractions	43	7	59	7	4	3	6	2	131
	Responses received	43	7	59	7	4	3	3	2	128
Marking of vessel	Possible infractions	40	65	1	4	3	3	5		121
	Responses received	40	65	1	4	3	3	4		120
Transshipment outside the ROP	Possible infractions		1							1
	Responses received		1							4
Total by fleet	Possible infractions	100	246	63	11	11	10	31	2	474
	Responses received	100	246	63	11	11	10	27	2	470

■ No possible infraction notified

■ Fleet(s) with missing response(s) to possible infraction(s) notified

Appendix I - Possible infractions detected during 2016.

Notes: Rows highlighted in grey indicate that a response was received by the concerned fleet before the deadline/ Rows highlighted in orange indicate that a response was received by the concerned fleet after the deadline / Rows not highlighted indicate that no response was received by the concerned fleet.

Table 1 – Possible infractions relating to authorisation to fish (ATF).

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
336	XIN SHI JI 158	CHN	29/12/15	The ATF shown to the observer appeared to be a coastal state licence authorised to fish in areas within Seychelles jurisdiction only (Error! Reference source not found.).	22/02/16	02/03/16
348	HUNG HWA NO.202	TWN	02/05/16	The ATF for this vessel stated its area of operations to be for unlimited waters (Pacific Ocean) and therefore did not appear to authorise fishing in the Indian Ocean	24/06/16	15/07/16
348	CHUAN HSING FA NO.10	TWN	19/05/16	Two ATFs for the CHUAN HSING FA NO 10 were presented to the observer, the first one had an expiry date of 17/10/2014. The second ATF had an expiry date of 19/01/2015	24/06/16	15/07/16
363	Wen Der No.106	TWN	22/05/16	During transshipment No.6 (LSTLV Wen Der No.106) the ATF shown had expired on 17/01/2016.	11/07/16	19/07/16
376	MAN YO SHUN	TWN	23/07/16	The LSTLV produced an ATF which indicated the LSTLV name as "HUNG SHUN" the previous name of the vessel authorised from 01/01/2011 to 30/06/2015. This name was not consistent with the name "MAN YO SHUN" displayed on the vessel	17/08/16	22/08/16
364	YI FENG NO.168	TWN	15/06/16	The English ATF onboard the Yi Feng No.168 only referred to "Taiwan's economic zone". The observer was informed that the Mandarin translation stated that the licence was valid for the Indian Ocean	27/09/16	20/10/16
356	HO HSIN HSING NO.601	TWN	24/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	MAN AN	TWN	25/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DER HAE NO.3	TWN	27/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DE HAI NO.12	TWN	27/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HUNG JIE WEI NO.21	TWN	28/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HAI CHIEN HSING NO.6	TWN	30/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	GUAN WANG	TWN	30/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIA YI FA	TWN	31/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.888	TWN	31/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.101	TWN	31/05/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHI SHENG NO.6	TWN	01/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.368	TWN	01/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DING YANG	TWN	02/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	GUAN WANG NO.21	TWN	02/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
356	TENN MING YANG NO.889	TWN	02/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY CHIEN TSAI NO.112	TWN	03/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RLEY CHIEN TSAI NO.116	TWN	03/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC.	27/09/16	14/02/17
356	FWU FA NO.6	TWN	03/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC. The name on the bow differed from the name recorded by IOTC and on the ATF	27/09/16	14/02/17
356	AN WONE FA NO.3	TWN	03/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIN SHYANG YIH NO.168	TWN	04/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.268	TWN	05/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.168	TWN	05/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY I SHYANG NO.10	TWN	07/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY I SHYANG NO.12	TWN	07/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY I SHYANG NO.8	TWN	07/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DE HAI No.26	TWN	25/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DE HAI NO.12	TWN	25/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HAI CHIEN HSING NO.6	TWN	26/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HUNG JIE WEI NO.21	TWN	27/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY I SHYANG NO.10	TWN	28/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	RUEY I SHYANG NO.12	TWN	28/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WEN FA NO.26	TWN	29/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WONE FA NO.3	TWN	30/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WEN FA NO.2	TWN	30/06/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WOEN FA NO.168	TWN	01/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.368	TWN	01/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	FWU FA NO.6	TWN	01/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
356	TENN MING YANG NO.101	TWN	01/07/16	The signature on the ATF was not recognised as an authorised signature by IOT	27/09/16	14/02/17
356	TENN MING YANG NO.168	TWN	03/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.268	TWN	03/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.888	TWN	04/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIN SHYANG YIH NO.168	TWN	05/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	GUAN WANG NO.21	TWN	06/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.889	TWN	06/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	GUAN WANG	TWN	06/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIA YI FA	TWN	07/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHI SHENG NO.6	TWN	07/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIAE HA FA	TWN	07/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	FWU FA NO.6	TWN	26/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	LIAN CHI SHENG NO.62	TWN	27/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHI SHENG NO.6	TWN	29/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	GUAN WANG NO.21	TWN	29/07/15	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DING YANG	TWN	29/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	TENN MING YANG NO.888	TWN	29/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	SHIN LIAN FA NO.168	TWN	30/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC.	27/09/16	14/02/17
356	JIA YI FA	TWN	31/07/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHENG QING FENG NO.8	TWN	02/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHENG QING FENG	TWN	02/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	JIN SHYANG YIH NO.168	TWN	02/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	FENG CUO NO.668	TWN	04/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHIN SHENG WIN	TWN	06/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	SHENG FAN NO.699	TWN	06/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
356	JEE CHUEN TSAI NO.368	TWN	07/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHARNG LUEN NO.22	TWN	09/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHARNG FU YING	TWN	09/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HUNG CHUAN NO.232	TWN	10/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	SHIN LIAN FA NO.168	TWN	13/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	HSIN MING SHENG NO.28	TWN	13/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WONE FA NO.3	TWN	14/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WEN FA NO.2	TWN	15/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	AN WEN FA NO.26	TWN	15/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DER HAE NO.3	TWN	17/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	DE HAI No.26	TWN	17/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	YING TA HSIANG	TWN	25/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	LIEN YI HSING NO.12	TWN	27/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
356	CHING CHUN FA NO.168	TWN	27/08/16	The signature on the ATF was not recognised as an authorised signature by IOTC	27/09/16	14/02/17
367	HWA KUN NO.168	TWN	01/07/16	The ATF expired on 09/02/2016 (reflected as 02/09/2016 on the ATF [mm/dd/yyyy date format is used on the ATF documents issued by Taiwan, province of China]).	12/10/16	08/11/16
380	SINAW 16	OMN	24/08/16	The ATF shown to the observer by the LSTLV captain expired on 14/01/2009. This ATF document was in a different format as the templates provided by IOTC for Oman. The ATF also restricted the LSTLV to areas "between Latitude (24 45) N and Longitude (54 00) E.	31/10/16	13/02/17
375	SINAW 16	OMN	30/08/16	The master could not produce an in-date ATF during transshipment 7. The observer was initially shown a document which appeared to be a coastal tuna fishing licence. This document expired on 11/10/2009. The second document produced appeared to be the vessel's safety certificate. Neither of the documents were in the same format as the Omani ATF templates provided to the observer	03/11/16	13/02/17
393	KHA YANG 5	MYS	24/10/16	The LSTLV could not produce the flag state ATF (Malaysia)	01/12/16	22/02/17
393	KHA YANG 5	MYS	04/11/16	The observer requested the flag state ATF from the LSTLV, but this could not be supplied. The observer could not verify the reason why the ATF could not be produced.	01/12/16	22/02/17

Table 2 – Possible infractions relating to Vessel Monitoring System (VMS).

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
344	KHA YANG NO.399	TWN	26/01/16	The unit shown to the observer as the VMS was not recognised (Error! Reference source not found.), although a possible VMS aerial was present above the bridge (Error! Reference source not found.).	09/02/16	15/02/16
330	CHIEN WEI NO.3	TWN	17/01/16	The CLS LEO VMS system was fitted with a power switch adjacent to the unit.	22/02/16	08/03/16
336	ZHANG YUAN YU 22	CHN	31/12/15	A VMS antenna was observed on the top of the bridge of the LSTLV but the observer did not identify any other equipment or power source connected to the antenna.	22/02/16	02/03/16
336	LU QING YUAN YU 101	CHN	01/01/16	A VMS antenna was observed on the top of the bridge of the LSTLV but the observer did not identify any other equipment or power source connected to the antenna.	22/02/16	02/03/16
339	Chaan Ying	TWN	07/03/2016	The VMS unit on the Chaan Ying could not be identified by the observer, and no on/off switch or power light was visible .The ATF recorded the VMS system as Inmarsat-C (424699128), but the observer could not identify any equipment matching this description.	14/04/16	15/07/16
346	SHYANG MAAN NO.368	TWN	27/02/16	The LSTLV's VMS had an ON/Off switch mounted right next to the unit.	13/05/16	29/07/16
346	CHIEN WEI NO.3	TWN	28/02/16	The LSTLV's VMS had an On/Off switch located immediately alongside it.	13/05/16	29/07/16
346	RYUSEI MARU No.8	JPN	15/03/16	The vessel's VMS unit had an On/Off switch mounted right next to it.	13/05/16	10/02/17
352	YU I HSIANG NO.627	TWN	29/03/16	The VMS unit (CLS Thorium [ID 501536]) was fitted with a power switch.	23/05/16	31/01/17
352	Mercury	SYC	31/03/16	Both ARGOS units were fitted with power switches.	23/05/16	13/02/17
353	YUAN TAI NO.216	TWN	23/03/16	A switch was possibly attached to the VMS unit	23/05/16	25/05/16
353	HUNG RUNG NO.2	TWN	15/04/16	Observer was shown an AIS unit instead of a VMS unit	23/05/16	25/05/16
349	FENG KUO NO.888	TWN	08/04/16	The observer was shown an analog to digital converter instead of a VMS unit	25/05/16	06/06/16
349	FENG CUO NO.668	TWN	08/04/16	The observer was shown a power supply unit rather than a VMS, although a possible unmarked VMS aerial was also seen	25/05/16	06/06/16
349	MENG FA NO.312	TWN	10/04/16	There was a switch beside the VMS unit	25/05/16	06/06/16
349	WOEN DAR NO.168	TWN	15/04/16	There was a switch beside the VMS unit	25/05/16	06/06/16
351	XIN SHI JI NO.72	CHN	23/03/16	When the observer inspected the VMS unit there was no power light visible. The crew turned the VMS unit on following a request from the observer	08/06/16	20/06/16
351	LU QING YUAN YU 101	CHN	11/04/16	No power light was visible on the VMS unit shown to the observer, the unit was switched on following the request of the observer	08/06/16	20/06/16
351	LU QING YUAN YU 105	CHN	11/04/16	The VMS unit shown to the observer had no power light visible, and the unit was switched on at the request of the observer	08/06/16	20/06/16
351	ZHANG YUAN YU 21	CHN	12/04/16	No internal VMS unit was shown to the observer, the observer was only shown an external antenna.	08/06/16	20/06/16
355	NF Indian Tuna No. 1	SYC	29/04/16	The CLS LEO VMS unit was fitted with a power switch.	24/06/16	13/02/17
355	Keifuku Maru No. 1	SYC	04/05/16	The VMS unit was fitted with a power switch.	24/06/16	13/02/17
355	NF Indian Tuna No. 9	SYC	09/05/16	The CLS LEO VMS unit was fitted with a power switch.	24/06/16	13/02/17
355	Shinn Mann No. 21	SYC	24/05/16	The VMS (ARGOS) unit was fitted with a power switch	24/06/16	13/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
355	Chun I No.318	SYC	24/05/16	The VMS unit was fitted with a power switch	24/06/16	13/02/17
355	Chun I No. 307	SYC	25/05/16	The VMS unit was fitted with a power switch	24/06/16	13/02/17
355	Long Yield No. 3	SYC	25/05/16	The VMS unit was fitted with a power switch	24/06/16	13/02/17
348	CHAAN YING	TWN	21/03/16	The observer did not recognise the VMS unit on the CHAAN YING, no power light was visible and the only markings on the VMS unit appeared to have been added by hand. One external antenna unit shown to the observer appeared to be a Thrane & Thrane model but did not carry any identifying markings	24/06/16	15/07/16
348	HUNG RUNG NO.2	TWN	05/05/16	The observer did not recognise the VMS unit of the HUNG RUNG NO 2 and no power light was visible. An external antenna was shown to the observer, this carried no markings but appeared to be Thrane & Thrane (Sailor) Capsat model	24/06/16	15/07/16
348	FENG CUO NO.668	TWN	08/05/16	The captain stated that the LSTLV had no internal VMS unit, but indicated a unit in the antenna array, however no markings were visible to the observer	24/06/16	15/07/16
350	LU RONG YUAN YU 201	CHN	13/05/16	The VMS was fitted with a power switch.	11/07/16	15/07/16
350	JIN XIANG 9	CHN	19/05/16	The vessel was fitted with a CLS TRITON VMS unit, which was fitted with a power switch.	11/07/16	15/07/16
350	JIN XIANG 8	CHN	21/05/16	The CLS VMS system fitted with a power switch	11/07/16	15/07/16
350	Lu Rong Yuan Yu 189	CHN	23/05/16	The crew could not indicate the location of the VMS unit and the observer was unable to find any unit indoors.	11/07/16	15/07/16
350	Shinn Mann No. 21	SYC	26/04/16	The VMS was fitted with a power switch.	11/07/16	11/07/16
350	Chun I No. 307	SYC	26/04/16	The VMS was fitted with a power switch.	11/07/16	11/07/16
350	Jin Hong No. 308	SYC	27/04/16	The ARGOS VMS unit was fitted with a power switch.	11/07/16	13/02/17
350	SHENG FAN NO.119	TWN	19/04/16	The ARGOGOS MARGE V2 was fitted with a power switch	11/07/16	06/02/17
350	SIN HUA FONG NO.168	TWN	21/04/16	Both the units were fitted with power switches	11/07/16	06/02/17
350	JUI DER NO.112	TWN	15/05/16	The VMS was fitted with a power switch	11/07/16	06/02/17
350	YI JEN CHUN NO.668	TWN	25/05/16	The VMS was fitted with a power switch	11/07/16	06/02/17
350	SIN HUA FONG NO.16	TWN	25/05/16	Both VMS units were fitted with power switches.	11/07/16	06/02/17
350	SIN HUA FONG NO.168	TWN	25/05/16	Both VMS units were fitted with power switches.	11/07/16	06/02/17
350	HWA HUNG NO.202	TWN	28/05/16	The VMS unit was fitted with a power switch.	11/07/16	06/02/17
358	ZHANG YUAN YU 21	CHN	15/05/16	The VMS power light was not visible. LSTLV Master showed the observer the external aerial unit only. There was no indication that this was working. The unit was a Thrane and Thrane (Sailor). There was no corresponding unit in the bridge. The Master explained that the internal unit/junction box was broken but the external aerial was working.	11/07/16	15/07/16
358	ZHANG YUAN YU 22	CHN	16/05/16	The VMS power light was not visible. LSTLV Master showed the observer the external aerial unit only. There was no indication that this was working. The unit was a Thrane and Thrane (Sailor). There was no corresponding unit in the bridge. The Master explained that the internal unit/junction box was broken but the external aerial was working.	11/07/16	15/07/16

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
359	FUKUSEKI MARU No. 1	JPN	29/05/16	The VMS system was fitted with a power switch adjacent to the unit.	11/07/16	10/02/17
360	HUNG RUNG NO.2	TWN	04/06/16	The observer was not shown a power light on the VMS unit of the Hung Run No.2	11/07/16	15/07/16
362	WOEN YU CHANG NO.6	TWN	08/06/16	The CLS LEO unit was fitted with a power switch.	11/07/16	22/07/16
365	CHENG QING FENG	TWN	20/05/16	The VMS system was fitted with a power switch.	11/07/16	20/07/16
365	AN WONE FA NO.3	TWN	29/05/16	The CLS LEO VMS unit was fitted with a power switch.	11/07/16	20/07/16
372	KHA YANG 7	MYS	18/06/16	The LSTLV was fitted with the Thrane and Thrane VMS unit and the power switch was noticed next to it.	15/07/16	22/02/17
372	CHENG QING FENG	TWN	19/06/16	The LSTLV was fitted with the ARGOS VMS unit with the power switch fitted next to the unit.	15/07/16	10/02/17
372	SHIN LIAN FA NO.36	TWN	19/06/16	The LSTLV was fitted with the ARGOS VMS unit with a power switch fitted adjacent to the unit	15/07/16	10/02/17
372	DING YANG	TWN	25/06/16	The LSTLV was fitted with the Thrane and Thrane 3022D VMS unit which was fitted with a power switch.	15/07/16	10/02/17
373	LU QING YUAN YU 101	CHN	07/07/16	The VMS system was fitted with a power switch.	17/08/16	01/09/16
373	LU QING YUAN YU 107	CHN	07/07/16	The VMS system was fitted with a power switch.	17/08/16	01/09/16
373	LU QING YUAN YU 105	CHN	08/07/16	The VMS system was fitted with a power switch.	17/08/16	01/09/16
373	XIN SHI JI NO.72	CHN	21/07/16	The observer was shown a Thrane and Thrane 3022D unit as the ship's VMS unit. This Thrane and Thrane 3022D VMS unit's power light was not illuminated.	17/08/16	01/09/16
376	YONG MAN FA	TWN	23/07/16	The CLS LEO VMS unit was fitted with a power switch.	17/08/16	22/08/16
377	CHENG QING FENG	TWN	16/07/16	The ARGOS VMS system was fitted with a power switch.	17/08/16	06/02/17
377	LIEN SHENG FA	TWN	24/07/16	The ARGOS VMS system was fitted with a power switch.	17/08/16	06/02/17
361	SHUANG LIAN	TWN	07/06/16	The Argos unit was fitted with a power switch.	17/08/16	08/02/17
361	SINAW 16	OMN	07/06/16	The Argos unit was fitted with a power switch and switched off.	17/08/16	13/02/17
366	SHANG FENG NO.3	TWN	28/06/06	The LSTLV VMS unit was fitted with a power supply switch.	17/08/16	19/08/16
366	SHUANG LIAN	TWN	13/07/16	The LSTLV were fitted with a secondary VMS (ARGOS MARGE V2) which was fitted with a switch.	17/08/16	19/08/16
366	YNG HSING NO.23	TWN	18/07/16	The CLS LEO VMS unit was fitted with a power switch.	17/08/16	19/08/16
368	HUNG RUNG NO.2	TWN	08/07/16	The internal VMS unit onboard the Hung Rung No.2 did not have a visible power light (Figure 3). The captain told the observer that the remainder of the VMS unit was visible on the exterior of the vessel (Figure 4).	17/08/16	17/11/16
370	HSIANG MING NO. 6	TWN	11/06/16	The VMS unit was fitted with a power switch.	17/08/16	08/02/17
370	SHENG HAI NO.127	TWN	13/06/16	The LSTLV was fitted with Argos (CLS) LEO, Thrane & Thrane (TT3027D) and Trimble (Galaxy) VMS units. All the units were switched on and each unit was fitted with a power switch.	17/08/16	08/02/17
370	HSIANG FUH NO.6	TWN	18/06/16	The LSTLV was fitted with an Argos (MAR GE V2) VMS unit. The VMS unit was connected to the power switch.	17/08/16	08/02/17
370	SI CHUEN NO.212	TWN	19/06/16	The CLS LEO VMS unit was fitted with a power switch.	17/08/16	08/02/17
370	HSING LUNG NO.31	TWN	03/07/16	The CLS LEO unit was connected via a power switch.	17/08/16	08/02/17
370	SHENG FAN NO.119	TWN	06/07/16	The LSTLV was fitted with Argos FVT and Argos MAR GE V2 VMS units, both units were on. Both VMS units were connected to power switches.	17/08/16	08/02/17

