

# F.V. MANAGEMENT SERVICES Ltd

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## Deepwater Group Environmental Liaison Officer (ELO)

### Report - 2018/19 Fishing Year

#### Background

Up until 2011 deepwater industry relied upon individual company managers and/or 'one-off' individual training to improve understanding of environmental issues and DWG best practice risk reduction standards. The transfer of information from management to vessels crew was at times poor, often with each company doing 'bits and pieces' and there was no structured consistent training plan. This meant it was unknown how much of the DWG published information was actually getting to the captain and whether the senior crew completely understood what had to be done.

With the introduction of the MSC programme in 2001 starting with hoki (but now many other deepwater species) the need for more detailed information, increased focus on best practice environmental and fishing standards and continuous improvement in risk reduction measures to reduce incidental bycatch of protected species became clear. The DWG Environmental Liaison Officer's (ELO) role has been an integral part of the DWG's operation to improve environmental risk reduction and support certification noting all past MSC conditions have been protected species issues.

In the past few years the DWG has expanded its delivery of documented standards (e.g. operational procedures) to a much larger and more diverse range of vessels, for example ling bottom longline, scampi and coastal hoki vessels which now brings into the programme many smaller vessels with mostly owner/operators and many without fully adequate systems (or management structures) to properly manage mitigation and risk systems to the DWG required level.

#### Overall Objectives

- Visit at least 90% the deepwater fleet of trawl (including fresher, factory, and seasonal hoki) vessels and all scampi and ling longline vessels.
- To train, senior crew and vessel managers of deepwater group fleet, deepwater trawlers, hoki coastal trawl, scampi trawl and ling longline vessels
- Promote best practice mitigation standard practices across the fleet review the DWG standards set out within the Operation Procedure Manual, (OPs)
- Audit Vessel Management Plans (VMPs) and best practice environmental and mitigation practices.
- Encourage improvement and effectiveness of fishwaste control and mitigation device use improve real time reporting of capture event.,

## Annual Objectives

- Organise and deliver environmental training resources to senior crew and associated managers. Target SQU and SBW fleet for seasonal briefings
- Monitor deepwater vessel operator's adherence to the agreed environmental risk Operational Procedures (OPs).
- Maintain fleet database of deepwater vessels, operators, target species, ports, skippers etc.
- Undertake port call and vessel visits to a minimum of 90% of the fleet
- Analyse all Fisheries NZ (FNZ) audits of Vessel Management Plans (VMPs) and OPs, contacting operators with feedback for each and every audit
- Provide expert advice on vessel-specific options for fishwaste management and warp mitigation systems and ensure this is documented
- For SQU and SBW seasons, ensure the full fleet adheres to SLED audit programme:
  - Maintain updated database of all SLEDs;
  - Provide FNZ with a summary of all SLED certifications;
  - Monitor in season SLED damage, repairs and re-certification
- Maintain strong liaison with government – particularly with FNZ, DOC and DOC's Inshore Liaison Officer Programme
- Review VMPs, ensuring each vessel has an effective vessel-specific seabird risk management programme.
- Review and revise VMPs on scampi and hoki fresh fish fleet.
- Provide full induction into DWG programmes to new skippers and/or vessel operators who have moved to new fisheries or have started on new vessels.
- Produce an end-of-year summary report to DWG, FNZ and DOC

## DWG Fleet (vessels targeting DWG represented fishstocks)

35 deepwater trawlers (over 28m) vessels – OPs and VMPs

- 28 factory trawlers
- 7 fresh fish
- 15 fresh fish hoki trawl (under 28m) Coastal Hoki – Coastal Hoki OP and RMPs
- 10 scampi vessels; Scampi OP and VMP
- 37 BLL (target FMA 2-8) BLL - OP
  - 8 auto line
  - 24 hand-bait (land over 4 t)
  - 5 hand-bait (target & land 2 t/4 t)

**Total number of vessels: 98**

## Deliverables & Outputs

**ELO Vessel Visits** (*Table of vessel names and dates visited attached*)

	<b>Vessel numbers</b>	<b>Vessel visited</b>	<b>Not visited</b>	<b>Visited twice</b>
Factory vessels	28	28	0	13
Fresh +28m	7	5	2	3
Fresh under 28m	15	14	1	10
Scampi	11	10	1	7
Ling (Auto line NZ)	8	8	0	2
Ling hand Bait (+4T)	24	22	2	9
Ling hand Bait (+2T)	5	4	1	0
<b>Total Fleet</b>	<b>98</b>	<b>91</b>	<b>7</b>	<b>44</b>
<b>Percentage fleet</b>				
<b>Visited</b>		<b>93%</b>		
<b>Total vessel-visits</b>		<b>135</b>		

## Triggers

This year there were 27 trigger-point events with the follow up and communications with (most often on the same day) either vessel management or directly with the vessel skipper.

