

## Panama large pelagics longline FIP (Marpesca)

### Vessel visit

#### FIP vessel checklist

Name	Description	Seen onboard (Y/N)	Notes
Shark finning policy	Policy must be up in a public space and signed	N	The crew are all aware of the policy as it is in their contracts. They do not believe they need to have the policy posted on the vessel because of this. However, it needs to be clear that the crew are aware of this before each trip – especially where the crew may change. Suggested that they should post the policy on the walls of the communal areas onboard.
Commonly encountered species	Posters should be up, check if just have electronic version	N	Again, the crew are aware of the species. However, it was suggested that they put the posters on the walls of the communal areas in case of an encounter.
ETP Management Strategy	Should have access to the strategy either hard or electronic copies	Y	The company has electronic copies of the ETP management strategy, however there was no evidence that these were on board.
Logbooks	Ask to see latest logbooks, check ETP species	N/a	The crew confirmed that all incidents of ETP species interactions are recorded in the logbooks, but this was not shown. The company will send us examples of the logbooks so we can start assessing the potential impact with these species, before the EM systems are installed.
Completed bycatch tools checklist	Completed the required checklist	Y	
Hooks and weights	Proof hooks are required size and weights are in place	Y	No hook weights on the line.
Tori lines	Proof of tori lines on vessels	N	No Tori lines on board the vessel. The crew explained how, when the longline is set in the water, it is monitored and any birds encountered are dealt with immediately – reducing the risk of death.
EM system	EM system installed and running	N/a	No EM onboard yet. Planning to get these done soon.
Hard drive removal	Any required hdds have been removed	N/a	
Completed skipper training	Has undergone the skipper training	N	

Other Policies	Check any other required policies such as tori lines etc	N	
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### Additional comments

There is a total of six crew onboard the vessel during a fishing trip, including the Captain. Each vessel operates for 8-10 days before returning to port to offload the catch. During this time, the fish (yellowfin tuna and mahi mahi) are stored in ice boxes beneath the deck to keep fresh. Following the deposit at the port, the fish are shipped to the States for sale.

The vessels set a five mile length of line into the water, which they leave for up to an hour before beginning to reel it back into the boat. The line is brought on board slowly, where the individual fish are released from the hooks and stored below. A polyform mat is placed on the centre of the deck when hauling the line onboard, to avoid the fish becoming contaminated with old paint or rust from the surface of the deck.

The ice boxes below the deck are used to store both target species. Due to the sensitivity of their flesh, yellowfin tunas have to be hung up to avoid damage to the tissue, whereas mahi mahi are able to be placed on the bottom of the boxes and stacked as more individuals are hauled on board.

### ETP species information

In the case of an ETP animal (shark or turtle) found hooked on the line, the crew use a custom-made sling net to scoop the animal out of the water, to avoid causing more injury to the individual via the hook, as well as to the fishers. This net was made by the fleet manager and uses thick netting material with a small mesh size. The sling is and has been used to catch sharks and turtles of different sizes and can withstand their weight. The sling is brought onto the deck and restricts the movement of the animal to avoid injury to itself and the crew. One crew member will retrieve the bolt cutters and cut the barbed section of the hook, so that the remaining hook can be released without inflicting more damage to the animal.

There was no evidence of ETP management practices on board, including tyres or blocks of wood that are used to ensure the turtle remains conscious before being released. However, the crew were adamant that all individual releases are conducted on conscious animals. Furthermore, the line is suspended in the water for an hour before it is hauled back in, reducing the timeframe for serious injury to the animals. However, this is an improvement that could be made on board the vessel, to evidence that if an animal was to be unconscious upon retrieval, they are aroused before being released to ensure their long-term survival. ARAP mandates that there must be a sling on board at all times, therefore, the vessels usually have at least three during a fishing trip in case one is being used or ends up broken.

The Captains do not record each individual ETP incident, however they always record when an ETP animal dies onboard. They also never record interactions with birds. The fleet manager explained that the birds mainly hover when the line is being set, because of the bait, and when the crew notice a bird caught on the hook, they reel the line back in to release the bird.

### Management

ARAP visit the vessels each time they are landing in port. This is to ensure that all practices are being adhered to: correct hook size, net size and mesh etc. They have taken a greater interest in the fisheries because of the European Union yellow card incident.

NOAA also make an appearance every year. We have reached out to NOAA for some further clarification, but have not heard back yet.

## Appendix



Figure 1: Photo of the regulation hooks used by the Marpesca longline vessels, approved by ARAP



Figure 2: Photo of the sling net used to bring hooked ETP species, including sharks and turtles, onboard the vessel for safe and efficient hook removal



*Figure 3: Another photo of the sling used to depict the size of the net*