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
370	LIEN CHING YU NO.127	TWN	11/07/16	The CLS unit was fitted with a power switch.	17/08/16	08/02/17
370	NF Indian Tuna No. 1	SYC	25/06/16	The VMS unit (CLS LEO) was connected to a power supply switch.	17/08/16	13/02/17
370	NF Indian Tuna No. 9	SYC	25/06/16	The VMS unit (CLS LEO) was connected to a power switch.	17/08/16	13/02/17
370	Evergold No. 1	SYC	28/06/16	The ARGOS FVT unit was fitted with a power switch	17/08/16	13/02/17
370	Mercury	SYC	29/06/16	The LSTLV was fitted with two Argos MAR GE V2 units, a Cobham 6194 terminal control unit (TT3027D Antennae) and a Thrane & Thrane TT3027D VMS unit. Only one Argos unit was switched on. Both Argos units were fitted with a power switches.	17/08/16	13/02/17
370	NF Eastern Star	SYC	30/06/16	The VMS unit (CLS LEO) was connected to the power switch	17/08/16	13/02/17
370	Fortune 78	SYC	04/07/16	The LSTLV displayed the name "FORTUNE NO78" on the bow and the stern of the ship. The displayed name was not consistent with the name "Fortune 78" provided by the IOTC vessel list.	17/08/16	13/02/17
374	DER HAE NO.3	TWN	26/07/16	The power light on the VMS unit was red, indicating that the unit was not switched on, and the socket visible on the front of the unit was not connected	02/09/16	08/02/17
374	KATSUEI MARU No.8	JPN	11/07/16	The observer did not recognise the VMS model, there was no power light visible and the screen displayed an error message stating "Access Failure"	02/09/16	10/02/17
383	KHA YANG 3	MYS	13/08/16	VMS did not display a green light to indicate it was switched on	14/09/16	22/02/17
364	LONG WANG SHENG	TWN	16/06/16	The observer was shown an external VMS antenna (Figure 10) and an internal power supply (Figure 11), however an internal VMS unit was not shown	27/09/16	20/10/16
364	JINN JYI CHYUN NO.178	TWN	17/06/16	The observer was shown a recognised external VMS unit (Figure 13), but no power light was visible on the unit. No internal VMS unit with power light was shown to the observer, only an internal power supply	27/09/16	20/10/16
356	RUEY I SHYANG NO.7	TWN	03/07/16	The observer was shown two VMS units (ARGOS and CLS), neither of which had a light showing	27/09/16	14/02/17
356	FENG CUO NO.668	TWN	04/08/16	No internal VMS unit was shown to the observer, although a possible external VMS aerial was seen during inspection	27/09/16	14/02/17
367	YI JEN FA NO.888	TWN	27/06/16	The VMS had a power switch mounted next to the unit.	12/10/16	08/11/16
367	HWA KUN NO.232	TWN	29/06/16	The VMS had a power switch mounted next to the unit.	12/10/16	08/11/16
367	YUAN TAI	TWN	03/07/16	Both VMS systems were fitted with power switches	12/10/16	08/11/16
367	YUAN TAI NO.216	TWN	03/07/16	The CLS LEO VMS system was fitted with a power switch.	12/10/16	08/11/16
367	JUBILEE	TWN	04/07/16	Both VMS units were fitted with power switches.	12/10/16	08/11/16
367	JUI DER NO.16	TWN	15/07/16	The VMS system was fitted with a power switch.	12/10/16	08/11/16
367	JUI DER NO.112	TWN	16/07/16	The LSTLV's VMS system was fitted with a power switch	12/10/16	08/11/16
367	YI JEN CHUN NO.668	TWN	19/07/16	The VMS unit was fitted with a power switch.	12/10/16	08/11/16
367	JIN JAAN SHYANG NO.3	TWN	26/07/16	There was a power switch mounted between the Thane & Thrane and ARGOS VMS units. The switch was connected to the ARGOS VMS.	12/10/16	08/11/16
367	JIN YUAN	TWN	02/08/16	The LSTLV's VMS was fitted with a power switch mounted next to the unit.	12/10/16	08/11/16
367	JIN YUAN	TWN	04/09/16	Both VMS units were fitted with power switches	12/10/16	08/11/16

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
367	JUI DER NO.112	TWN	07/09/16	The VMS was fitted with a power switch	12/10/16	08/11/16
367	JUI DER NO.16	TWN	07/09/16	The LSTLV's VMS was fitted with a power switch mounted close to the unit.	12/10/16	08/11/16
367	JUBILEE	TWN	09/09/16	The LSTLV was fitted with two ARGOS CLS LEO VMS's, each with its own power switch	12/10/16	08/11/16
367	YI JEN CHUN NO.668	TWN	12/09/16	The LSTLV's VMS unit was fitted with a power switch mounted next to the unit	12/10/16	08/11/16
367	YI JEN FA NO.888	TWN	12/09/16	The VMS was fitted with a power switch.	12/10/16	08/11/16
384	CHEN HSING NO.168	TWN	02/09/16	The LSTLV Vessel Monitoring System (VMS) was fitted with a power switch	12/10/16	08/02/17
384	CHEN HSING NO.1	TWN	03/09/16	The power supplied to the VMS system came from a power supply which was fitted with a power switch	12/10/16	08/02/17
384	CHUN I NO.217	TWN	09/09/16	The VMS power was supplied from a power supply mounted below the VMS unit. The power supply was fitted with a power switch.	12/10/16	08/02/17
384	SI CHUEN NO.212	TWN	12/09/16	The VMS unit was fitted with a power switch mounted adjacent to the unit	12/10/16	08/02/17
384	NF Woenfull No. 168	SYC	09/09/16	The LSTLV VMS was supplied by a power supply which was fitted with a switch	12/10/16	13/02/17
384	NF Eastern Star	SYC	13/09/16	The VMS was fitted with a power switch close to the unit.	12/10/16	13/02/17
384	Chun I No. 326	SYC	19/09/16	The power to the VMS system was supplied by a power supply, which was fitted with a switch.	12/10/16	13/02/17
380	SINAW 16	OMN	24/08/16	The VMS unit (ARGOS ID 124787) was not switched on during inspection.	31/10/16	13/02/17
380	CHAAN YING	TWN	12/08/16	The observer was shown a VMS unit which was not reflected on the VMS reference guide provided to the observer. The unit did not have a power light to establish if the unit was switched on.	31/10/16	06/02/17
380	JUBILEE	TWN	12/08/16	The LSTLV was fitted with two CLS VMS units. Both VMS units were fitted with power switches.	31/10/16	06/02/17
380	SHANG FENG NO.3	TWN	21/08/16	The VMS system was fitted with a power switch.	31/10/16	06/02/17
380	YONG MAN FA	TWN	22/08/16	The VMS system was fitted with a power switch.	31/10/16	06/02/17
380	HUNG RUNG NO.2	TWN	24/08/16	The master of the LSTLV could not indicate the vessel's VMS to the observer.	31/10/16	06/02/17
388	SHANG FENG NO.3	TWN	21/09/16	The CLS LEO VMS system was fitted with a power switch.	31/10/16	08/02/17
388	HSIANG MING NO. 6	TWN	27/09/16	The VMS unit was fitted with a power switch which was mounted below the unit.	31/10/16	08/02/17
375	FULL ALWAYS	TWN	16/08/16	The CLS LEO VMS unit was fitted with a power switch.	03/11/16	13/02/17
375	FULL KUO SHENG	TWN	08/09/16	The CLS LEO VMS system was fitted with a power switch.	03/11/16	13/02/17
385	YONG MAN FA	TWN	29/09/16	The LSTLV was fitted with two VMS units. Both units were fitted next to each other with a power switch in close proximity	07/11/16	13/02/17
385	HONG IU NO.313	TWN	03/10/16	The observer noted a power switch fitted next to the ARGOS VMS unit on board	07/11/16	13/02/17
385	SHUANG LIAN	TWN	03/10/16	The Argos VMS unit was fitted with a power switch mounted adjacent to the unit	07/11/16	13/02/17
393	CHENG QING FENG	TWN	28/10/16	The ARGOS MARGE V2 VMS system was fitted with a power switch.	01/12/16	10/02/17
392	DAR LONG CHANG NO.2	TWN	27/10/16	The VMS Argos MAR GE V2 (ID124830) was connected to a power supply switch	19/12/16	13/02/17
392	JUBILEE	TWN	30/10/16	Both VMS units were connected to power supply switches	19/12/16	13/02/17
392	CHANG YING NO.69	TWN	30/10/16	The VMS unit Argos MAR GE V2 was connected to the power supply switch.	19/12/16	13/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
392	CHAAN YING	TWN	31/10/16	The observer could not identify the VMS unit which was fitted to the LSTLV. The unit did not have a light to indicate if the unit was in working order.	19/12/16	13/02/17
392	YI JEN CHUN NO.668	TWN	31/10/16	The VMS unit Argos (CLS) LEO was connected to the power supply switch.	19/12/16	13/02/17
392	YI JEN FA NO.888	TWN	31/10/16	Both VMS units were fitted with power supply switches	19/12/16	13/02/17
392	CHARNG LUEN NO.22	TWN	08/11/16	The active VMS unit CLS (LEO ID 509190) was connected to the power switch. The LSTLV was also fitted with an Argos MARGE V2 VMS unit (ID102780) which was fitted with a switch and switched off	19/12/16	13/02/17
392	HUNG FU NO.88	TWN	23/11/16	The CLS LEO unit (ID 512277) was fitted with a power switch.	19/12/16	13/02/17
392	JUI DER NO.112	TWN	24/11/16	The Argos (CLS) LEO VMS unit was connected to power supply switch.	19/12/16	13/02/17

Table 3– Possible infractions relating to fishing logbooks.

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
336	LU QING YUAN YU 105	CHN	01/02/16	The header sections of the pages of the LSTLV's fishing logbook were not complete.	22/02/16	02/03/16
342	SHOFUKU MARU No. 38	JPN	21/01/16	The fishing logbook presented to the observer was printed but not bound as a formal book. The loose pages were retained in a ring binder.	29/02/16	10/02/17
342	SHOFUKU MARU No. 58	JPN	21/01/16	The fishing logbooks were printed but not bound in a formal book. The pages were retained in a binder	29/02/16	10/02/17
342	KOTOSHIRO MARU No.58	JPN	22/01/16	The fishing logbook was printed but not bound as a formal book. The loose pages were kept in a document folder	29/02/16	10/02/17
342	WAKASHIO MARU No.118	JPN	01/02/16	The fishing logs were printed but not bound as a formal book. The loose logbook pages were crimped together with a staple.	29/02/16	10/02/17
342	WAKASHIO MARU No.58	JPN	03/02/16	The observer was provided with fishing logbooks from the flag state as well as the coastal state Mozambique. Both logs were completed, printed but not bound as a formal book. The loose pages were retained in a document folder	29/02/16	10/02/17
342	HINODE MARU No.38	JPN	04/02/16	The fishing logbook was printed but not bound as a formal book but as a ring binder with loose pages.	29/02/16	10/02/17
342	WAKASHIO MARU No.8	JPN	05/02/16	The observer was as provided with the Flag state and Coastal state (Mozambique) fishing logbooks. Both logbooks were printed but not bound as a formal book but as a ring binder with loose pages. None of the pages were numbered.	29/02/16	10/02/17
347	WAKASHIO MARU No.68	JPN	04/02/16	The LSTLV captured the fishing logbook data on an Excel spreadsheet. The log pages were printed and stored in a folder. The logbook was not a formal bound type.	04/03/16	10/02/17
347	WAKASHIO MARU No.8	JPN	05/02/16	The LSPLV captain presented a printout copy of a Mozambique logbook which was completed electronically. The observer was not shown a copy of the flag state logbook.	04/03/16	10/02/17
343	MYOJIN MARU No.1	JPN	23/02/16	The logbook was printed but unbound and the pages lacked clear and consecutive page numbering	18/03/16	10/02/17
337	KOEI MARU No.1	JPN	19/01/16	Logbook was not bound or numbered	14/04/16	10/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
337	KOEI MARU No. 88	JPN	20/01/16	Logbook was not bound or numbered	14/04/16	10/02/17
337	TAIYO MARU No. 88	JPN	21/01/16	Logbook was bound but not numbered	14/04/16	10/02/17
337	RYUSEI MARU No.8	JPN	21/01/16	Logbook was not bound or numbered	14/04/16	10/02/17
337	MATSUFUKU MARU No. 28	JPN	21/01/16	Logbook was not bound or numbered	14/04/16	10/02/17
339	Hung Chin No.212	TWN	11/02/16	The logbook of the Hung Chin No.212 was printed but not bound.	14/04/16	15/07/16
339	Shye Sin No.1	TWN	21/02/16	The logbook of the Shye Sin No.1 was printed but not bound	14/04/16	15/07/16
339	Jubilee	TWN	08/03/16	The vessel name and IRCS markings on the bow of the Jubilee were partially worn away and were not legible	14/04/16	15/07/16
354	KOEI MARU No.1	JPN	30-03-16	The observer was shown a coastal state (Mozambique) logbook. The logbook was printed but bound only by a plastic strip. The pages were not consecutively numbered – each page was numbered as page 1 of 1.	19/04/16	10/02/17
354	HINODE MARU No.38	JPN	31-03-16	The logbook was printed but bound only by a plastic strip.	19/04/16	10/02/17
354	CHIHO MARU No.18	JPN	31-03-16	The observer was shown a coastal state (Mozambique) logbook. The logbook was printed but bound only by a plastic strip. The pages were not consecutively numbered.	19/04/16	10/02/17
354	WAKASHIO MARU No.118	JPN	01-04-16	The logbook was printed but unbound.	19/04/16	10/02/17
354	WAKASHIO MARU No.58	JPN	01-04-16	The logbook was printed but bound only by a plastic strip.	19/04/16	10/02/17
346	NO.639 DONGWON	KOR	07/03/16	The fishing logbook was printed but not bound. The pages were numbered by hand and did not display printed sequential page numbers.	13/05/16	24/04/17
346	ORYONG NO.373	KOR	11/03/16	This logbook was not bound and the pages were not numbered with sequential page numbers.	13/05/16	24/04/17
346	ORYONG NO.355	KOR	12/03/16	This logbook was not bound and the sheets did not have sequential numbers printed on them.	13/05/16	24/04/17
346	NO.805 ORYONG	KOR	13/03/16	The logbook was not bound and did not display sequential page numbers	13/05/16	24/04/17
346	SHOEI MARU No.123	JPN	23/02/16	The fishing logbook was printed but not bound.	13/05/16	10/02/17
346	KOEI MARU No.88	JPN	08/03/16	The fishing logbook presented was printed but not bound.	13/05/16	10/02/17
346	FUKUSEKI MARU No.31	JPN	14/03/16	The logbook was printed but not bound. The pages did not display printed sequential page numbers.	13/05/16	10/02/17
346	RYUSEI MARU No.8	JPN	15/03/16	The logbook was not bound and the pages did not contain sequential page numbers.	13/05/16	10/02/17
346	TAIYO MARU No. 88	JPN	16/03/16	The fishing logbook was printed but not bound and the pages were not marked with sequential page numbers	13/05/16	10/02/17
346	MATSUFUKU MARU No. 28	JPN	16/03/16	The fishing logbook was printed but not bound and the pages were not marked with sequential page numbers.	13/05/16	10/02/17
352	TAI HONG 8	CHN	09/04/16	The LSTLV logbook did not have sequential page numbers.	23/05/16	20/06/16
352	TAI HONG NO.1	CHN	09/04/16	The LSTLV logbook did not display sequential page numbers.	23/05/16	20/06/16
345	TAIYO MARU No.8	JPN	18/02/16	The LSTLV used a printed but unbound logbook. The loose pages were retained with a removable clip. The pages were not marked with sequential page numbers.	23/05/16	10/02/17
345	FUKUSEKI MARU No.15	JPN	19/02/16	The LSTLV used a printed but unbound logbook.	23/05/16	10/02/17
345	TAIWA MARU No.8	JPN	01/03/16	The LSTLV used a printed but unbound logbook.	23/05/16	10/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
353	WIN FAR NO.868	TWN	18/03/16	Logbook was printed but bound only with staples	23/05/16	25/05/16
355	SHEN HUI 03	CHN	01/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	SHEN HUI 02	CHN	01/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	SHEN HUI 01	CHN	02/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	SHEN HUI 04	CHN	02/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	SHEN HUI 05	CHN	03/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	SHEN HUI 06	CHN	03/05/16	The fishing logbook was printed and bound but the pages were not numbered with sequential page numbers.	24/06/16	04/07/16
355	Keifuku Maru No. 1	SYC	04/05/16	From 01/04/16 (no logbook records were completed from 14/03/16 to 31/03/16), the catches were recorded on unbound printed sheets without page numbering.	24/06/16	13/02/17
355	TUNA BEST	TZA	15/05/16	The logbook format was not in the same format as the example provided for Tanzania.	24/06/16	16/02/17
350	LU RONG YUAN YU 327	CHN	12/05/16	The logbook pages were not numbered.	11/07/16	15/07/16
350	LU RONG YUAN YU 202	CHN	12/05/16	The fishing logbook was not in the same format as the template provided for China and was not bound. The logbook pages were not numbered	11/07/16	15/07/16
350	HONG YANG 89	CHN	13/05/16	The LSTLV's logbook was printed and unbound. The fishing logbook was not in the same format as the template provided for China. The logbook pages were not numbered	11/07/16	15/07/16
350	LU RONG YUAN YU 201	CHN	13/05/16	The logbook pages did not display sequential page numbers.	11/07/16	15/07/16
350	JIN XIANG 9	CHN	19/05/16	The logbook pages were not numbered	11/07/16	15/07/16
350	Lu Rong Yuan Yu 199	CHN	21/05/16	The logbook pages were not numbered	11/07/16	15/07/16
350	JIN XIANG 8	CHN	21/05/16	The logbook did not match the flag state logbook template and the pages were not numbered.	11/07/16	15/07/16
350	Lu Rong Yuan Yu 189	CHN	23/05/16	The logbook shown to the observer was a "SOUTH PACIFIC REGIONAL LONGLINE LOGSHEET" and was not the same as the flag state logbook template.	11/07/16	15/07/16
350	Lu Rong Yuan Yu 159	CHN	23/05/16	The logbook was printed but not bound and the pages were not bound. The logbook format did not match the flag state template.	11/07/16	15/07/16
350	SHOHO MARU No.1	JPN	31/05/16	The fishing logbook consisted of printed and unbound sheets. The pages were not marked with sequential page numbers	11/07/16	10/02/17
350	FUKUTOKU MARU No.38	JPN	01/06/16	The fishing logbook consisted of printed and unbound sheets. The pages were not marked with sequential page numbers	11/07/16	10/02/17
350	FUKUTOKU MARU No. 88	JPN	02/06/16	The logbook was printed and unbound and the pages were not numbered with sequential page numbers. The last entry date was 31/05/16	11/07/16	10/02/17
350	MYOJIN MARU No.8	JPN	03/06/16	The logbook was printed and unbound. The last page was marked with the page number 9-1. The date of the last entry was 31/05/16.	11/07/16	10/02/17