Occasionally with more serious capture events, contact is made with the vessel owner and or quota-permit holder to discuss changes to Operational Procedures that are needed in 'real-time' and at times requires immediate follow-up during the vessels next port call.

All captures event information plus any additional information requested from the vessel or MPI Observer Services is logged and on completion a summary of events recorded for DWG/FNZ.

## **SLEDs**

104 SLED checks undertaken and approved for use, this involves monitoring of the SLED checks and confirmation/approval to vessel operators and FNZ that each SLED meets specification and is ready for use. (i.e. check every check-sheet issued by the approved net-sheds).

During the season if there is any damage requiring major repairs onboard the vessel operator often checks with me if I consider (with supply of pics) if repairs will meet the spec. and/or if SLED needs to be removed off the trawl (if beyond repair. This is followed up with SLED being moved to net shed at the next port call, re-checked and new check-sheet issued with either the repaired SLED placed back on-board or another SLED is registered from another vessel etc.

All SLEDs are recorded into a summary sheet for DWG and FisheriesNZ.

- SQU-season, 62 SLED-checks and during the fishing season 10 others were re-checked or changed for other SLEDs
- SBW-season, 42 SLED-checks and during the fishing season 5 others were re-checked or changed for other SLEDs

## **VMP / MMOP Observer Reviews**

Analyse all FNZ audits of VMPs, MMOPs and OPs, contacting vessel operators with feedback for each audit as required. At times this requires follow up with MPI observer services and or advice given to vessel operators or changes made to vessels VMP/RMP etc.

- **168** observer review forms were assessed, and summary /feedback reports sent to each vessel operator.
- Information on vessel voyage, list of any protected species captures, comment on offal control and mitigation is all recorded for each voyage and recorded into a summary sheet for DWG and FNZ.

## Positive outcomes

### JMA Fleet

A year with **nil dolphin captures**, (over past three years we have had only one capture). With very high observer coverage and with the positive comments from observer services, JMA fleet has been one of (or the best) performed as far as (*day in day out*) adherence to our VMPs and other DWG Procedures and showing the result.

### Scampi fleet

Second year of marked improvement around protected species risk reduction and adherence to VMP standards:

- Mostly positive feedback from observers
- Reduced seabird 'trigger' capture-events,
  - big reduction in net captures, with no 'big' multiple capture events
  - decrease in warp captures
- No NZSL 'trigger' capture-events i.e. nil captures
  - Good splattering (about 17%) of observer coverage across fleet over winter months at Auckland Islands, (verifying we can fish, without any/many NZSL captures!
  - All vessels had positive feedback from observer services
- NZSL Future Risk: with a lot NZSL activity around vessels, it can be only matter of time before we catch the 'odd one' and like we know in other fisheries, that also means in some years it might be we take *higher numbers taken that we are 'comfortable' with*, we need to plan ahead look at options for further practical mitigation for the future because its only matter of time and we will need more mitigation than we have now!
- Seabirds: A big improvement over past few years with fishwaste control and net/warp capture mitigation. The centre trawl in triple-rig is always going to be a greater risk; we need to see centre-net restrictors used across all using triple-rigs (or some other mitigation). As right now I estimate that 1/3 of the triple-rig fleet use restrictors all or most of the time, 1/3 some-times, 1/3 never!
  - As its the centre net which is highest risk, and often has most issues with multiple seabird captures, we should be looking to run 100% of some type of mitigation in this net

### Hoki 'Factory' fleet and warp captures (Salvin's albatross)

We've been working for past 5 years on reducing the risk of warp strikes/captures of our deepwater highest risk bird, the rate is coming down and we are starting to get much better understanding of risks and skippers are starting to do 'real-time' procedures to minimise risks.

- still 'work-in progress' and a real focus, but our education process, 'skipper by skipper' across mainly the hoki fleet on tightening offal control discharge and mitigation practices, is paying-off.
- Note often when larger volumes of SWA are caught, resulting in increased discharge volumes and frequencies, so that the risk of warp captures is discussed onboard 'in real time' and a plan is put in place before the discharge event to minimize the risk.

### SLEDs, SQU and SBW fisheries

Due to the ongoing SLED check process there has been a marked increase in the general standards and overall build quality of SLEDs, due to far more new builds, more and better ongoing maintenance.

SLED numbers have grown, (around **70** SLEDs now in fleet). Pre-season net-shed checks along with crew undertaking regular checks onboard, we've not had a SLED fail to meet the '*prescribed specifications*' for many years. Reality is the fit and proper use of checked SLEDs is probably the only reason we are still in those fisheries

It's is good to see general correspondence from the fleet around SLED checks, SLED damage, and repairs, etc. reflects importance you are all placing on this device to keep the device to high standard, so its effectiveness and performance is optimum.

### H&G fleet

Over the past 3 years we've had decrease in warp and particularly net captures, and marked improvement in fishwaste control procedures, (both go hand-in-hand) with H&G vessels fitting mincers or tanks and controlling the amount, frequency, i.e. time the offal discharge-flow is available to birds within the warp-area and, with mincers the type or attractiveness of fishwaste discharged). Coupled with skippers actually thinking about risks and making real-times changes to procedures at sea, this is reducing captures.

### Coastal "hoki season' fleet

Five years ago, DWG developed an OP for coastal trawlers based around risk reduction measures for fur seals in Cook Strait and catch management in the codend plus improving the reporting-levels of seal captures. Two years later we further developed the OP into a 'Hoki-Season' OP for (West Coast and Cook Strait) and developed a 'vessel specific'

protected species Risk Management Plans (RMPs) for this fleet. The fleet (about 15 vessels) fish hoki for couple months, (short trips, with clean-shots of whole-green fish, and next to no offal discharge) so we have very low levels of seabird capture, the only issue is fur seal captures in Cook Strait. During rest of year this fleet does have issues with warp captures and while not 'under the umbrella' of DWG, with backing of the LFRs we have implemented a requirement for this fleet to run baffler devices that are "set and forget" for the rest of year rather than trying to deploy say warp deflectors every tow. Most fleet has opted for Bafflers (most fitting a single but good side baffler with a side curtain) to protect the offal discharge side of the vessel. To date I've had great response about dozen have fitted bafflers, few others have decent warp deflectors and I'm chasing the last 2 or 3 of the fleet.

## **Areas requiring 'further work'**

### BLL 'ling'

I'm not sure how well crew are adhering to Ling Operational Procedures (*due to lower observer coverage particularly on the smaller boats*). Tori line deployment and reporting levels still needs work. Still a lot of smaller vessels regularly changing skippers, and often the new skipper are not well information on either DWP OPs, or Regs, etc. I'm still "chasing my tail" with many boats in this fleet. Still issues with poorly built tori lines being deployed, reporting of seabirds is '*still no consistent enough*' and ongoing issues around most fleet struggling to achieve the external line weighting mandatory requirements, (*4kg weight every 60m of line*).

### New Skippers

We need a better and consistent process so where and when a vessel gets a new skipper DWG is advised so we can update and brief the skipper on the OPs, VMP etc. Within bigger companies the new skipper often comes from another company vessel or was 1<sup>st</sup> mate, at times I've already been working with this person, but at times (or often with smaller fishing companies) the new skipper has had no previous contact with DWG, may be going from one method to another (e.g. trawling to lining) is often not briefed by vessel owner and thus new skipper may have no idea around fishwaste control and mitigation, no idea the vessel even has an VMP let alone needs to follow vessel specific standards. This needs to be addressed in the next year and I will be in contact with a process to support this outcome.

## **Focus -This Year 2019/20**

### BLL fleet

I am endeavouring to catch up with all BLL boats, particularly all smaller vessels, with low levels of observer coverage and or verification, tori line use, design and deployment and reporting levels still needs work. Especially I will be developing a system to ensure we get notification of new senior crew/skippers.