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
350	MYOJIN MARU No.3	JPN	03/06/16	The logbook was printed and unbound.	11/07/16	10/02/17
350	MATSUEI MARU No.2	JPN	04/06/16	The logbook was a single unbound page printed	11/07/16	10/02/17
358	LU QING YUAN YU 107	CHN	07/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	LU QING YUAN YU 102	CHN	11/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	LU QING YUAN YU 106	CHN	11/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	LU QING YUAN YU 101	CHN	14/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	LU QING YUAN YU 108	CHN	14/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	LU QING YUAN YU 105	CHN	15/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	ZHANG YUAN YU 21	CHN	15/05/16	The Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	ZHANG YUAN YU 22	CHN	16/05/16	The Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 01	CHN	29/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 02	CHN	29/04/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 03	CHN	29/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 04	CHN	29/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 05	CHN	29/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
358	SHEN HUI 06	CHN	29/05/16	Logbook pages were not consecutively numbered	11/07/16	15/07/16
359	FUKUSEKI MARU No. 1	JPN	29/05/16	The fishing logbook was printed but not bound. The pages were not marked with sequential page numbers	11/07/16	10/02/17
359	FUKUSEKI MARU No.7	JPN	29/05/16	The fishing logbooks were printed but not bound. The pages did not have printed sequential numbers	11/07/16	10/02/17
359	FUKUSEKI MARU No.35	JPN	29/05/16	The fishing logbook was printed but not bound	11/07/16	10/02/17
360	WIN FAR NO888	TWN	09/06/16	The observer was shown a mix of bound and unbound (stapled) logbook pages for the Win Far No. 888 - the logbook was bound but some pages were torn out to fax back to the operator, and then stapled back together	11/07/16	15/07/16
372	KHA YANG 7	MYS	18/06/16	The logbook was not bound and the pages were not numbered with sequential page numbers.	15/07/16	22/02/17
373	LU QING YUAN YU 106	CHN	06/07/16	The fishing logbook pages did not contain sequential page numbers.	17/08/16	01/09/16
373	LU QING YUAN YU 102	CHN	06/07/16	The fishing logbook pages did not contain sequential page numbers.	17/08/16	01/09/16
373	LU QING YUAN YU 101	CHN	07/07/16	The fishing logbook pages did not contain sequential page numbers.	17/08/16	01/09/16
373	LU QING YUAN YU 107	CHN	07/07/16	The fishing logbook pages did not contain sequential page numbers.	17/08/16	01/09/16
373	LU QING YUAN YU 105	CHN	08/07/16	The fishing logbook did not contain sequential page numbers.	17/08/16	01/09/16
373	LU QING YUAN YU 108	CHN	08/07/16	The fishing logbook was not marked with sequential page numbers.	17/08/16	01/09/16
373	ZHANG YUAN YU 21	CHN	08/07/16	The fishing logbook was in an older flag state format and the pages were not numbered with sequential page numbers.	17/08/16	01/09/16
373	ZHANG YUAN YU 22	CHN	09/07/16	The fishing logbook was in an older flag state format and the pages were not numbered with sequential page numbers.	17/08/16	01/09/16

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
373	TAI HONG 7	CHN	11/07/16	The fishing logbook was in an older flag state format and the pages were not numbered with sequential page numbers.	17/08/16	01/09/16
373	XIN SHI JI NO.72	CHN	21/07/16	The fishing logbook pages were not marked with sequential page numbers.	17/08/16	01/09/16
373	XIN SHI JI 76	CHN	21/07/16	The fishing logbook pages were not marked with sequential page numbers.	17/08/16	01/09/16
377	KHA YANG 7	MYS	13/07/16	The fishing logs consisted of loose, un-numbered pages that were stapled together. The logbook pages were not marked with sequential page numbers.	17/08/16	22/02/17
361	Ikar	TZA	08/06/16	The logbook format was not the same as the template provided for Tanzania, and the header information was not completed.	17/08/16	15/02/17
361	Yutuna 212	SYC	05/06/16	The logbook in use consisted of loose unbound pages which were not marked with sequential page numbers	17/08/16	
361	SINAW 16	OMN	07/06/16	The logbook was unprinted, not in the same format as the flag state template provided and without sequentially numbered pages. The logbook consisted of home-made templates in an exercise book.	17/08/16	13/02/17
379	Keifuku Maru No. 1	SYC	08/10/16	The logbook pages were not bound or numbered with sequential page numbers.	02/09/16	
374	TAIWA MARU No.8	JPN	10/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	KATSUEI MARU No.8	JPN	11/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	KATSUEI MARU No.88	JPN	11/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	FUKURYU MARU No.21	JPN	12/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	SHOHO MARU No.1	JPN	12/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	SHOEI MARU No.88	JPN	13/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	MYOJIN MARU No.3	JPN	13/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	MYOJIN MARU No.8	JPN	13/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	YAHATA MARU No.5	JPN	18/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
374	RYUSEI MARU No.8	JPN	18/07/16	The observer was shown a logbook on a computer screen, however this was an Excel spreadsheet and not a functioning e-logbook, and the pages were not consecutively numbered. The pages were also printed and stored in a folder	02/09/16	10/02/17
374	KOTOSHIRO MARU No.58	JPN	19/07/16	The logbook was not bound (Figure 3) and the pages were not consecutively numbered	02/09/16	10/02/17
383	KHA YANG 7	MYS	13/08/16	The logbook was bound only by staples and lacked consecutive page numbering	14/09/16	22/02/17
381	TAIYO MARU No.8	JPN	22/08/16	The observer was shown an unbound paper logbook with non-sequential numbering onboard the Taiyo Maru No.8	27/09/16	10/02/17
364	HUNG CHIN NO.212	TWN	17/06/16	The vessel's logbook was unbound, with loose sheets presented to the observer. The sheets were also non sequential	27/09/16	20/10/16
356	CHARNG FU YING	TWN	09/08/16	The logbook did not match the Flag State template, was unbound and the pages were not clearly numbered	27/09/16	14/02/17
367	SHOHO MARU No.1	JPN	14/09/16	The vessel's fishing logbook consisted of loose (unbound) pages	12/10/16	10/02/17
380	SINAW 16	OMN	24/08/16	The logbook was a normal note book which was not printed and did not correspond to the Omani template provided by IOTC.	31/10/16	13/02/17
388	SHOEI MARU No.88	JPN	07/10/16	The LSTLV was making use of unbound printed logbook pages.	31/10/16	10/02/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
382	WIN FAR NO.868	TWN	08/09/16	Printed unbound logbook presented.	31/10/16	17/11/16
375	Yutuna 212	SYC	17/08/16	The fishing log did not match flag state template, and was in an unbound printed paper form.	03/11/16	
375	SINAW 16	OMN	30/08/16	The fishing logbook was not in the flag state format provided by IOTC. The fishing data was recorded in a ring bound notebook with a pencil	03/11/16	13/02/17
389	SEIFUKU MARU No.78	JPN	08/10/16	Logbook was printed but unbound	03/11/16	10/02/17
389	YAHATA MARU No.5	JPN	08/10/16	Logbook was printed but unbound	03/11/16	10/02/17
386	NF Indian Tuna No. 9	SYC	05/10/16	Logbook printed and unbound.	11/11/16	13/02/17
386	NF Indian Tuna No. 1	SYC	08/10/16	Logbook printed and unbound.	11/11/16	13/02/17
393	KHA YANG 7	MYS	25/10/16	The LSTLV logbook was not in the official flag state template and was not bound	01/12/16	22/02/17
395	TAIYO MARU No. 88	JPN	19/11/16	The LSTLV logbook appeared to be electronically completed and the pages were printed. The pages were not individually numbered and were unbound	14/12/16	10/02/17
395	MATSUFUKU MARU No. 28	JPN	19/11/16	The LSTLV fishing logbook presented during the on-board inspection did not match the flag state template for Japan as per the IOTC logbook field guide. The observer specifically requested the logbooks in the flag state format, but the master could not provide these. The logbook presented was a Mozambique logbook for tuna fishery. This logbook was unbound, printed and the pages were not marked with sequential page numbers.	14/12/16	10/02/17
394	KOEI MARU No. 88	JPN	29/11/16	KOEI MARU No. 88 Logbook was printed but bound only in a ring-binder	15/12/16	10/02/17
392	SHOFUKU MARU No. 38	JPN	15/10/16	The logsheets were not bound and the loose pages were retained in a binder	19/12/16	10/02/17
392	SHOFUKU MARU No.8	JPN	16/10/16	The unbound pages were retained in a binder	19/12/16	10/02/17

Table 4 – Possible infractions related to marking of fishing vessels

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
330	KUANG WIN NO.3	TWN	17/01/16	The vessel name and NRN markings on the bow of the LSTLV was difficult to read. It was partially obscured by the fouling covering the hull of the vessel.	22/02/16	08/03/16
336	XIN SHI JI 81	CHN	25/12/15	The bow marking of the Xin Shi Ji 81 was partially obscured by dirt and was not legible.	22/02/16	02/03/16
336	XIN SHI JI 83	CHN	25/12/15	The bow marking of the Xin Shi Ji 83 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	XIN SHI JI 86	CHN	26/12/15	The bow marking of the Xin Shi Ji 86 was partially obscured by dirt and was not fully legible.	22/02/16	02/03/16
336	XIN SHI JI 82	CHN	26/12/15	The bow marking of the Xin Shi Ji 82 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	LU QING YUAN YU 106	CHN	28/12/15	The bow marking of the Lu Qing Yuan Yu 106 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	LU QING YUAN YU 106	CHN	29/12/15	The bow marking of the Lu Qing Yuan Yu 106 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	ZHANG YUAN YU 21	CHN	30/12/15	The bow marking of the Zhang Yuan Yu 21 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	ZHANG YUAN YU 22	CHN	31/12/15	The bow marking of the Zhang Yuan Yu 22 was obscured by dirt and was not legible.	22/02/16	02/03/16
336	LU QING YUAN YU 105	CHN	01/02/16	The bow marking of the Lu Qing Yuan Yu 105 was obscured by dirt and not legible.	22/02/16	02/03/16
336	LU QING YUAN YU 105	CHN	01/02/16	The header sections of the pages of the LSTLV's fishing logbook were not complete.	22/02/16	02/03/16
336	TAI XIANG 1	CHN	01/04/16	The bow marking of the Tai Xiang 1 was partially obscured by dirt and was not fully legible. The callsign of the Tai Xiang 1 was partially obscured by rust and was not fully legible.	22/02/16	02/03/16
336	TAI XIANG 2	CHN	01/04/16	The bow marking of the Tai Xiang 2 was partially obscured by dirt and was not fully legible. The callsign of the Tai Xiang 2 was partially obscured by rust and not fully legible.	22/02/16	02/03/16
336	TAI XIANG 5	CHN	01/05/16	The callsign of the Tai Xiang 5 was partially obscured by rust and only legible at close range.	22/02/16	02/03/16
336	TAI XIANG 6	CHN	01/05/16	The callsign of the Tai Xiang 6 was partially obscured by rust and not fully legible	22/02/16	02/03/16
336	TAI XIANG 7	CHN	01/06/16	The bow marking of the Tai Xiang 7 was partially obscured by dirt and was not fully legible.	22/02/16	02/03/16
336	TAI XIANG 8	CHN	01/06/16	The bow marking of the Tai Xiang 8 was obscured by dirt and not legible.	22/02/16	02/03/16
336	TAI XIANG 9	CHN	01/07/16	The bow marking of the Tai Xiang 9 was partially obscured by dirt and only legible at close range. The callsign of the Tai Xiang 9 was partially obscured by rust and only legible at close range.	22/02/16	02/03/16
336	TAI XIANG 10	CHN	01/07/16	The bow marking of the Tai Xiang 10 was partially obscured by dirt and not fully legible. The callsign of the Tai Xiang 10 was partially obscured by rust and not fully legible.	22/02/16	02/03/16
331	HWA HUNG NO.202	TWN	30/11/15	The vessel's bow markings were unclear	18/03/16	06/02/17
339	Shye Shin No.31	TWN	18/02/16	The stern markings of the Shye Shin No.31 were partially obscured by dirt and not legible	14/04/16	15/07/16
339	Shye Sin No.1	TWN	21/02/16	The stern markings of the Shye Sin No.1 were partially obscured by dirt and not legible	14/04/16	15/07/16
339	Win Far No.818	TWN	27/02/16	The stern markings of the Win Far No.818 were partially worn away and were not legible	14/04/16	15/07/16

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
339	Jubilee	TWN	08/03/16	The vessel name and IRCS markings on the bow of the Jubilee were partially worn away and were not legible	14/04/16	15/07/16
339	No.216 Dong Won	KOR	15/03/16	The stern marking of the No.216 Dong Won was partially obscured by dirt was not legible	14/04/16	24/04/17
339	No.117 Dong Won	KOR	18/03/16	The name on the stern of the No.117 Dong Won was incorrectly written as the Dong Won No.117.	14/04/16	24/04/17
346	HAO CHING NO.101	TWN	27/03/16	The LSTLV displayed the name "101 HAO CHING" on the stern of the vessel.	13/05/16	29/07/16
346	DONG WON NO.637	KOR	09/03/16	, the name on the bow read "No 637 DONG WON" and was not the same as the name provided in the IOTC record.	13/05/16	24/04/17
346	DONG WON NO.638	KOR	10/03/16	The displayed names did not concur with the name "DONG WON NO 638" provided by the IOTC vessel list.	13/05/16	24/04/17
346	SHOHO MARU No.1	JPN	03/04/16	The vessel name "SHOHO MARU.1" was displayed on the stern of the LSTLV.	13/05/16	10/02/17
352	HSIANG PERNG NO.212	TWN	22/03/16	The paint of the LSTLV name on the stern is partially worn away and not clearly legible.	23/05/16	31/01/17
352	Poseidon	SYC	28/03/16	The LSTLV name on the stern was partially worn and not clearly legible.	23/05/16	13/02/17
357	AN WEN FA NO.26	TWN	29/04/16	The LSTLV name and NRN on the bow of the vessel was partially obscured by the fouling on the hull. The observer could verify the markings, but only at very close range.	23/05/16	31/01/17
353	CHARNG LUEN NO.22	TWN	09/04/16	The callsign was worn and difficult to read	23/05/16	25/05/16
353	WOEN YU CHANG NO.6	TWN	10/04/16	The callsign was obscured and difficult to read	23/05/16	25/05/16
353	JAIN HSUAN NO.202	TWN	13/04/16	Vessel name on bow was obscured and difficult to read	23/05/16	25/05/16
341	DAR LONG CHENG NO.2	TWN	27/01/16	The name and the National Register Number (NRN) markings of the LSTLV were partially obscured by fouling on the bow of the hull. These markings were difficult to read.	23/05/16	06/02/17
349	YONG QING FA	TWN	20/03/16	The callsign was worn and difficult to read	25/05/16	06/06/16
349	HO FU MEI	TWN	22/03/16	The name on the bow was obscured and difficult to read	25/05/16	06/06/16
349	JEE CHUEN TSAI NO.368	TWN	08/04/16	The name on the bow was obscured and difficult to read	25/05/16	06/06/16
349	MENG FA NO.322	TWN	10/04/16	The name on the bow was worn and difficult to read and the callsign was partially obscured and difficult to read	25/05/16	06/06/16
349	MENG FA NO.312	TWN	10/04/16	The name on the bow was worn and difficult to read.	25/05/16	06/06/16
351	XIN SHI JI 83	CHN	20/03/16	The vessel name is recorded in the IOTC vessel list is recorded as Xin Shi Ji 83 but the name displayed by the vessel was the Xin Shi Ji No.83	08/06/16	20/06/16
351	XIN SHI JI 82	CHN	21/03/16	The vessel name is recorded in the IOTC vessel list as Xin Shi Ji 82 but the name displayed by the vessel appeared to be the Xin Shi Ji No.82, although the name was partially obscured by rust	08/06/16	20/06/16