### Scampi Fleet

I will catch up with every vessel, review mitigation systems, a bit of 'fact-finding' around each vessels method/s of reducing NZSL interactions at Auckland's. We will probably review and revamp the Scampi OP next year.

### SQU/SBW

With possible changes with SQU6T and next year SBW Campbell Operational Plans and NZSL management procedures, I will be again briefing all vessels senior crew involved with these fisheries prior to the commencement of each season, ongoing monitoring, approval of all new net-shed SLED-checks and registering all SLEDs with FNZ.

### Net captures

We are always trying to look at ways to figure this one, continue, to work with skippers, vessel operators, net sheds, and look for ways to reduce risk of birds becoming tangled in meshes (injured or crushed) or managing to dive into trawls and drown.

### Warp captures

We have an ERS summary FNZ weekly report, I will be assessing and chasing up on warp captures events (*not necessarily 'triggers-events'*) i.e. if we pick up on a 'pattern' of ongoing warp or net captures, regardless of triggers I will be asking for information, to help assess causes, offer advice on improving fishwaste control and mitigation systems (e.g. super-bafflers).

John Cleal  
FV Management Services Ltd  
Oct 2019



## Summary List of vessel visits and delivery sessions

Factory vessels			visited (2015.16)
A. Atlantis	Filleter	Talleys Nelson	1/12/2018
A. Columbia	Filleter	Talleys Nelson	20/08/2019
A. Enterprise	Filleter	Talleys Nelson	1/01/2019
A. Explorer	H & G	Talleys Nelson	22/10/2018
A. Apollo	H & G	Talleys Nelson	23/03/2019
Meridian 1	H&G	Sealord	23/11/2018
Prof. M. Aleksandrov	H&G	Sealord	4/11/2018
Ocean Dawn	Filleter	Sealord	22/03/2019
Rehua	Filleter	Sealord	4/12/2018
Thomas Harrison	H&G	Sealord	12/11/2018
Aukaha	Filleter	Sealord	17/01/2019
Tokatu	Filleter	Sealord	10/12/2018
Mainstream	H & G	Independent	15/11/2018
Independent	H & G	Independent	15/11/2018
Irvinga	H & G	Independent	15/11/2018
A. Slobodchikov	H&G	Maruha	23/11/2018
Te Raukura	H&G	Maruha	23/11/2018
Pacinui	H&G	JACIO	18/12/2018
Dong Won 530	H&G	DW/Sanford	24/10/2018
Dong Won 519	H&G	DW NZ ltd	24/10/2018
San Discovery	Filleter	Sanford	12/02/2019
San Enterprise	Filleter	Sanford	by phone
San Granit	Filleter	Sanford	30/10/2018
San Waitaki	H&G	Sanford	24/10/2018
Pacinui	H&G	JACIO	13/11/2018
Fortunui	H&G	JACIO	14/11/2018
Tomi Maru 87	Surimi	Aurora Fisheries	12/08/2019
<b>Fresh Fish Vessels (over 28m)</b>			
<b>San Rakia</b>	Fresher	Sanford/Auck	
San Tongariro	Fresher	Sanford	6/10/2018
Otakou	fresher	Sealord	28/09/2019
Tasman Viking	Fresher	Endurance Fishing	2/12/2018
A. Mariner	Fresher	Talleys Nelson	23/11/2018
<b>Seamount Enterprise</b>	Fresher	Anton's Fisheries	
Glomford	Fresher/H&G	HBS	11/12/2018
<b>Scampi Vessels</b>			
Albatross II	scampi	Sanford	6/11/2018
Venture K	scampi	Sanford	16/05/2019
Drysdale	scampi	Sanford	23/11/2018
<b>San Aramand</b>	scampi	Sanford	
San Tongarora	scampi	Sanford	23/11/2018
Sea Hawke 11	scampi	Waikai Bay fishing	2/02/2019
Pacific Challenger	Potting	Waikai Bay fishing	28/07/2019
Adeliad Pearle	scampi	Jim Peterson	2/04/2019
	Fresher &		
Ocean Poineer	Scampi	Richardson Fishing	2/10/2018
Karearea	scampi	Brine Development	26/03/2019
Bilyara	scampi	Brine Development	26/03/2019
<b>Vessels (under 28m) Cook Strait &amp; West Coast - Hoki</b>			
Mako	CS Hoki	B&Brown	15/08/2019
Austro Carina	Not fishing	pegusas Bay Fishing	NA
Daroni	CS Hoki	R&D Fishing	12/10/2018