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
351	XIN SHI JI 76	CHN	23/03/16	The name of this vessel is recorded in the database as the XIN SHI JI 76, however the name recorded on the bow of the vessel was the XIN SHI JI NO. 76	08/06/16	20/06/16
351	TAI XIANG 2	CHN	29/03/16	The callsign marking was partially obscured by dirt and rust	08/06/16	20/06/16
351	TAI XIANG 6	CHN	02/04/16	The callsign marking was partially obscured by rust	08/06/16	20/06/16
351	LU QING YUAN YU 102	CHN	06/04/16	The bow marking was partially obscured by dirt and rust	08/06/16	20/06/16
351	LU QING YUAN YU 106	CHN	08/04/16	The vessel name on the bow was obscured by dirt and rust and could not be read	08/06/16	20/06/16
351	LU QING YUAN YU 101	CHN	11/04/16	The callsign was displayed backwards on the port side of the vessel	08/06/16	20/06/16
351	ZHANG YUAN YU 21	CHN	12/04/16	The vessel's bow marking was obscured by dirt and could not be read	08/06/16	20/06/16
348	JUBILEE	TWN	21/03/16	The bow marking of the Jubilee had been partially worn away and was difficult to read	24/06/16	15/07/16
348	HUNG HWA NO.202	TWN	02/05/16	The IOTC database states the vessel's name as HUNG HWA NO.202 however the vessel markings showed the name reversed as NO.202 HUNG HWA.	24/06/16	15/07/16
350	JUBILEE	TWN	17/04/16	The markings on the bow of the LSTLV were partially worn away and not legible at a distance	11/07/16	06/02/17
360	HONG IU NO.313	TWN	29/05/16	The bow marking of the Hong lu No,313 was partially obscured by fouling	11/07/16	15/07/16
360	JEE CHUEN TSAI NO.368	TWN	04/06/16	The vessel's name on bow was partially obscured due to abrasion and fouling	11/07/16	15/07/16
360	HUNG HWA NO. 202	TWN	07/06/16	The vessel markings were written as No.202 Hung Hwa whilst the vessel name is recorded in the IOTC vessel list as Hung Hwa No.202	11/07/16	15/07/16
360	JIN SHYANG YIH	TWN	13/06/16	The bow marking of the Jin Shyang Yih No.168 was partially obscured by fouling and could not be easily read	11/07/16	15/07/16
362	HSIN MING SHENG NO.28	TWN	28/05/16	The vessel markings on the bow was partially worn and not clearly legible	11/07/16	22/07/16
363	Meng Fa No.32	TWN	14/05/16	During transhipment No.1 (LSTLV Meng Fa No.322) a small part of the name and NRN were partially worn away and part of the IRCS was obscured by rust.	11/07/16	19/07/16
363	Meng Fa No.31	TWN	14/05/16	During transhipment No.2 (LSTLV Meng Fa No.312) small parts of the name, NRN and IRCS were worn away.	11/07/16	19/07/16
363	Der Hae No.3	TWN	11/06/16	During transhipment No.9 (LSTLV Der Hae No.3) most part of the name on bow was worn away and NRN was hard to read.	11/07/16	19/07/16
363	De Hai No.12	TWN	11/06/16	During transhipment No.10 (LSTLV De Hai No.12) different names were displayed on the bow and stern, with De Hai No.12 written on the bow and De Hai.12 on the stern.	11/07/16	19/07/16
365	SHIN SHING SHENG NO.23	TWN	23/05/16	The International Call Sign (IRCS) markings were worn and not legible at a distance.	11/07/16	20/07/16
365	JIN GWO DEE 1 HAW	TWN	26/05/16	The name markings on the stern of the ship was partially worn and not clearly legible.	11/07/16	20/07/16

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
365	KHA YANG 1	MYS	21/05/16	The vessel markings on the bow was worn and difficult to read at a distance.	11/07/16	22/02/17
372	KHA YANG 1	MYS	17/06/16	These bow markings were worn and not legible.	15/07/16	22/02/17
373	LU QING YUAN YU 106	CHN	06/07/16	The vessel name on the bow was invisible due to fouling on the hull	17/08/16	01/09/16
373	LU QING YUAN YU 102	CHN	06/07/16	The Vessel name on the bow was covered with fouling and not clearly legible.	17/08/16	01/09/16
373	LU QING YUAN YU 102	CHN	06/07/16	The International Radio Call Sign (IRCS) was worn away and not clearly legible.	17/08/16	01/09/16
373	LU QING YUAN YU 101	CHN	07/07/16	The vessel name on the bow was covered with fouling and not clearly legible.	17/08/16	01/09/16
373	LU QING YUAN YU 107	CHN	07/07/16	The LSTLV name on the bow was not clearly legible due to algae.	17/08/16	01/09/16
373	LU QING YUAN YU 105	CHN	08/07/16	The LSTLV's English vessel name on the bow of the vessel was obscured by fouling and not legible.	17/08/16	01/09/16
373	LU QING YUAN YU 105	CHN	08/07/16	The IRCS was partially worn and not clearly legible.	17/08/16	01/09/16
373	LU QING YUAN YU 108	CHN	08/07/16	The LSTLV name on the bow was obscured by algae and not clearly legible.	17/08/16	01/09/16
373	LU QING YUAN YU 108	CHN	08/07/16	The IRCS was partially worn and not clearly legible.	17/08/16	01/09/16
373	ZHANG YUAN YU 21	CHN	08/07/16	The name "ZHANG YUAN YU NO.21" was displayed on the bow of the LSPLV. The displayed name was not consistent with the name "ZHANG YUAN YU 21" provided in the IOTC vessel list.	17/08/16	01/09/16
373	ZHANG YUAN YU 22	CHN	09/07/16	The vessel name on the bow was covered with fouling and not clearly visible even though an attempt has been made to clear the fouling.	17/08/16	01/09/16
373	XIN SHI JI 76	CHN	21/07/16	The name "XIN SHI JI NO.76" displayed on the bow of the LSTLV did not match the name "XIN SHI JI 76" listed in the IOTC vessel list provided.	17/08/16	01/09/16
377	KHA YANG 1	MYS	13/07/16	The LSTLVs name and NRN markings on the bow was worn and not clearly legible.	17/08/16	22/02/17
377	JIA YANG NO.8	TWN	19/07/16	The LSTLVs name was partially worn away and was not clearly legible.	17/08/16	06/02/17
361	Yutuna 212	SYC	05/06/16	The call sign "87WA" displayed on the wheelhouse did not concur with the call sign "S7WA" provided in the IOTC database.	17/08/16	
361	SINAW 16	OMN	07/06/16	The vessel name marking on the bow was partially worn away.	17/08/16	13/02/17
366	FENG KUO NO.888	TWN	04/07/16	The LSTLV markings on the stern of the LSTLV was partly covered by fouling and not clearly legible.	17/08/16	19/08/16
366	FENG KUO NO.666	TWN	04/07/16	The LSTLV name markings "FENG KUO.666" displayed on the stern of the LSTLV was not consistent with the name "FENG KUO NO.666" listed by IOTC.	17/08/16	19/08/16
366	FENG KUO NO.568	TWN	07/07/16	The LSTLV markings on the stern displayed the name as "FENG KUO" with Asian characters and the number 568 in small letters below the Asian characters. This was not consistent with the name provided in the IOTC vessel list.	17/08/16	19/08/16

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
366	JEE CHUEN TSAI NO.368	TWN	09/07/16	The LSTLV markings on the bow and stern were partly worn and not clearly legible.	17/08/16	19/08/16
366	FENG CUO NO.668	TWN	15/07/16	The LSTLV name markings on the stern was partly worn and not clearly legible. The name displayed on the stern was "FENG CUO 668" was not consistent with the name provided by the IOTC list.	17/08/16	19/08/16
366	YNG HSING NO.23	TWN	18/07/16	The LSTLV markings on the stern and bow were partially worn and not clearly legible.	17/08/16	19/08/16
368	HONG IU NO.313	TWN	10/07/16	The name on the bow of the Hong lu No.313 was partially obscured and difficult to read.	17/08/16	17/11/16
383	LIAN CHI SHENG NO.62	TWN	12/08/16	The vessel name on the bow differed from that on the stern	14/09/16	16/11/16
383	JIA YANG NO.6	TWN	13/08/16	Name markings unclear on bow	14/09/16	16/11/16
364	CHING CHUN FA NO.168	TWN	11/06/16	The bow marking of the Ching Chun Fa No.168 was partially obscured and could not be read	27/09/16	20/10/16
364	LIEN YI HSING NO.12	TWN	14/06/16	The bow marking of the Lien Yi Hsing No.12 was obscured by dirt and could not be read	27/09/16	20/10/16
364	CHU HUAI NO.268	TWN	14/06/16	The name of the Chu Huai 268 was not displayed in English on the bow (Figure 7) and was handwritten but barely legible on the stern	27/09/16	20/10/16
356	DER HAE NO.3	TWN	27/05/16	The name on the bow was worn and difficult to read	27/09/16	14/02/17
356	RLEY CHIEN TSAI NO.116	TWN	03/06/16	The name on the bow was worn and difficult to read	27/09/16	14/02/17
356	FWU FA NO.6	TWN	01/07/16	The name on the bow differed from IOTC records and the ATF	27/09/16	14/02/17
356	JIAE HA FA	TWN	07/07/16	The name on the bow was obscured and difficult to read.	27/09/16	14/02/17
356	YU PAI TSAIR NO.13	TWN	07/07/16	The name on the bow was worn and difficult to read	27/09/16	14/02/17
356	FWU FA NO.6	TWN	26/07/16	The name on the bow differed from IOTC records and the ATF	27/09/16	14/02/17
356	SHIN LIAN FA NO.168	TWN	30/07/16	The name on the bow was worn and difficult to read	27/09/16	14/02/17
356	SHIN LIAN FA NO.168	TWN	13/08/16	The name on bow was worn and difficult to read	27/09/16	14/02/17
356	AN WONE FA NO.3	TWN	14/08/16	The name on the bow was worn and difficult to read	27/09/16	14/02/17
371	FENG KUO NO.368	TWN	29/07/16	The name on the bow was partially obscured and difficult to read	12/10/16	09/02/17
371	SHUANG LIAN	TWN	07/08/16	The callsign was partially obscured and difficult to read	12/10/16	09/02/17
371	YNG HSING NO.23	TWN	13/08/16	The name on the bow was worn and difficult to read	12/10/16	09/02/17
387	CHUN I NO.217	TWN	19/09/16	The name on the bow was partially worn and difficult to read	12/10/16	31/01/17

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
367	JO WEN	TWN	08/09/16	The name displayed on the bow of the vessel was worn and barely legible.	12/10/16	08/11/16
384	Shinn Mann No. 21	SYC	07/09/16	The LSTLV markings on the bow were partially worn away and not clearly legible.	12/10/16	13/02/17
384	Chun I No. 316	SYC	21/09/16	The vessel markings on the bow of the vessel was worn and not clearly legible.	12/10/16	13/02/17
380	SINAW 16	OMN	24/08/16	The name markings on the bow was worn and not legible.	31/10/16	13/02/17
382	CHUAN HSING FA NO.10	TWN	10/09/16	The callsign was partially worn and difficult to read.	31/10/16	17/11/16
375	FULL KUO SHENG	TWN	08/09/16	The stern markings of the LSTLV was obscured by fouling.	03/11/16	13/02/17
375	SINAW 16	OMN	30/08/16	The LSTLV name was worn and not legible	03/11/16	13/02/17
389	HSING LUNG NO.31	TWN	20/10/16	Name on bow partially worn and unclear to read	03/11/16	06/02/17
385	MAN YO SHUN	TWN	07/10/16	Both the name and the National Registry Number (NRN) on the bow of the hull of the LSTLV were worn. In addition, the letters from a previous name was partially visible, thus making the name markings illegible.	07/11/16	13/02/17
386	TAI HONG 7	CHN	29/09/16	Markings on prow badly obscured by algae.	11/11/16	24/11/16
386	XIN SHI JI 76	CHN	30/09/16	Vessel name embossed on the hull is XIN SHI JI NO.76 on stern and prow, "No." on stern is painted over but still easily visible. "No." not painted over on stern.	11/11/16	24/11/16
386	NF Sea Glory No. 16	SYC	10/10/16	Prow markings obscured with rust on starboard side.	11/11/16	13/02/17
386	LIEN CHING YU NO.127	TWN	09/10/16	Prow markings slightly obscured. "127" in name only legable at close range.	11/11/16	09/02/17
386	JUI DER NO.112	TWN	10/10/16	"JIN" from stern markings mostly washed off.	11/11/16	09/02/17

Table 5 Possible infractions related to transshipment outside the ROP

Deploy. number	Vessel name	Vessel flag	Inspecti on date	Inspection comment	Infraction type	Date report sent to CPC	Date feedback from CPC
362	JINN JYI CHYUN NO.66	TWN	17/05/16	LSTLV captain admitted to having received about 31t of fish from other fishing vessels and requested the observer not to report this	TRX outside the ROP	11/07/16	22/07/16

Appendix II

Responses received from CPCs before the deadline of 15/07/2017**LSTLVs – Multiple LSTLVs (Deploy 336)****Participating Fleet****Email received 02/03/2016 from WAN Chen****CHINA****Possible** • See below**infraction:**

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report (336) for China LSTLVs involved in transshipments with CV Sei Shin. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Marking of LSTLVs

The fishing vessels XIN SHI JI 81, 82, 83, 86, Tai Xiang 1, 2, 5, 6, 7, 8, 9, 10, Lu Qing Yuan Yu 105, 106, Zhang Yuan Yu 21, 22 was reported that the name or callsign were obscured by dirt and not fully legible. We have already informed the vessel owner of such incident and have requested fishing vessel periodically to clean the dirt surrounding the name and call sign, and repaint the making.

2. VMS of LSTLVs

In the report, there are 2 possible infractions related to the VMS of LSTLVs. Kindly be advised that LU QING YUAN YU 101, ZHANG YUAN YU 22 are equipped with an operating VMS on board, it is normally reporting to our VMS platform.

3. Fishing logbook

Lu Qing Yuan Yu 105 was accused that the header sections of the pages of the LSTLV's fishing logbook were not completed. The vessel owner has requested vessel master to complete the logbook.

4. ATF of the LSTLVs

XIN SHI JI 158 was accused that its ATF valid for Seychelles jurisdiction only. I wish to advise that XIN SHI JI 158 is authorised by Chinese government to operate in IOTC waters since Oct 2015, and fishing license on the high seas was issued to the vessel. However our master is not good at English and he is not able to understand the request by observer, thus the master did not provide the ATF in the IOTC area. We attached ATF in the IOTC area for your information.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China

中华人民共和国
渔业捕捞许可证
(公海)

Fishing License of The People's Republic of China
(High Seas)

中华人民共和国农业部制

Made by Ministry of Agriculture the people's Republic of China

Nº 005853

许可证号: (2015)国渔(公)第 GH-0463 号
License No: No. GH-0463 (2015)Guoyu(gong)

一、渔船登记内容

I.Details of Fishing Vessel Registration

船名 Name of Vessel	新世纪158 XIN SHI JI 158	渔船编码 Fishing vessel code	412420893 412420893
船籍港 Port of Registry	舟山 ZHOU SHAN	船舶呼号 Call Sign	BZ1VY BZ1VY
船体材料 Material of Hull	钢 steel	建造完工日期 When Built	2013年10月22日 2013 Y 10M 22 D
主机 Main engine	数量 1 台 Number 1 Set	总额定功率 Power	1029.00 千瓦 1029.00 Kw.
登记尺度 Register Size	船长 43.20 米 Length 43.20 m.	型宽 Beam	7.80 米 7.80 m.
		型深 Depth	3.80 米 3.80 m.
登记吨位 Register Tonnage	总吨 496.00 Gross Tonnage 496.00	净吨 Net Tonnage	165.00 165.00
持证人名称 Name of Owner	浙江新时代国际渔业有限公司 Zhejiang New Times International Fisheries CO.,LTD		
持证人地址 Address of Owner	杭州市清泰街499号 No.499 Qingtai Street Hangzhou		
渔船检验证书号 Vessel Inspection Certificate NO.	3309000Y13316 3309000Y13316		
国籍登记证书号 Nationality Registry No.	(ZHE) CHUANDENG (JI) (2013) FT-200153 (ZHE)CHUANDENG(JI)(2013)FT-200153		

许可证号: (2015)国渔(公)第 GH-0463 号
License No: No. GH-0463 (2015)Guoyu(gong)

二、核准作业内容

II.Approved Fishing Conditions

作业类型 Category of Fishing Method(s)	延绳钓 longline		
作业方式 Type of Fishing Method(s)	延绳钓 longline		
作业场所 Area of Fishing	印度洋公海 Indian Ocean		
作业时限 Duration of Fishing	自 2015 年 10 月 08 日 至 2018 年 03 月 31 日 From 2015 Y 10 M 08 D To 2018 Y 03 M 31 D		
渔具 Fishing Gear	名称 Name	/	
	数量 Number	/	规格 Specification /
捕捞品种 Target Species	金枪鱼 tuna		
捕捞配额(公斤) Fishing Quota (kg)	/		

根据《中华人民共和国渔业法》及有关法律法规,兹批准上列渔船按核准作业内容从事渔业捕捞活动。

In accordance with *Fisheries Law of the People's Republic of China* and relevant laws and regulations, it hereby approves the above vessel to conduct fishing operation in accordance to the Approved Conditions of Operation.

本证书有效期至 2018 年 03 月 31 日

This license is valid up to 2018 Year 03 Month 31 Day

签发人(签字):

Issued by Person(signature)



发证机关(盖章):

Issued by Authority(Seal)



签发日期: 2015 年 10 月 08 日

Issued on: 2015 Y 10 M 08 D

LSTLVs – KHA YANG NO.399 (Deploy 344)
Letter received 15/02/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible •The unit shown to the observer as the VMS was not recognised although a possible VMS aerial was present above the
infraction: the bridge.

Feb. 15, 2016

Mr. Gerard Domingue
 Compliance Coordinator
 Indian Ocean Tuna Commission
 P.O. Box 1011, Seychelles

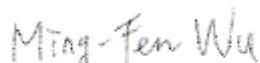
Dear Mr. Domingue,

With respect to the Observer Report (344), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to the VMS of F/V KHA YANG NO.399, describing the unit shown to the observer as the VMS was not recognized, although a possible VMS aerial was present above the bridge. After checking the photos provided by IOTC Secretariat, what the observer took in the photo was far from the VMS device. It could be a transformer. The observer should take more training regarding the recognizing of VMS. According to the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
 Section Chief
 Deep Sea Fisheries Division

LSTLVs – CHIEN WEI NO.3, KUANG WIN NO.3 (Deploy 330)
Letter received 15/02/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible •The CLS LEO VMS system was fitted with a power switch adjacent to the unit.
infraction:

-
- The vessel name and NRN markings on the bow of the LSTLV was difficult to read. It was partially obscured by the fouling covering the hull of the vessel.

The results of investigation from Taiwan regarding the IOTC ROP reports (330)

1. Comment relating to vessel marking

For F/V DAR LONG CHENG NO.2

This fishing vessel was reported by the observer that the vessel name and NRN markings on the bow of the LSTLV was difficult to read. It was partially obscured by the fouling covering the hull of the vessel.

We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

2. Comment relating to VMS

For F/V CHIEN WEI NO.3

This fishing vessel was reported by the observer that the CLS LEO VMS system was fitted with a power switch adjacent to the unit.

After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

LSTLVs – Shinn Mann No. 21, Chun I No. 307 (Deploy 350)**Participating Fleet****Email received 11/07/2016 from Fisheries Agency****SEYCHELLE****Possible**

- The VMS was fitted with a power switch.

infraction:**From:** Roddy Allisop [mailto:rallisop@sfa.sc]**Sent:** 11 July 2016 16:05**To:** Transshipment <transshipment@iotc.org>; Roy Clarisse <royc@sfa.sc>; Freddy Lesperance <flesperance@sfa.sc>; Mellissa Joseph <mjoseph@sfa.sc>; sabe@finance.gov.sc; Elisa Socrate <esocrate@sfa.sc>**Cc:** Loreen L. Esther <llesther@sfa.sc>; Julie Jean <jjean@sfa.sc>**Subject:** RE: Seychelles - Transshipment Observer Report for Seychelles LSTLVs involved in transshipments with CV Ibuki (Deploy 350-16)

Dear Sir/Madam,

Email well received, These terminals shown in the report are secondary terminals (Argos terminals) which the vessels used as manual reporting in the case of the failure of the primary Terminal (Inmarsat terminal)

But we shall advice the vessels agent to have the switch removed from its current position.

Thanking you.

Kind Regards,

Roddy Allisop (Mr)

Manager (Monitoring & Control)

Seychelles Fishing Authority

LSTLVs – TAI HONG 7, XIN SHI JI 76 (Deploy 386)**Participating Fleet****Email received 24/11/2016 from WAN Chen, Deputy Director****CHINA****Possible**

- Markings on prow badly obscured by algae,

infraction:

- Vessel name embossed on the hull is XIN SHI JI NO.76 on stern and prow, "No." on stern is painted over but still easily visible. "No." not painted over on stern.

From: ZHAO Gang [mailto:admin1@tuna.org.cn]**Sent:** 24 November 2016 09:49**To:** IOTC transshipment <transshipment@iotc.org>**Cc:** admin1@tuna.org.cn; 万晨 (LIVE) <wan.chen@live.com>; 远洋处 <bofdwf@agri.gov.cn>**Subject:** Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Sei Shin (Deploy 386-16)

Dear Sir/Madam,

We acknowledge with thanks receipt of the Transshipment Observer Report(386-16) for China LSTLVs involved in transshipments with CV Sei Shin. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Markings on prow of Taihong 7 badly obscured by algae.

This is often caused by longtime operation on the sea. The vessel owner has instructed the vessel master to clean the algae and repaint the vessel name, so as to ensure that the vessel name could be clearly visible.

2. The difference in vessel name of XIN SHI JI 76.

The name of the vessel changed from XIN SHI JI NO.76 to XIN SHI JI 76, the vessel is physically the same vessel as before. The vessel name on the prow appears the correct name "XIN SHI JI 76", however, the "No." on the stern was still there when the transshipment took place. It has been confirmed with the vessel owner that the vessel name on the stern has been corrected soon after they received the notification from this side.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – HUNG RUNG NO.2, HONG IU NO.313 (Deploy 368)**Participating Fleet****Letter received 17/11/2016 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The internal VMS unit onboard the Hung Rung No.2 did not have a visible power light (Figure 3). The captain told the observer that the remainder of the VMS unit was visible on the exterior of the vessel (Figure 4,

infraction:

- The name on the bow of the Hong lu No.313 was partially obscured and difficult to read.

The Results of Investigation from Taiwan Regarding the IOTC ROP Report (368)

1. Comments related to vessel marking (please refer to Table for vessel marking)

For F/V HONG IU NO.313

Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

2. Comments related to VMS (please refer to Table for VMS)

For F/V HUNG RUNG No.2

After checking the VMS record, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.

LSTLVs – WIN FAR NO.868, CHUAN HSING FA NO.10 (Deploy 382)**Participating Fleet****Letter received 17/11/2016 from Fisheries Agency****TAIWAN, CHINA****Possible**

- Printed unbound logbook presented,

infraction:

- The callsign was partially worn and difficult to read.

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
382	JUT DER NO.112	20160913	The callsign was partially worn and difficult to read.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Table				
Incidents related to logbook				
NO.	Vessel Name	Date	Inspection Comment	Investigation
382	WIN FAR NO.868	20160908	Logbook was printed but bound only with staples.	This vessel was reported by the observer that the vessel's master presented printed unbound logbook. Through our investigation, this vessel already used the new version of bounded log book, each day record of which is composed of one pink and one white sheet, which white sheet is tear-off to hand in this Agency. Also, what the observer took in the photo was exact the white sheets, so this vessel had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.

LSTLVs – LIAN CHI SHENG NO.62, JIA YANG NO.6 (Deploy 383)**Participating Fleet****Letter received 17/11/2016 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The vessel name on the bow differed from that on the stern,

infraction:

- Name markings unclear on bow.

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
383	LIAN CHI SHENG NO.62	20160812	The bow marking of the Lian Chi Sheng No.62 differed from that on the stem.	We have already notified the vessel owner of such incident and have requested this fishing vessel to repaint the marking once the operation of repainting is possible.
383	JIA YANG NO.6	20160813	The bow markings of the Jia Yang No.6 were partially obscured by dirt and not legible.	Through our investigation, we found this vessel's bow marking would very likely wear out due to the erosion made by brine and sea wind. We have already notified the vessel owner of such incident and have requested this fishing vessel to repaint the marking once the operation of repainting is possible.

LSTLVs – Severals (Deploy 367)**Participating Fleet****Letter received 08/11/2016 from Fisheries Agency****TAIWAN, CHINA****Possible**

- Consult table below

infraction:

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
367	YI JEN FA NO 888	20160627	The VMS had a power switch mounted next to the unit.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
367	HWA KUN NO 232	20160629	The VMS had a power switch mounted next to the unit.	
367	YUAN TAI	20160703	Both VMS systems were fitted with power	
367	YUAN TAI NO.216	20160703	The CLS LEO VMS system was fitted with a power switch.	
367	JUBILEE	20160704	Both VMS units were fitted with power	
367	JUI DER NO.16	20160715	The VMS system was fitted with a power	
367	JUI DER NO.112	20160716	The LSTLV's VMS system was fitted with a power switch.	
367	YI JEN CHUN NO.668	20160719	The VMS unit was fitted with a power switch.	
367	JIN JAAN SHIYANG NO.3	20160726	There was a power switch mounted between the Thane & Thrane and ARGOS VMS units. The switch was connected to the ARGOS	
367	JIN YUAN	20160802	The LSTLV's VMS was fitted with a power switch mounted next to the unit.	
367	JIN YUAN	20160904	Both VMS units were fitted with power	
367	JUI DER NO.112	20160907	The VMS was fitted with a power switch.	
367	JUI DER NO.16	20160907	The LSTLV's VMS was fitted with a power switch mounted close to the unit.	
367	JUBILEE	20160909	The LSTLV was fitted with two ARGOS CLS LEO VMS's, each with its own power switch.	
367	YI JEN CHUN NO.668	20160912	The LSTLV's VMS unit was fitted with a power switch mounted next to the unit.	
367	YI JEN FA NO.888	20160912	The VMS was fitted with a power switch.	

Table

Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
367	JO WEN	20160908	The name displayed on the bow of the vessel was worn and barely legible.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Incidents related to ATF				
NO.	Vessel Name	Date	Inspection Comment	Investigation
367	HWA KUN NO.168	20160701	The ATF expired on 09/02/2016 (reflected as 02/09/2016 on the ATF [mm/dd/yyyy date format is used on the ATF documents issued by Taiwan, province of China]).	According to our record, fishing license of this vessel is valid during the transshipment. Our Agency has requested this vessel's owner to inform this vessel's captain to carry onboard and show the valid documents to the ROP observer when requested.

LSTLVs – Severals (Deploy 364)

Letter received 08/11/2016 from Fisheries Agency

**Possible
infraction:**

- Consult table below

Participating Fleet**TAIWAN, CHINA**

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
364	CHING CHUN FA NO.168	20160611	The bow marking of the Ching Chun Fa No.168 was partially obscured and could not be read.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
364	LIEN YI HSING NO.12	20160614	The bow marking of the Lien Yi Hsing No.12 was obscured by dirt and could not be read.	
364	CHU HUAI NO.268	20160614	The name of the Chu Huai 268 was not displayed in English on the bow and was handwritten but barely legible on the stern.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
364	LONG WANG SHENG	20160616	The observer was shown an external VMS antenna and an internal power supply , however an internal VMS unit was not shown.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS.
364	JINN JYI CHYUN NO.178	20160617	The observer was shown a recognised external VMS unit , but no power light was visible on the unit. No internal VMS unit with power light was shown to the observer, only an internal power supply.	

Incidents related to ATF				
NO.	Vessel Name	Date	Inspection Comment	Investigation
364	YI FENG NO.168	20160615	The English ATF onboard the Yi Feng No.168 only referred to "Taiwan's economic zone". The observer was informed that the Mandarin translation stated that the licence was valid for the Indian Ocean.	According to our record, fishing license of this vessel is valid during the transshipment. Our Agency has requested this vessel's owner to inform this vessel's captain to carry onboard and show the valid documents to the ROP observer when requested.

Incidents related to logbook				
NO.	Vessel Name	Date	Inspection Comment	Investigation
364	HUNG CHIN NO.212	20160617	The vessel's logbook was unbound, with loose sheets presented to the observer. The sheets were also non sequential.	Through our investigation, this vessel already used the new version of bounded log book, each day record of which is composed of one pink and one white sheet, which white sheet is tear-off to hand in this Agency. Also, what the observer took in the photo was exact the white sheets, so this vessel had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.

LSTLVs – Several (Deploy 373)

Email received 01/09/2016 from WAN Chen, Deputy Director.

Possible •
infraction:**Participating Fleet**
CHINA**From:** admin1 [mailto:admin1@tuna.org.cn]**Sent:** 01 September 2016 14:01**To:** Transshipment <transshipment@iotc.org>**Cc:** wan.chen <wan.chen@live.com>; 远洋处'远洋处' <bofdwf@agri.gov.cn>; 工作组 <admin1@tuna.org.cn>

Subject: Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Sei Shin (Deploy 373-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(373-16) for China LSTLVs involved in transshipments with CV Sei Shin. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Fishing logbook

There are 11 possible infractions related to the fishing logbook of the LSTLVs. TAI HONG 7, XIN SHI JI NO.72, 76, LU QING YUAN YU 101, 102, 105, 106, 107, 108, ZHANG YUAN YU 21, 22 were accused that logbook did not have sequential page numbers. The master did not fill out the pages due to careless. The vessel owner had requested vessel master to complete the pages on the logbook and requested master to pay more attention to this issue.

2. VMS of LSTLV

There are 4 possible infractions related to the VMS of the XIN SHI JI NO.72, LU QING YUAN YU 101, 105, 107. XIN SHI JI NO.72 was accused that Thrane and Thrane 3022D VMS unit's power light was not illuminated. Kindly be advised that this unit was broken, the vessel use Argos unit to report on our VMS normally, automatically and consistently. LU QING YUAN YU 101, 105, 107 are equipped with an operating VMS (Inmarsat-C) on board, it works well according to our VMS platform .

3. Marking of LSTLV

LU QING YUAN YU 101, 102, 105, 106, 107, 108, ZHANG YUAN YU 22 was reported that the name or callsign were covered with fouling. Since the vessels are operating in the tropical waters throughout the year, it is easy to attach seaweed and get very dirty. The fishing vessel operator re-painted the vessel name and callsign when the vessel arrived at port in July after transshipment.

XIN SHI JI 76, ZHANG YUAN YU 21 was accused that the name displayed on the bow did not match the name listed in the IOTC vessel list. The vessel owner had requested master to repaint the name as XIN SHI JI 76, ZHANG YUAN YU 21 on the bow.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – YONG MAN FA, MAN YO SHUN (Deploy 376)

Letter received 22/08/2016 from Fisheries Agency

Participating Fleet

TAIWAN, CHINA

Possible

- The CLS LEO VMS unit was fitted with a power switch,

infraction:

- The LSTLV produced an ATF which indicated the LSTLV name as "HUNG SHUN" the previous name of the vessel authorised from 01/01/2011 to 30/06/2015. This name was not consistent with the name "MAN YO SHUN" displayed on the vessel

Incidents related to ATF				
NO.	Vessel Name	Date	Inspection Comment	Investigation
376	MAN YO SHUN	20160723	The LSTLV produced an ATF which indicated the LSTLV name as "HUNG SHUN" the previous name of the vessel authorised from 01/01/2011 to 30/06/2015. This name was not consistent with the name "MAN YO SHUN" displayed on the vessel.	According to our record, fishing license of this vessel is valid during the transshipment. Our Agency has requested this vessel's owner to inform this vessel's captain to carry onboard and show the valid documents to the ROP observer when requested.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
376	YONG MAN FA	20160723	The CLS LEO VMS unit was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

LSTLVs – Several (Deploy 366)
Letter received 19/08/2016 from Fisheries Agency
Possible • Consult table below
infraction:

Participating Fleet
TAIWAN, CHINA

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
366	FENG KUO NO.888	20160704	The LSTLV markings on the stern of the LSTLV was partly covered by fouling and not clearly legible.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
366	JEE CHUEN TSAI NO.368	20160709	The LSTLV markings on the bow and stern were partly worn and not clearly legible.	
366	FENG CUO NO.668	20160715	The LSTLV name markings on the stern was partly worn and not clearly legible. The name displayed on the stern was "FENG CUO 668" was not consistent with the name provided by	
366	YNG HSING NO.23	20160715	The LSTLV markings on the stern and bow were partially worn and not clearly legible.	
366	FENG KUO NO.666	20160704	The LSTLV name markings "FENG KUO.666" displayed on the stern of the LSTLV was not consistent with the name "FENG KUO NO.666" listed by IOTC.	We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
366	FENG KUO NO.568	20160707	The LSTLV markings on the stern displayed the name as "FENG KUO" with Asian characters and the number 568 in small letters below the Asian characters. This was not consistent with the name provided in the IOTC vessel list.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
366	SHANG FENG NO.3	20160628	The LSTLV VMS unit was fitted with a power supply switch.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
366	SHUANG LIAN	20160713	The LSTLV were fitted with a secondary VMS (ARGOS MARGE V2) which was fitted with a switch.	
366	YNG HSING NO.23	20160715	The CLS LEO VMS unit was fitted with a power switch.	

LSTLVs – Several (Deploy 346)

Letter received 29/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA**

Possible • Consult table below
infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
346	HAO CHING NO.101	20160327	The LSTLV displayed the name "101 HAO CHING" on the stern of the vessel.	We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its marking once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
346	SHYANG MAAN NO.368	20160227	The LSTLV's VMS had an ON/Off switch mounted right next to the unit.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as
346	CHIEN WEI NO.3	20160228	The LSTLV's VMS had an On/Off switch located immediately alongside it.	

LSTLVs – Several (Deploy 362)
Letter received 22/07/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible • Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	HSIN MING SHENG NO.28	20160528	The vessel markings on the bow was partially worn and not clearly legible.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	WOEN YU CHANG NO.6	20160608	The CLS LEO unit was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported their navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Incidents related to Other				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	JINN JYI CHYUN NO.66	20160517	LSTLV captain admitted to have received about 31t of fish from other fishing vessels and requested the observer not to report this.	We will investigate this case in accordance with our domestic regulations.

From: 謝銘輝 [<mailto:minghui@ms1.fa.gov.tw>], **Sent:** 10 February 2017 06:18, **To:** gerard.domingue@iotc.org
Cc: wp@iotc.org; transshipment@iotc.org; 'Ming-Fen WU' <mingfen@ms1.fa.gov.tw>; '林建男' <chiennan@ms1.fa.gov.tw>; '莊涵晴' <hanching@ms1.fa.gov.tw>
Subject: RE: Taiwan, China - Transshipment Observer Report for Taiwan, China LSTLVs involved in transshipments with CV Yuan Tai No 806 (Deployment 362-16)

Dear Madam/Sir,

Regarding the case of JINN JYI CHYUN NO.66 of IOTC ROP Report (362), after checking their preliminary catch report and sales report, there is no sign of receiving fish from other fishing vessels.

We also requested captain and the owner of JINN JYI CHYUN NO.66 to express their views about the suspicion. It seemed to have some misunderstandings due to the language problem; JINN JYI CHYUN NO.66 has not received 31 tons of fish from other fishing vessels.

Best regards,

Ming-Hui, Hish (謝銘輝) Marine Conservation Section, Deep Sea Fisheries Division,
 Fisheries Agency, Council of Agriculture 6F., No.100, Sec. 2, Heping W. Rd., Zhongzheng Dist., Taipei City 100,
 Tel: 886-2-2383-5872, Fax: 886-2-2332-7395, e-mail: minghui@ms1.fa.gov.tw

LSTLVs – Several (Deploy 365)
Letter received 20/07/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible • Consult table below
infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
365	SHIN SHING SHENG NO.23	20160523	The International Call Sign (IRCS) markings were worn and not legible at a distance.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
365	JIN GWO DEE 1 HAW	20160526	The name markings on the stern of the ship was partially worn and not clearly legible.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
365	CHENG QING FENG	20160520	The VMS system was fitted with a power switch.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
365	AN WONE FA NO.3	20160529	The CLS LEO VMS unit was fitted with a power switch.	