Ronida	CS Hoki	Odey Fishing	
Corsair	WC Hoki	Crusader Holdings	12/10/2018
Redemption	WC Hoki	Pursuit Fishing	26/03/2019
Ikawai	CS Hoki	Sanford	15/11/2018
<b>Tengawai</b>	CS Hoki	Sanford	
Resolution II	WC Hoki	Richardson Fishing	12/07/2019
Cook Canyon	WC Hoki	North Beach fishing	13/07/2019
Jay Elaine	WC	Habour Holdings	14/07/2019
Galatea II	WC Hoki	Habour Holdings	15/07/2019
Lylia J	WC Hoki	Pegasus Fishing	14/10/2018
Bacchante	WC Hoki	Kenton trawling	30/03/2019
Jay Penolpe	CS Hoki	Troy Smith	12/08/2019
Teo Fold bay	CS Hoki	Esplanade No 3 HBS	RW
<b>Auto Long Liners</b>			
Janas	H&G/Freezer	Tallys Group	18/11/2018
San Aotea II	H&G/Freezer	Sanford	15/11/2018
San Aspiring	H&G/Freezer	Sanford	16/11/2018
Kawatea	H&G/Freezer	O Kains Bay Fishing	17/09/2019
Marine Star	Auto line	Nino's Ltd	1/05/2019
Altair III	Auto line	Nino's Ltd	1/05/2019
Pacific Explorer	Auto line	Esplanade No 3 HBS	2/05/2019
Mutiara II (Freezer)	Auto line	Esplanade No 3 HBS	22/06/2019
<b>Handbait (full time BLL / Ling boats)</b>			
Ocean Oddesy	Mono/Handbait	Endurance	18/12/2018
Moon shadow	Mono/Handbait	Endurance	18/12/2018
Fellowship	Mono/Handbait	Grant Edan	28/10/2018
Te Tonga	Mono/Handbait	Wayne Eden	15/11/2018
Santa Rosa	BLL & Potting	Ivan Wilson	16/08/2019
Grace Mary	Mono/Handbait	nathan	29/09/2019
Robert H	trawling only	George McInroe	only trawl now
magnus	Mono/Handbait	Nino's Ltd	21/12/2018
Kobus	Potting	Waikai Bay fishing	12/08/2019
Latitude	Mono/Handbait	Muir Fishing (Mark)	29/10/2018
Oceana	Mono/Handbait	DV Holdings/Tuck	Ben /LO
Genesis	Mono/Handbait	(Ivan) Wilson Bros	15/10/2018
Pegasus II	Mono/Handbait	Pegasus II FC	15/10/2019
Triton	Mono/Handbait	Pegasus II FC	16/10/2019
Seaway	Mono/Handbait	Nino's Limited	1/05/2019
Impulse 11	Mono/Handbait	Impulse Fishing Co	12/10/2018
<b>BLL ( SLL &amp; BLL 4T plus- year (some only 2t/4t)</b>			
Stella B	Mono/Handbait	Esplanade No 3 HBS	22/06/2019
Patriarch	Mono/Handbait	Esplanade No 3 HBS	19/12/2018
Westerner	Mono/Handbait	Esplanade No 3 HBS	2/05/2019
Lady Ruth	Mono/Handbait	Esplanade No 3 HBS	11/03/2019
Thelma G	Mono/Handbait	Esplanade No 3 HBS	12/03/2019
Danielle	Mono/Handbait	Esplanade No 3 HBS	13/03/2019
Santa Maria	Potting	Connors	2/05/2019
Sarda	Mono/Handbait	Tasman Bay Tuna Ltd	21/11/2018
Garraway	Mono/Handbait	Tasman Bay Tuna Ltd	22/11/2018
Southern Pride	Mono/Handbait	Tasman Bay Tuna Ltd	23/11/2018
Conquest Skype	Not fishing	Pegasus Fishing	NA
Trial B	Mono/Handbait	Esplanade No 3 HBS	2/03/2019