LSTLVs – Several (Deploy 363)
Letter received 19/07/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible • Consult table below
infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
363	MENG FA NO.322	20160514	During transshipment No.1 (LSTLV Meng Fa No.322) a small part of the name and NRN were partially worn away and part of the IRCS was obscured by rust.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
363	Meng Fa No.312	20160514	During transshipment No.2 (LSTLV Meng Fa No.312) small parts of the name, NRN and IRCS were worn away.	
363	Der Hae No.3	20160611	During transshipment No.9 (LSTLV Der Hae No.3) most part of the name on bow was worn away and NRN was hard to read.	
363	De Hai No.12	20160611	During transshipment No.10 (LSTLV De Hai No.12) different names were displayed on the bow and stern, with De Hai No.12 written on the bow and De Hai.12 on the stern.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
363	Wen Der No.106	20160522	During transshipment No.6 (LSTLV Wen Der No.106) the ATF shown had expired on 17/01/2016.	According to our record, fishing license of the vessel is valid during the transshipment. This Agency has requested the vessel's owner to inform the master to carry on board and show the valid document to the ROP observer when requested.

LSTLVs – Several (Deploy 350)**Participating Fleet****Email received 15/07/2016 from WAN Chen, Deputy Director.****CHINA****Possible** • Consult table**infraction:****From:** admin1 [mailto:admin1@tuna.org.cn]**Sent:** 15 July 2016 16:05**To:** Transshipment <transshipment@iotc.org>**Cc:** wan.chen <wan.chen@live.com>; 远洋处'远洋处' <bofdwf@agri.gov.cn>; 工作组 <admin1@tuna.org.cn>**Subject:** Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Ibuki (Deploy 350-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(350-16) for China LSTLVs involved in transshipments with CV IBUKI. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Fishing logbook

There are 9 possible infractions related to the fishing logbook of the LSTLVs. LU RONG YUAN YU 327, 201, 202, HONG YANG 89, JIN XIANG 8, 9, LU RONG YUAN YU 199 were accused that logbook did not have sequential page numbers. LU RONG YUAN YU 202, HONG YANG 89, JIN XIANG 8, LU RONG YUAN YU 189, 159 were accused that their logbooks did not match the flag state template. The master did not fill out the pages due to careless. The vessel owner has requested vessel master to complete the logbook and requested master to pay more attention to this issue. China has already provided the official logbook for each longline vessel and requested the master to use the current version.

2. VMS of LSTLV

LU RONG YUAN YU 189 were accused that the crew could not indicate the location of the VMS unit and the observer was unable to find any unit indoors. Kindly be advised that LU RONG YUAN YU 189 is equipped with an operating VMS (Thrane & Thrane , Sailor 6140) on board, it works well according to our VMS platform. However, the vessel's master is not good at English and he is not able to understand the requests and queries by the observers, our master can not response in time due to language problems.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China

LSTLVs – Several (Deploy 358)**Participating Fleet****Email received 15/07/2016 from WAN Chen, Deputy Director.****CHINA****Possible** • Consult table**infraction:****From:** admin1 [mailto:admin1@tuna.org.cn]**Sent:** 15 July 2016 16:05**To:** Transshipment <transshipment@iotc.org>**Cc:** wan.chen <wan.chen@live.com>; 远洋处'远洋处' <bofdwf@agri.gov.cn>; 工作组 <admin1@tuna.org.cn>**Subject:** Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Kaiho Maru (Deploy 358-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(358-16) for China LSTLVs involved in transshipments with CV KAIHO MARU. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Fishing logbook

There are 14 possible infractions related to the fishing logbook of the LSTLVs. SHEN HUI 01, 02, 03, 04, 05, 06, LU QING YUAN YU 101, 102, 105, 106, 107, 108, ZHANG YUAN YU 21, 22 were accused that logbook did not have sequential page numbers. The master did not fill out the pages due to careless. The vessel owner has requested vessel master to complete the logbook and requested master to pay more attention to this issue.

2. VMS of LSTLV

There are 2 possible infractions related to the VMS of the ZHANG YUAN YU 21, 22. ZHANG YUAN YU 21, 22 have two VMS device onboard respectively, one of them was broken, maybe the unit in the picture is the broken one. ZHANG YUAN YU 21, 22 is normally reporting to our system.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards.

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 355)

Email received 04/07/2016 from WAN Chen, Deputy Director.

Participating Fleet**CHINA**

Possible •Consult table

infraction:

From: Zhang Kairui [mailto:admin1@tuna.org.cn]

Sent: 04 July 2016 14:54

To: Transshipment <transshipment@iotc.org>

Cc: 远洋处'远洋处' <bofdwf@agri.gov.cn>; wan.chen <wan.chen@live.com>

Subject: Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Tuna Queen (Deploy 355-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(355-16) for China LSTLVs involved in transshipments with CV Tuna Queen. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

Fishing logbook

SHEN HUI 01, 02, 03, 04, 05, 06 were accused that logbook did not have sequential page numbers. The master did not fill out the pages due to careless. The vessel owner has requested vessel master to complete the logbook and requested master to pay more attention to this issue.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards.

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 351)

Email received 20/06/2016 from WAN Chen, Deputy Director.

Participating Fleet**CHINA**

Possible •Consult table

infraction:

From: Zhang Kairui [mailto:admin1@tuna.org.cn]

Sent: 20 June 2016 07:58

To: Transshipment <transshipment@iotc.org>

Cc: Secretariat <secretariat@iotc.org>

Subject: Fw: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Seiyu (Deploy 351-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(351-16) for China LSTLVs involved in transshipments with CV Seiyu. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. 1. Marking of LSTLVs (XIN SHI JI 82, 83, 76, Tai Xiang 2, 6, LU QING YUAN YU 101,102, 106, ZHANG YUAN YU 21)

XIN SHI JI 82, 83, 76 was accused that the vessel name is recorded in the IOTC vessel list as Xin Shi Ji 82, 83, 76, but the name displayed by the vessel was the Xin Shi Ji No.82, 83, 76. Kindly be advised that previously the name of XIN SHI JI vessels with NO. inserted, but China issued the new Certificate of nationality and ATF for these vessel, on which the name of the XIN SHI JI vessels are XIN SHI JI 82/ XIN SHI JI 83/ XIN SHI JI 76 without NO., we have

updated the details in the IOTC vessel list accordingly. Therefore the name on the bow were not consistent with the name in the IOTC vessel list. The vessel owner will write the correct name on the vessel when the vessels call port this year.

XIN SHI JI 82, Tai Xiang 2, 6, LU QING YUAN YU 101, 102, 106, ZHANG YUAN YU 21 was reported that the name or callsign were obscured by dirt and rust. Because the vessels are operating in the tropical waters throughout the year, it is easy to attach seaweed and get rusty. We have already informed the vessel owner of such incident and have requested fishing vessel periodically to clean the dirt surrounding the name and call sign, and repaint the making.

2. VMS of LSTLVs (XIN SHI JI 72, LU QING YUAN YU101, 105, ZHANG YUAN YU 21)

In the report, there are 4 possible infractions related to the VMS of LSTLVs. XIN SHI JI 72 has two VMS device onboard, the vessel uses Argos to report to our VMS end, the unit inspected by observer is a standby unit. XIN SHI JI 72 is normally reporting to our system. Kindly be advised that LU QING YUAN YU101, 105, ZHANG YUAN YU 21 are equipped with an operating VMS on board, it works well according to our VMS platform .

Hope the information above could clarify the situation and please let me know should you have further questions. WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 352)

Email received 20/06/2016 from WAN Chen, Deputy Director.

Possible •Consult table

infraction:

Participating Fleet

CHINA

From: Zhang Kairui [mailto:admin1@tuna.org.cn]

Sent: 20 June 2016 07:59

To: Transshipment <transshipment@iotc.org>

Cc: Secretariat <secretariat@iotc.org>

Subject: Fw: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Sei Shin (Deploy 352-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(352-16) for China LSTLVs involved in transshipments with CV Sei Shin. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

Fishing logbook

TAI HONG NO.1, 8 was accused that logbook did not have sequential page numbers. The master did not fill out the pages due to careless. The vessel owner has requested vessel master to complete the logbook and requested master of other vessels to pay more attention to this issue.

Hope the information above could clarify the situation and please let me know should you have further questions.

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 348)

Letter received 15/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

• Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
348	JUBILEE	20160321	The bow marking of the Jubilee had been partially worn away and was difficult to read.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.
348	HUNG HWA NO.202	20160502	The IOTC database states the vessel's name as HUNG HWA NO.202 however the vessel markings showed the name reversed as NO.202 HUNG HWA.	We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
348	CHAAN YING	20160321	The observer did not recognise the VMS unit on the CHAAN YING, no power light was visible and the only markings on the VMS unit appeared to have been added by hand. One external antenna unit shown to the observer appeared to be a Thrane & Thrane model but did not carry any identifying markings.	According to the photo provided by IOTC Secretariat, the photo taken by the observer is actually a Voyage Data Recorder (VDR) device, not a VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.
348	HUNG RUNG NO.2	20160505	The observer was shown a power supply unit rather than a VMS, although a possible unmarked VMS aerial was also seen. An external antenna was shown to the observer, this carried no markings but appeared to be Thrane & Thrane (Sailor) Capsat model.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS.
348	FENG CUO NO.668	20160508	The captain stated that the LSTLV had no internal VMS unit, but indicated a unit in the antenna array, however no markings were visible to the observer.	

Incidents related to ATF				
NO.	Vessel Name	Date	Inspection Comment	Investigation
348	HUNG HWA NO.202	20160502	The ATF for this vessel stated its area of operations to be for unlimited waters (Pacific Ocean) and therefore did not appear to authorise fishing in the Indian Ocean.	According to our record, fishing license of these vessels are valid during the transshipment. Our Agency has requested these vessels' owners to inform these vessels' captains to carry onboard and show the valid documents to the ROP observer when requested.
348	CHUAN HSING FA NO.10	20160519	Two ATFs for the CHUAN HSING FA NO 10 were presented to the observer, the first one had an expiry date of 17/10/2014. The second ATF had an expiry date of 19/01/2015.	

LSTLVs – Several (Deploy 360)

Letter received 15/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

• Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
360	Hong lu No. 313	20160529	The bow marking of the Hong lu No. 313 was partially obscured by fouling.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
360	JEE CHUEN TSAI NO.368	20160604	The vessel's name on bow was partially obscured due to abrasion and fouling.	
360	HUNG HWA NO.202	20160607	The vessel markings were written as No.202 Hung Hwa whilst the vessel name is recorded in the IOTC vessel list as Hung Hwa No.202.	
360	JIN SHYANG YIH	20160613	The bow marking of the "Jin Shyang Yih No.168" (mistaken by the ROP observer with "Jin Shyang Yih") was partially obscured by fouling and could not be easily read	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
360	Hung Run No.2	20160604	The observer was not shown a power light on the VMS unit of the Hung Run No.2.	After checking the VMS records, we confirmed that this fishing vessels had normally reported its navigation location during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS.

Incidents related to logbook				
NO.	Vessel Name	Date	Inspection Comment	Investigation

360	WIN FAR NO.888	20160609	<p>The observer was shown a mix of bound and unbound (stapled) logbook pages for the Win Far No. 888 - the logbook was bound but some pages were torn out to fax back to the operator, and then stapled back together.</p>	<p>Through our investigation, this vessel master has already used the new version of bounded logbook. Daily record of the logbook is composed of one pink and one white sheet. The white sheet is designed to be torn off to hand in this Agency. Thus, the pink sheet, not the white one, is the only criterion ROP observers shall use to judge whether the logbook is bound and in serial number.</p> <p>What was shown in the photo taken by the ROP observer in this case was exactly the white sheets. The vessel master has used the bounded logbook and did not violate our domestic regulations concerning logbook. Such mistakenly reported cases have been repeated for many times. Please do inform the MRAG that the ROP observers shall stop making such mistakes.</p>
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LSTLVs – Several (Deploy 339)

Letter received 15/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

• Consult table below

infraction:**Table**

Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
339	SHYE SHIN NO.31	20160218	The stern markings of the Shye Shin No.31 were partially obscured by dirt and not legible.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
339	SHYE SIN NO.1	20160221	The stern markings of the Shye Sin No.1 were partially obscured by dirt and not legible.	
339	WIN FAR NO.818	20160227	The stern markings of the Win Far No.818 were partially worn away and were not legible.	
339	JUBILEE	20160308	The vessel name and IRCS markings on the bow of the Jubilee were partially worn away and were not legible.	

Incidents related to VMS

NO.	Vessel Name	Date	Inspection Comment	Investigation
339	CHAAN YING	20160307	The VMS unit on the Chaan Ying could not be identified by the observer, and no on/off switch or power light was visible. The ATF recorded the VMS system as Inmarsat-C (424699128), but the observer could not identify any equipment matching this description.	According to the photo provided by IOTC Secretariat, the photo taken by the observer is actually a Voyage Data Recorder (VDR) device, not a VMS unite. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.

Incidents related to logbook

NO.	Vessel Name	Date	Inspection Comment	Investigation
339	HUNG CHIN NO.212	20160211	The logbook of the Hung Chin No.212 was printed but not bound.	Through our investigation, these vessels already used the new version of bounded log book, each day record of which is composed of one pink and one white sheet, which white sheet is tear-off to hand in this Agency. Also, what the observer took in the photo was exact the white sheets, so these vessels had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.
339	SHYE SIN NO.1	20160221	The logbook of the Shye Sin No.1 was printed but not bound.	

LSTLVs – Several (Deploy 353)
Letter received 25/05/2016 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible • Consult table below
infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
353	CHARNG LUEN NO.22	20160409	The callsign was worn and difficult to read.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
353	WOEN YU CHANG NO.6	20160410	The callsign was obscured and difficult to read.	
353	JAIN HSUAN NO.202	20160413	Vessel name on bow was obscured and difficult to read.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
353	YUAN TAI NO.216	20160323	A switch was possibly attached to the VMS unit.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
353	HUNG RUNG NO.2	20160415	Observer was shown an AIS unit instead of a VMS unit.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.

Incidents related to logbook				
NO.	Vessel Name	Date	Inspection Comment	Investigation
353	WIN FAR NO.868	20160318	Logbook was printed but bound only with staples.	Through our investigation, this vessel already used the new version of bounded log book, each day record of which is composed of one pink and one white sheet, which white sheet is tear-off to hand in this Agency. Also, what the observer took in the photo was exact the white sheets, so this vessel had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.

LSTLVs – Several (Deploy 349)

Letter received 06/06/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

• Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
349	YONG QING FA	20160320	The callsign was worn and difficult to read.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
349	CHANG YING NO.69	20160322	The name on the bow was obscured and difficult to read.	
349	JEE CHUEN TSAI NO.368	20160408	The name on the bow was obscured and difficult to read.	
349	MENG FA NO.322	20160410	The name on the bow was worn and difficult to read, and the callsign was partially obscured and difficult to read.	
349	MENG FA NO.312	20160410	The name on the bow was worn and difficult to read.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
349	FENG KUO NO.888	20160408	The observer was shown an analog to digital converter instead of a VMS unit.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS.
349	FENG CUO NO.668	20160408	The observer was shown a power supply unit rather than a VMS, although a possible unmarked VMS aerial was also seen.	
349	MENG FA NO.312	20160410	There was a switch beside the VMS unit.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
349	WOEN DAR NO.168	20160415	There was a switch beside the VMS unit.	

LSTLVs – AN WEN FA NO.26 (Deploy 357)
Letter received 31/01/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible infraction: •The LSTLV name and NRN on the bow of the vessel was partially obscured by the fouling on the hull. The observer could verify the markings, but only at very close range.

Jan. 26, 2017

Mr Gerard Domingue
Compliance Coordinator
Indian Ocean Tuna Commission
P.O. Box 1011, Seychelles

Dear Mr. Domingue,

With respect to the Observer Report (357), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "AN WEN FA NO.26" was reported by the observer that this LSTLV name and NRN on the bow of the vessel was partially obscured by the fouling on the hull. The observer could verify the markings, but only at very close range. Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – CHUN I NO.217 (Deploy 387)

Letter received 31/01/2017 from Fisheries Agency

Possible •The name on the bow was partially worn and difficult to read
infraction:

Participating Fleet
TAIWAN, CHINA

Jan. 26, 2017

Mr Gerard Domingue
Compliance Coordinator
Indian Ocean Tuna Commission
P.O. Box 1011, Seychelles

Dear Mr. Domingue,

With respect to the Observer Report (387), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "CHUN I NO.217" was reported by the observer that name on the bow was partially worn and difficult to read. Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – HSIANG PERNG NO.212, YU I HSIANG NO.627 (Deploy 387)**Participating Fleet****Letter received 31/01/2017 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The paint of the LSTLV name on the stern is partially worn away and not clearly legible.

infraction:

- The VMS unit (CLS Thorium [ID 501536]) was fitted with a power switch.

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
352	HSIANG PERNG NO.212	20160322	The paint of the LSTLV name on the stern is partially worn away and not clearly legible.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
352	YU I HSIANG NO.627	20160329	The VMS unit was fitted with a power switch.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

LSTLVs – Multiple LSTLVs (Deploy 370)**Participating Fleet****Email received 13/02/2017 from Seychelles Fishing Authority****Seychelles****Possible**

- See table below:

infraction:

NF Indian Tuna No. 1	The VMS unit (CLS LEO) was connected to a power supply switch.	VMS
NF Indian Tuna No. 9	The VMS unit (CLS LEO) was connected to a power switch.	VMS
Evergold No. 1	The ARGOS FVT unit was fitted with a power switch	VMS
Mercury	The LSTLV was fitted with two Argos MAR GE V2 units, a Cobham 6194 terminal control unit (TT3027D Antennae) and a Thrane & Thrane TT3027D VMS unit. Only one Argos unit was switched on. Both Argos units were fitted with a power switches.	VMS
NF Eastern Star	The VMS unit (CLS LEO) was connected to the power switch	VMS
Fortune 78	The LSTLV displayed the name "FORTUNE NO78" on the bow and the stern of the ship. The displayed name was not consistent with the name "Fortune 78" provided by the IOTC vessel list.	VMS

Please be informed that CHUN YING NO.777 visited Port Louis, Mauritius in February 2016. During this time the owner had intended to change the vessel name to FULL ALWAYS 108. This includes changing the

documentation to reflect new vessel name and also painted new vessel name on the ships hull. However in the end, it was decided to postpone the change of name due to a timing issue, the reason being that the vessel had already transhipped fish to Japan under CHUN YING NO.777 and there was concern that if the vessels name was changed on documents as well as on IOTC website, there would be problems clearing the fish in Japan when the Japanese authorities checked the certificates against the vessel name on IOTC. Thus the intended new vessel name FULL ALWAYS 108 was painted over and owner continued to use CHUN YING NO.777.

As the picture notes, the FULL ALWAYS 108 name is slightly visible and that is due to at-sea conditions removing the paint. Captain of the vessel has been instructed to paint over the name so as to not cause any misunderstanding.

It was a similar situation for the logbook as the Captain wanted to write CHUN YING NO.777 onto the logbook provided, however owner wanted to change name so captain used correction fluid to remove and replace with the proposed new vessel name. In the end the name wasn't changed, so the captain wrote back CHUN YING NO.777 onto the logbook.

I refer to observer feedback regarding Argos power switch.

Please note we have since feedback to all the Seychelles flagged vessels owners (not just the vessels named in the report) to be aware of the argos power switch, and if their vessel has been reported to have the switch, that it should be removed. Obviously we are eventually aiming for 100% compliance in this matter and I will update you on this once that is done.

As for vessels named in the report, owner of NF EASTERN STAR, NF INDIAN TUNA NO.1 , NF INDIAN TUNA NO.9, EVERGOLD NO.1 and MERCURY have reported to us that the argos power switch has been removed.

I make reference to observer report 8620 on board "CV SEIYU" regarding comments on incorrect markings displayed on FORTUNE NO 78.

We note that this issue seems to be brought up every year in the observer reports and we recall that we had already take steps to solve this issue a while back. If you could refer to the vessel's page on the IOTC website: <http://www.iotc.org/vessels/history/86700/1639> , you will note that the vessel name is already updated as FORTUNE NO 78

The IOTC list given to the observers may not reflect the updates shown on the IOTC website which may have caused this misunderstanding.

LSTLVs – Poseidon, Mercury (Deploy 352)

Email received 13/02/2017 from Seychelles Fishing Authority

Participating Fleet

Seychelles

Possible

- The LSTLV name on the stern was partially worn and not clearly legible

infraction:

- Both ARGOS units were fitted with power switches.

Captain of Poseidon was informed to perform some repainting works on stern of the vessel to make the vessel name legible.

Argos power switch of Poseidon and Mercury has been removed.

LSTLVs – Multiple LSTLVs (Deploy 355)

Email received 13/02/2017 from Seychelles Fishing Authority

Participating Fleet

Seychelles

Possible

- See table below:

infraction:

NF Indian Tuna No. 1	The CLS LEO VMS unit was fitted with a power switch.
Keifuku Maru No. 1	The VMS unit was fitted with a power switch.
Keifuku Maru No. 1	From 01/04/2016 (no logbook records were completed from 14/03/2016 to 31/03/2016), the catches were recorded on unbound printed sheets without page numbering.

NF Indian Tuna No. 9	The CLS LEO VMS unit was fitted with a power switch.
Shinn Mann No. 21	The VMS (ARGOS) unit was fitted with a power switch
Chun I No.318	The VMS unit was fitted with a power switch
Chun I No. 307	The VMS unit was fitted with a power switch
Long Yield No. 3	The VMS unit was fitted with a power switch

Captain of Keifuku Maru No.1 has been using bound/printed Seychelles logbook. However for convenience of reporting back to office on a per month basis, captain fills in the same data on a monthly report (which is unbound) to fax/san & email for ease of reporting back to the office. There was no intention to keep separate logbook copies.

Argos power switch of Keifuku Maru No.1, NF Indian Tuna No.1, NF Indian Tuna No.9, Shinn Mann No.21, Chun I No.318, Chun I No.307 & Long Yield No.3 has been removed.

LSTLVs – NF Indian Tuna No. 9, NF Indian Tuna No. 1, NF Sea Glory No. 16 (Deploy 386).

Participating Fleet
Seychelles

Email received 13/02/2017 from Seychelles Fishing Authority

Possible • Logbook printed and unbound.

infraction: • Prow markings obscured with rust on starboard side.

Per Captain feedback, the pages of NF Indian Tuna No.1 / NF Indian Tuna No.9 came off due to wear and tear. Captain was warned not to tear off pages in logbook and properly maintain the condition of the logbook. In January 2017 upon feedback, Captains was instructed to use a new undamaged logbook.

LSTLVs – Multiple LSTLVs (Deploy 384)

Participating Fleet
Seychelles

Email received 13/02/2017 from Seychelles Fishing Authority

Possible • See table below:

infraction:

Shinn Mann No. 21	The LSTLV markings on the bow were partially worn away and not clearly legible.
NF Woenfull No. 168	The LSTLV VMS was supplied by a power supply which was fitted with a switch
NF Eastern Star	The VMS was fitted with a power switch close to the unit.
Chun I No. 326	The power to the VMS system was supplied by a power supply, which was fitted with a switch.
Chun I No. 316	The vessel markings on the bow of the vessel was worn and not clearly legible.

Vessel will be entering port in February 2017 - will instruct them to repaint and provide pictures. Argos power switch of Woenfull No.168, Eastern Star, Chun I No.326 has been removed.

LSTLVs – Multiple LSTLVs (Multiple deployments)
Letter received 31/01/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible •

infraction:

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
385	YONG MAN FA	20160929	The LSTLV was fitted with two VMS units. Both units were fitted next to each other with a power switch in close proximity.	These fishing vessels were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
385	HONG IU NO.313	20161003	The observer noted a power switch fitted next to the ARGOS VMS unit on board.	
385	SHUANG LIAN	20161003	The Argos VMS unit was fitted with a power switch mounted adjacent to the unit.	

Table**Incidents related to marking**

NO.	Vessel Name	Date	Inspection Comment	Investigation
385	MAN YO SHUN	20161007	Both the name and the National Registry Number (NRN) on the bow of the hull of the LSTLV were worn. In addition, the letters from a previous name was partially visible, thus making the name markings illegible.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owners of such incidents and have requested this fishing vessel's to repaint its markings once the operation of repainting is possible.

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
375	FULL ALWAYS	20160816	The stern markings of the LSTLV was obscured by fouling.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owners of such incidents and have requested this fishing vessel's to repaint its markings once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
375	FULL ALWAYS	20160816 20161009	The CLS LEO VMS unit was fitted with a power switch.	This fishing vessel was reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Dear Mr. Domingue,

With respect to the Observer Report (392), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 9 comments related to VMS. Eight fishing vessels, "DAR LONG CHANG NO.2", "JUBILEE", "CHANG YING NO.69", "YI JEN CHUN NO.668", "YI JEN FA NO.888", "CHARNG LUEN NO.22", "HUNG FU NO.88" and "JUI DER NO.112" were reported by the observer that there is a switch connected to the VMS unit. The other fishing vessel, "CHAAN YING" was reported by the observer that the VMS unit cannot be identified and did not have a light to indicate if the unit was in working order. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

Dear Mr. Domingue,

With respect to the Observer Report (372), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 3 comments related to VMS. These fishing vessels, "CHENG QING FENG", "SHIN LIAN FA NO.36" and "DING YANG" were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief

Dear Mr. Domingue,

With respect to the Observer Report (393), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to VMS. This fishing vessel, "CHENG QING FENG" was reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
371	FENG KUO NO.368	20160729	The name on the bow was partially obscured and difficult to read.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
371	SHUANG LIAN	20160807	The callsign was partially obscured and difficult to read.	
371	YNG HSING NO.23	20160813	The name on the bow was worn and difficult to read.	

Table				
Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
384	CHEN HSING NO.168	20160902	The LSTLV Vessel Monitoring System (VMS) was fitted with a power switch.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
384	CHEN HSING NO.1	20160903	The power supplied to the VMS system came from a power supply which was fitted with a power switch.	
384	CHUN I NO.217	20160909	The VMS power was supplied from a power supply mounted below the VMS unit. The power supply was fitted with a power switch.	
384	SI CHUEN NO.212	20160912	The VMS unit was fitted with a power switch mounted adjacent to the unit.	

Dear Mr. Domingue,

With respect to the Observer Report (361), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 1 comment related to VMS. This fishing vessel was reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Dear Mr. Domingue,

With respect to the Observer Report (388), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 2 comments related to VMS. The two fishing vessels, "SHANG FENG NO.3" and "HSIANG MING NO.6" were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Table				
Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
370	HSIANG MING NO.6	20160611	The VMS unit was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
370	SHENG HAI NO.127	20160613	The LSTLV was fitted with Argos (CLS) LEO, Thrane & Thrane (TT3027D) and Trimble (Galaxy) VMS units. All the units were switched on and each unit was fitted with a power switch.	
370	HSIANG FUH NO.6	20160618	The VMS unit was connected to the power switch.	
370	SI CHUEN NO.212	20160619	The CLS LEO VMS unit was fitted with a power switch.	
370	HSING LUNG NO.31	20160703	The CLS LEO unit was connected via a power switch.	
370	SHENG FAN NO.119	20160706	The LSTLV was fitted with Argos FVT and Argos MAR GE V2 VMS units, both units were on. Both VMS units were connected to power switches.	
370	LIEN CHING YU NO.127	20160711	The CLS unit was fitted with a power switch.	

Dear Mr. Domingue,

With respect to the Observer Report (380), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 5 comments related to VMS. The more specific information on each case is displayed as per Table. For the purpose of lucidly presenting the results of our investigations, I hereby summarize the statements and the corresponding actions taken as per the attached document.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Dear Mr. Domingue,

With respect to the Observer Report (341), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "DAR LONG CHENG NO.2" was reported by the observer that name and the National Register Number (NRN) markings of the LSTLV were partially obscured by fouling on the bow of the hull. These markings were difficult to read. Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
377	JIA YANG NO.8	20160719	The LSTLVs name was partially worn away and was not clearly legible.	We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.
Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
377	SHIN LIAN FA NO.36	20160719	The ARGOS VMS system was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However,
377	LIEN SHENG FA	20160724	The ARGOS VMS system was fitted with a power switch.	VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
350	JUBILEE	20160417	The markings on the bow of the LSTLV were partially worn away and not legible at a distance.	We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
350	SHENG FAN NO.119	20160419	The ARGOGOS MARGE V2 was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
350	SIN HUA FONG NO.168	20160421	The LSTLV was fitted with two ARGOS LEO VMS units. Both the units were fitted with power switches.	
350	JUI DER NO.112	20160515	The VMS was fitted with a power switch.	
350	YI JEN CHUN NO.668	20160525	The VMS was fitted with a power switch.	
350	SIN HUA FONG NO.16	20160525	The vessel was fitted with two ARGOS MAR GE V2 VMS units. However only one was switched on during inspection. Both VMS units were fitted with power switches.	
350	SIN HUA FONG NO.168	20160525	The vessel was fitted with two ARGOS LEO VMS units, only one was switched on during inspection. Both VMS units were fitted with power switches.	
350	HWA HUNG NO.202	20160528	The VMS unit was fitted with a power switch.	

Dear Mr. Domingue,

With respect to the Observer Report (331), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "HWA HUNG NO.202" was reported by the observer that the vessel's bow markings were unclear. Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Mr Gerard Domingue
Compliance Coordinator
Indian Ocean Tuna Commission
P.O. Box 1011, Seychelles

Dear Mr. Domingue,

With respect to the Observer Report (389), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "HSING LUNG NO.31" was reported by the observer that name on bow partially worn and unclear to read. Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Dear Mr. Domingue,

With respect to the Observer Report (374), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 1 comment related to VMS. This fishing vessel was reported by the observer that power light on the VMS unit was red, indicating that the unit was not switched on, and the socket visible on the front of the unit was not connected. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
386	KUANG WIN NO.3	20161007	The markings are obscured by algae and dirt.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
386	LIEN CHING YU NO.127	20161009	Prow markings slightly obscured. "127" in name only legible at close range.	
386	JUI DER NO.112	20161010	"JUI" from stern markings mostly washed off.	

LSTLVs – Multiple LSTLVs (Multiple deployment)
Letter received 10/02/2017 from Fisheries Agency
Possible • See table above.
infraction:

Participating Fleet
JAPAN



FISHERIES AGENCY

MINISTRY OF AGRICULTURE, FORESTRY AND FISHERIES, GOVERNMENT OF JAPAN

1-2-1, Kasumigaseki, Chiyoda-ku, Tokyo 100-8907, Japan

TEL: *81-3-3502-8460 FAX: *81-3-3504-2649

10 February 2017

Mr. Alejandro Anganuzzi,
 IOTC Interim Executive Secretary

Dear Mr. Alejandro Anganuzzi,

In accordance with the paragraph 23 of the Resolution 14/06, I am writing to report results of our investigations and actions which have been taken regarding the Japanese vessels whose possible non-compliance activities were pointed out by the IOTC regional observers related to at-sea transshipments.

- **37 LSTLVs whose fishing logbooks were kept in inadequate manner (Chiho Maru No.18, Fukuryu Maru No.21, Fukuseki Maru No.1, Fukuseki Maru No.7, Fukuseki Maru No.15, Fukuseki Maru No.31, Fukuseki Maru No.35, Fukuseki Maru No.38, Fukuseki Maru No.88, Hinode Maru No.38, Katsuei Maru No.8, Katsuei Maru No.88, Koei Maru No.1, Koei Maru No.88, Kotoshiro Maru No.58, Matsuei Maru No.2, Matsufuku Maru No.28, Myojin Maru No.1, Myojin Maru No.3, Myojin Maru No.8, Ryusei Maru No.8, Seifuku Maru No.78, Seifuku Maru No.88, Shoei Maru No.88, Shoei Maru No.123, Shofuku Maru No.8, Shofuku Maru No.38, Shofuku Maru No.58, Shoho Maru No.1, Taiwa Maru No.8, Taiyo Maru No.8, Taiyo Maru No.88, Wakashio Maru No.8, Wakashio Maru No.58, Wakashio Maru No.68, Wakashio Maru No.118 and Yahata Maru No.5)**
 - In most cases, allegations pointed out by observers were that the logbook was not properly numbered or it was unbound.
 - Through our investigation, the Fisheries Agency of Japan (FAJ) confirmed that almost all vessels maintained the logbook properly (printed and bound using binder). There is no reason for the allegation. In the case that the logbook was not properly numbered, FAJ directed the vessels to correctly use the logbook.
 - As the Japanese delegation explained at the Commission meeting in 2016, an electronic logbook system has been developed in cooperation with relevant industries, and its trial use

has already been started. Although the number of vessels which have introduced an electronic logbook is limited for the time being, the number is expected to increase.

- **LSTLVs (Fukuseki Maru No.1 and Ryusei Maru No.8) whose VMS switch was independent from the vessel main power supply**
 - FAJ directed the vessels to modify the VMS system at the next entry in port, so that the power of the VMS system is connected to the main power supply of the vessels. FAJ confirmed that this has been done for Fukuseki Maru No.1.

- **LSTLV (Katsuei Maru No.8) whose VMS power light was not visible and the screen displayed an error message**
 - FAJ confirmed that the VMS unit on board had been worked properly around the transshipment day, and the VMS data was transmitted to and received by FAJ.

- **LSTLV (Shoho Maru No.1) whose vessel name does not correspond with the name recorded in the IOTC authorized vessel list**
 - FAJ directed the vessel to re-paint from "SHOHO MARU.1" to "SHOHO MARU No.1" as recorded in the IOTC authorized vessel list. FAJ confirmed that the vessel name was properly modified.

Sincerely yours,



Shingo Ota

Japanese Commissioner to IOTC

LSTLVs – Sinaw 16 (Deployments 361, 375, 380)**Participating Fleet****Email received 13/02/2017 from Ministry of Agriculture & Fisheries****OMAN****Possible** • See table above.**infractions:**

Deployment number	Inspection date	Possible infraction	The Respond
361	07/06/2016	Marking	The instruction had been given to make the vessel name clear and visible on the vessel according to the local and international requirements, and that had been done during the last docking, which took place during the end of the last year.
		VMS	After checking our system the VMS is working probably, the switch shown in the picture is not to VMS unit
		Logbook	The ministry of agriculture and fisheries developed a new formal standardized fishing logbook to fulfill national and international obligation, and are working to get it approved and implemented after overcome the administrative and financial constrains in the coming future.
375	30/08/2016	Marking	The instruction had been given to make the vessel name clear and visible on the vessel according to the local and international requirements, and that had been done during the last docking, which took place during the end of the last year.
		The ATF	The Instruction had been given to the owner of the vessel to instruct the captain to fully cooperate with the observers in the future and try his best to assist them during the inspection, and to get rid of the outdated documents to avoid any confusion in the future.
		The logbook	The ministry of agriculture and fisheries developed a new formal standardized fishing logbook to fulfill national and international obligation, and are working to get it approved and implemented after overcome the administrative and financial constrains in the coming future.
380	24/08/2016	Marking.	The instruction had been given to make the vessel name clear and visible on the vessel according to the local and international requirements, and that had been done during the last docking, which took place during the end of the last year.
		The ATF	The Instruction had been given to the owner of the vessel to instruct the captain to fully cooperate with the observers in the future and try his best to assist them during the inspection, and to get rid of the outdated documents to avoid any confusion in the future.
		VMS	After checking our system the VMS is working probably, the switch shown in the picture is not to VMS unit.
		The Logbook	The ministry of agriculture and fisheries developed a new formal standardized fishing logbook to fulfill national and international obligation, and are working to get it approved and implemented after overcome the administrative and financial constrains in the coming future.

LSTLVs – Several (Deploy 356)**Participating Fleet****Letter received 14/02/2017 from Fisheries Agency****TAIWAN, CHINA****Possible** • Consult table below**infraction:**

Dear Mr. Domingue,

With respect to the Observer Report (356), this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the said report, there are 9 comments related to vessel marking, 2 comments related to VMS, 1 comment related to logbook and 76 comments related to ATF. The results of our investigation and actions taken are as follows:

1. Vessel marking – the vessels which were reported to have this sort of possible infraction have been required to repaint their vessels as soon as we received your notification.
2. VMS – the vessels which were reported to have this sort of possible infraction were found by this Agency to report their vessel location via VMS in a normal manner following our investigation.
3. Logbook – the vessel which was reported to have this sort of possible infraction has been required to carry on board the correct version of logbook which is bound with pages numbered as soon as we received your notification.
4. ATF
 - (1) According to the ROP observers, the vessels which were reported to have this sort of possible infraction carried on board the ATF on which the signature was not recognized as an authorized signature by IOTC.

- (2) The format of “Certificate for Fishing Vessels Operating Overseas Bases” and the signature of the personnel of the competent authority has been provided to the IOTC in accordance with Resolution 13/02, which was revised to 14/04, then to 15/04. However, the ATFs inspected by the ROP observers are issued by this Agency for our fishing vessels to provide ROP observers for inspection during at-sea transshipment.
- (3) Therefore, it is a pure misunderstanding to claim that the signature on the ATF is not consistent with the authorized signature, which was provided by this Agency to IOTC in accordance with the said Resolution. The vessels reported to have this sort of possible infraction have been duly authorized by this Agency to operate in the IOTC area of competence during 2016. To sum up, the possible infractions of this kind were reported without reasonable ground.

Taking this opportunity, we would also like to inform the Secretariat that, in accordance with the relevant laws and regulations which came into force in January 2017, all of our fishing vessels authorized to operate in the distant waters shall possess the document called “Distant Water Fisheries Permit”, which is designed to replace the ATF and “Certificate for Fishing Vessels Operating Overseas Bases”. Thus, we wish to provide the Secretariat with the format of the said new document in accordance with Article 3 of Resolution 15/04. Please refer to the attachment. Please do notify the Consortium that ROP observers should check with this Agency when they have trouble identifying our fishing document. By doing so, we believe that the wrongly reporting of possible infraction will be diminished to the minimum level.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division



證書編號 Certificate Number	TW-201 -	國際識別編號 IRCS Number	
船名 Name of Vessel		統一編號 Registration No	CT -
船舶所有人 Name of Vessel Owner		經營者 Name of Fisheries Operator	
總噸位 Gross Tonnage	公噸/Tons	漁船全長 Length Overall	公尺/M
漁業種類 Fisheries Type	1. <input checked="" type="checkbox"/> 鮪延繩釣 Tuna Long-line 2. <input type="checkbox"/> 魷釣 Squid Jigging 3. <input type="checkbox"/> 北大秋刀 Pacific Saury 4. <input type="checkbox"/> 圍網 Purse Seine 5. <input type="checkbox"/> 運搬船 Carrier 6. <input type="checkbox"/>		
國際漁事組織(IMO)船舶識別號碼或勞氏(LR)登記號碼(總噸位未滿一百漁船除外) IMO Number or LR Number (except for vessels under 100 GT)			
許可作業洋區 Fishing Ocean Permitted	1. <input checked="" type="checkbox"/> 太平洋 Pacific 2. <input type="checkbox"/> 大西洋 Atlantic 3. <input type="checkbox"/> 印度洋 Indian Ocean		
作業組別 Fishing Group			
作業漁區 Fishing Area			
許可作業期間 Period of Validity	10 / / ~ 10 / / 201 / / ~ 201 / /		

核發單位
Minister, Lin, Tsung-Hsien
Council of Agriculture, Executive Yuan

Lin, Tsung-Hsien



主任委員林聰賢
本署授權漁業署執行

Signature

核發日期 10 年 月 日

Date of Issue 201 / /



證書編號 Certificate Number	TW-201 / /	國際識別編號 IRCS Number	
船名 Name of Vessel		統一編號 Registration No	CT / /
船舶所有人 Name of Vessel Owner		經營者 Name of Fisheries Operator	
總噸位 Gross Tonnage	公噸/Tons	漁船全長 Length Overall	公尺/M
漁業種類 Fisheries Type	1. <input checked="" type="checkbox"/> 鮪延繩釣 Tuna Long-line 2. <input type="checkbox"/> 魷釣 Squid Jigging 3. <input type="checkbox"/> 北太秋刀 Pacific Saury 4. <input type="checkbox"/> 圍網 Purse Seine 5. <input type="checkbox"/> 運搬船 Carrier 6. <input type="checkbox"/>		
國際漁事組織(IMO)船舶識別號碼或勞氏(LR)登記號碼(總噸位未滿一百漁船除外) IMO Number or LR Number (except for vessels under 100 GT)			
許可作業洋區 Fishing Ocean Permitted	1. <input checked="" type="checkbox"/> 太平洋 2. <input type="checkbox"/> 大西洋 3. <input type="checkbox"/> 印度洋 Pacific Atlantic Indian Ocean		
作業組別 Fishing Group			
作業漁區 Fishing Area			
許可作業期間 Period of Validity	自 10 / / 至 10 / / from 201 / / to 201 / /		

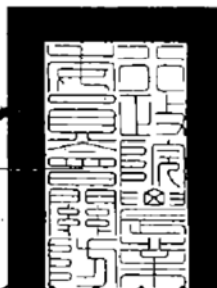
核發單位

Minister, Tsao Chi Hung
Council of Agriculture, Executive Yuan

Signature

核發日期 10 年 月 日

Date of Issue 201 / /

主任委員 曹啟鴻
本案授權漁業署執行

LSTLVs – Ikar (Deploy 361)

Participating Fleet

Email received 15/02/2017 from DSFA

TANZANIA

**Possible
infraction:**

- The logbook format was not the same as the template provided for Tanzania, and the header information was not completed.

Feedback from Tanzania (The United Republic of)

Vessel warned with the letter Reference No. BD 84/125/01/69 dated 3/8/2016 with regards to infraction.

Appendix III

Responses received from CPCs after the deadline of 15/02/2017**LSTLVs – Tuna Best (Deploy 355)****Participating Fleet****Email received 16/02/2017 from DSFA****TANZANIA****Possible
infractions:**

- The logbook format was not the same as the template provided for Tanzania, and the header information was not completed.

Feedback from Tanzania (The United Republic of)

Vessel warned with the letter Reference No. BA 84/158/01/5 dated 27/6/2016 with regards to infraction.

LSTLVs – Several LSTLVs (Deploy 365,372,377,383 and 393)**Participating Fleet****Email received 22/02/2017 from DoF, Malaysia****Malaysia****Possible
infractions:**

- See table below

1. REPORT NUMBER 365/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	CPC FEEDBACK
365/16	KHA YANG 7	12/05/2016 to 02/05/2016	The LSTLV displayed the marking PPF980 on the bow of the ship. This marking was not consistent with the National Register Number (NRN) "PPF 980/333446" provided in the IOTC vessels list. The Authorisation to Fish (ATF) provided the "Vessel Licence No." as "PPF980" and "Vessel Official No" as "333446".	PPF980 is the registration number of fishing vessel with the Fisheries Department, while 333446 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this repeating issue, action was taken to update the vessels list information to the IOTC.
	KHA YANG 5		The LSTLV displayed the marking PPF979 on the bow of the ship. This marking was not consistent with the NRN "PPF 979/333445" provided in the IOTC vessels list. The ATF provided the "Vessel Licence No." as "PPF979" and "Vessel Official No" as "333445".	PPF979 is the registration number of fishing vessel with the Fisheries Department, while 333445 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this repeating issue, action was taken to update the vessels list information to the IOTC.
	KHA YANG 1		The LSTLV displayed the (worn away and almost illegible) marking PPF977 on the bow of the ship. This marking was not consistent with the NRN "PPF 977/333443" provided in the IOTC vessels list. The ATF provided the "Vessel Licence No." as "PPF979" and "Vessel Official No" as "333443".	The marking on vessel was worn away due to strong waves and rough sea. The vessel operator had repainted the vessel and the marking. PPF977 is the registration number of fishing vessel with the Fisheries Department, while 333443 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this repeating issue, action was

			taken to update the vessels list information to the IOTC.
	KHA YANG 3	The LSTLV displayed the marking PPF978 on the bow of the ship. This marking was not consistent with the NRN "PPF 978/333444" provided in the IOTC vessel list. The ATF provided the "Vessel Licence No." as "PPF978" and "Vessel Official No" as "333444".	PPF978 is the registration number of fishing vessel with the Fisheries Department, while 333444 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this repeating issue, action was taken to update the vessels list information to the IOTC.
	KHA YANG 1	The vessel marking on the bow was worn away and difficult to read from a distance.	The marking on vessels was worn away due to strong waves and rough sea. The vessel operator had repainted the vessel and marking.
	KHA YANG 9	The LSTLV displayed the marking PPF981 on the bow of the ship. This marking was not consistent with the NRN "PPF 981/333447" provided in the IOTC vessel list. The ATF provided the "Vessel Licence No." as "PPF981" and "Vessel Official No" as "333447".	PPF981 is the registration numbers of fishing vessels with the Fisheries Department, while 333447 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration number are acceptable in Malaysia. To avoid this repeating issue, action was taken to update the vessels list information to the IOTC.
	KHA YANG 3	The VMS on board was an unknown make (Matrix) and the model is not listed on the VMS guide.	Vessels are on Monitoring by ARGOS VMS as stipulated in their license conditions.
	KHA YANG 9	The VMS on board was an unknown make (Matrix) and the model is not listed on the VMS guide.	Vessels are on Monitoring by ARGOS VMS as stipulated in their license conditions.
	KHA YANG 1	The VMS on board was an unknown make (Matrix) and the model is not listed on the VMS guide.	Vessels are on Monitoring by ARGOS VMS as stipulated in their license conditions.
	KHA YANG 1	The header data of the log sheets (vessel and voyage details) was not completed.	Action was taken to complete the log sheets. The rectification was acknowledged in the next report (trip number 372).
	KHA YANG 3	With the exception of the LSTLV's name, the header data of the log sheets (vessel and voyage details) was not completed.	Action was taken to complete the log sheets. The rectification was acknowledged in the next report (trip number 372).
	KHA YANG 9	The fishing logbook was printed, bound and the pages were marked with printed sequential page numbers. The header data of the log sheets (vessel and voyage details) was not completed.	Action was taken to complete the log sheets. The rectification was acknowledged in the next report (trip number 372).
	KHA YANG 7	The header data of the log sheets (vessel and voyage details) was not completed.	Action was taken to complete the log sheets. The rectification was acknowledged in the next report (trip number 372).

	KHA YANG 5		The header data of the log sheets (vessel and voyage details) was not completed.	Action was taken to complete the log sheets. The rectification was acknowledged in the next report (trip number 372).
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2. REPORT NUMBER 372/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	CPC FEEDBACK
372/16	KHA YANG 1	09/06/2016 TO 30/06/2016	The markings on the bow reflected the vessel name and part of the NRN provided in the IOTC vessel list. These bow markings were worn and not legible.	The marking on vessels was worn away due to strong waves and rough sea. The vessel operator had repainted the vessels and markings.
			The ATF did not reflect specific field identified as in the NRN. Instead the ATF provided the "Vessel Licence number" as "PPF977" and the "Vessel Official Number" as "333443". The IOTC vessel list provides the NRN as "PPF 977/333443".	The marking on vessels was worn away due to strong waves and rough sea. The vessel operator had repainted the vessels and the markings. PPF977 is the registration number of fishing vessel with the Fisheries Department, while 333443 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this issue keep on arising, action was taken to update the vessels information to the IOTC.
	KHA YANG 5		The ATF did not reflect specific field identified as in the NRN. Instead the ATF provided the "Vessel Licence number" as "PPF979" and the "Vessel Official Number" as "333445". The IOTC vessel list provides the NRN as "PPF 979/333445".	PPF979 is the registration numbers of fishing vessel with the Fisheries Department, while 333445 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this issue keep on arising, action was taken to update the vessels information to the IOTC.
	KHA YANG 3		The ATF did not reflect specific field identified as in the NRN. Instead the ATF provided the "Vessel Licence number" as "PPF978" and the "Vessel Official Number" as "333444". The IOTC vessel list provides the NRN as "PPF 978/333444".	PPF978 is the registration numbers of fishing vessel with the Fisheries Department, while 333444 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this issue keep on arising, action was taken to update the vessels information to the IOTC.
	KHA YANG 9		The ATF did not reflect specific field identified as in the NRN. Instead the ATF provided the "Vessel Licence number" as "PPF981" and the "Vessel Official Number" as "333447". The IOTC vessel list provides the NRN as "PPF 981/333447".	PPF981 is the registration numbers of fishing vessel with the Fisheries Department, while 333447 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this issue keep on arising, action was taken to update the vessels information to the IOTC.
	KHA YANG 7		The ATF did not reflect specific field identified as in the NRN. Instead the ATF provided the "Vessel Licence number" as "PPF980" and the "Vessel Official Number" as "333446". The IOTC vessel list provides the NRN as "PPF	PPF980 is the registration numbers of fishing vessel with the Fisheries Department, while 333446 is the registration number given by the Marine Department (requirement for vessels operating in international waters). Both registration numbers are acceptable in Malaysia. To avoid this issue keep on arising, action was taken to update the vessels information to the IOTC.

			980/333446". The partial NRN (PPF980) was displayed on the bow but was worn away to an almost illegible state.	
			The LSTLV presented a fishing logbook which matched the flag state template provided. The logbook was not bound and the pages were not numbered with sequential page numbers.	The logbook was not bound due to the requirement of the vessel operator to scan and email the logbook data every week to the Department of Fisheries Malaysia
			The LSTLV was fitted with the Thrane and Thrane VMS unit. Power switch was located next to it.	Vessels are monitored by ARGOS VMS as stipulated in their license conditions.

3. REPORT NUMBER 377/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	CPC FEEDBACK
377/16	KHA YANG 7	06/07/2016 to 31/07/2016	The fishing logs consisted of loose, un-numbered pages that were stapled together. The logbook pages were not marked with sequential page numbers.	The logbook was not bound due to the requirement of the vessel operator to scan and email the logbook data on weekly basis to the Department of Fisheries Malaysia.
	KHA YANG 1		The LSTLVs name and NRN markings on the bow was worn and not clear.	The marking on vessels was worn away due to strong waves and rough sea. The vessel operator had repainted the vessel and the markings.
	KHA YANG 3		The LSTLV had a 'MATRIX' VMS installed which did not appear on the common guide. The LSTLV was fitted with an ARGOS MARGE V2 and a Thrane & Thrane INMARSAT antennae.	The vessel is monitored by ARGOS VMS as stipulated in its license conditions.
	KHA YANG 9		The LSTLV had a 'MATRIX' VMS installed which did not appear in the observer's VMS guide. The LSTLV was fitted with an ARGOS MARGE V2 and a Thrane & Thrane INMARSAT antennae.	The vessel is monitored by ARGOS VMS as stipulated in its license conditions
			The LSTLV had a 'MATRIX' VMS installed which did not appear on the VMS guide. The LSTLV was fitted with an ARGOS MARGE V2 and a Thrane & Thrane INMARSAT antennae.	The vessel is monitored by ARGOS VMS as stipulated in its license conditions.

4. REPORT NUMBER 383/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	CPC FEEDBACK
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383/16	KHA YANG 7	06/08/2016 to 20/08/2016	The logbook was bound using staple and inconsistent page numbering.	The logbook was not bound due to the requirement of the vessel operator to scan and email the logbook data on weekly basis to the Department of Fisheries Malaysia.
	KHA YANG 3		VMS did not display a green light to indicate it was switched on (Figure 6). VMS model was Matrix.	The vessel is monitored by ARGOS VMS as stipulated in its license conditions.

5. REPORT NUMBER 393/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	CPC FEEDBACK
393/16	KHA YANG 7	18/10/2016 to 07/11/2016	The LSTLV logbook was not in the official flag state template and was not bound. The log was recorded both on loose printed sheets and in a notebook.	The logbook was not bound due to the requirement of the vessel operator to scan and email the logbook data every week to the Department of Fisheries Malaysia
	KHA YANG 3		The observer did not conduct the on-board inspection of the LSTLV due to dangerous conditions. The observer requested the flag state ATF from the LSTLV, but this could not be supplied. The observer could not verify the reason why the ATF could not be produced.	ATF for the vessel still within the validity period and should be brought together on board.

LSTLVs – Multiple vessels (Deploy 339, 346)

Email received 24/04/2017 from Ministry of Oceans and Fisheries

Participating Fleet

KOREA

Possible

- See table

infraction:

Government Complex–Sejong, 5–Dong, 94, Dasom2–Ro,
Sejong–si 30110 / www.mof.go.kr



Ministry of Oceans
and Fisheries

Mr. Alejandro Anganuzzi,
IOTC Interim Executive Secretary

April 21, 2017

Dear Mr. Anganuzzi,

Pursuant to paragraph 23 of Resolution 14/06, I would like to take this opportunity, on behalf of the Ministry of Oceans and Fisheries(MOF) to provide the Secretariat with Korea's action taken regarding 11 possible infractions reported by the IOTC regional observers in relation to at-sea transshipment.

- **Four cases where the logbooks were printed but not bound (the No.216 Dong Won; Kova; and No.117 Dong Won):** As from April 2016, the vessels keep their logbooks bound in a book form. At the time of inspection, in March 2016, the log sheets of the No.117 Dong Won were bound in a file form, but the observer did not acknowledge that the file-form is in compliance with the relevant requirement. Following this interpretation, the No.117 Dong Won has been keeping the logbooks in a book form.
- **One case where the stern marking of the No.216 Dong Won was partially obscured by dirt and was not legible:** MOF gave an instruction and the operator had the vessel clean the obscured area so that the stern marking of the vessel name can be readily visible.
- **One case where the name on the stern of the No.117 Dong Won was incorrectly written as the Dong Won No.117:** MOF gave an instruction to the operator to have the name correctly written first thing the vessel enters into a port.
- **One case where the name on the bow read “No 637 Dong Won” and was not the same as the name provided in the IOTC record:** Now the vessel name has been correctly reflected on the IOTC vessel list, rendering the names marked on the vessel and the list consistent with each other.
- **One case where the displayed names did not concur with the name “Dong Won No 638” provided by the IOTC vessel list:** Now the vessel name has been correctly

reflected on the IOTC vessel list, rendering the names marked on the vessel and the list consistent with each other.

- **Three cases where the logbooks were not bound and the sheets were not numbered with sequential page numbers (the Oryong No.373; Oryong No.355 and No.805 Oryong):** As from April 2016, the vessels keep their logbooks bound in a book form.

Best Regards,



PARK Chansoo

Deputy Director

Ministry of Oceans and Fisheries

Republic of Korea