

ASIA-PACIFIC FISHERY COMMISSION (APFIC)

IMPLEMENTATION OF PORT STATE MEASURES

# Port Inspections: Guide to Activities and Tasks Volume 3





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# Port Inspections: Guide to Activities and Tasks

## Volume 3

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## FOREWORD

Illegal, Unreported and Unregulated (IUU) Fishing is a global threat to sustainable fisheries and to the management and conservation of fisheries resources and marine biodiversity. Port State Controls are now recognized as an effective tool to combat IUU fishing and this has been reinforced with the development of the 2009 FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing.

The Asia-Pacific Fishery Commission (APFIC) has been requested by its member countries to assist in developing regional guidance and capacity building in the implementation of Port State Measures. As part of this commitment, APFIC and the FAO Regional Office for Asia and the Pacific, with the assistance of the Department of Fisheries Thailand, have developed a "Port Inspection Training Course". The target organizations for port inspection training come from a cross-section of national agencies responsible for various aspects of enforcement. These may include staff from fisheries, customs, immigration, coast guard, police, navy, port authorities, and maritime officers. The course has been developed based on the training requirements for inspectors, as detailed in the 2009 FAO Port State Measures Agreement.

This publication is a three-volume set of training materials to build skills and capacity of fisheries, maritime, customs and port staff in undertaking port state inspections. Successful trainees are expected to gain confidence to participate as part of a team in port inspections, both independently, and in concert with other competent authorities for Port Control.

The three volumes are intended to be used in conjunction with the other volumes. This volume, "Port inspections: Guide to activities and tasks" contains the worksheets, risk assessments and example forms for trainees, to assist them when conducting port inspections of fishing vessels. It should be used together with the other two volumes in the series as part of the complete training course programme.

This port inspection training course is an important first step in building the institutional capacity and confidence to use Port Controls effectively as a measure to combat illegal, unreported and unregulated fishing in the Asian and Pacific regions.



Hiroyuki Konuma  
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## PREAMBLE

It is the intention of the authors of this guide to provide a safe working method for port inspections. It is acknowledged that some inspections will be low risk and that officers should use their judgment to decide whether every step is necessary for every inspection.

In some cases an inspection is codified by an international instrument such as the IOTC PSM and where this is the case, the official forms and guidelines for that instrument should always be used.

Following each of the steps will ensure a properly planned inspection with full consideration of risks in advance, and ongoing consideration of risks as the inspection proceeds. It ensures a thorough, complete, and competent inspection with the best chance of identifying whether the vessel has been involved in IUU fishing activity.

Using the steps will mean inspectors can demonstrate they have undertaken their job professionally and have not cut corners. They can defend their actions.

Caution is essential and safety is the paramount consideration at all times.

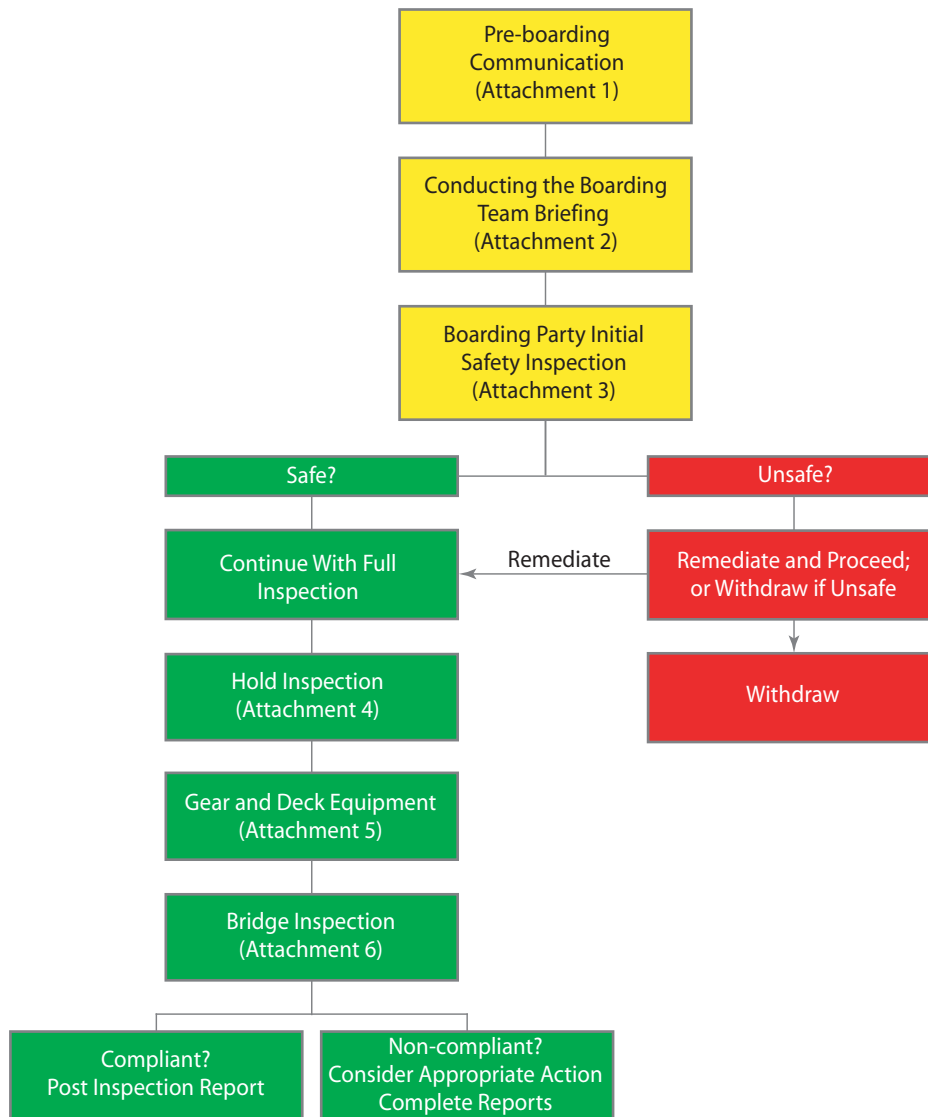
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## USING THIS GUIDE WILL HELP TO MANAGE ANY RISKS

Specifically:

- Pre-boarding information
  - Gather information in advance of the inspection to allow information to be crosschecked with RFMO and national databases and to plan the resources and equipment required to conduct the inspection.
- Conducting the boarding
  - The initial boarding is critical for setting the scene for the whole inspection. You will meet the master, agent, or other crew members who will assist with the inspection and provide you with information. It is the opportunity to create a good impression and look professional.
- Conducting initial safety inspection (ISI)
  - The initial safety inspection is to make sure the vessel is safe for the inspection to occur. It involves assessing the physical environment, as well as the attitude and behaviour of the master and crew. Remember, if you don't think it is safe you can stand down. You can then consider your next actions, which could include stopping the vessel offloading or bunkering until the issues of concern have been resolved.
- Inspecting vessel hold, fridges/freezers and below decks
  - This is where you inspect the fish holds or wells to establish what legal catch they contain (species and weight) so you can compare with the vessel's logs as well as to look for evidence of IUU fishing activities such as the capture of threatened species, or for the presence of shark fins.
- Inspecting vessel deck and equipment
  - This is where you look for evidence of recent fishing activity and whether fishing gear complies with regulations. Look for knives, gaffs, handnets and other equipment and ask what they are used for.
- Inspecting vessel bridge
  - This is where you inspect the vessel, fishing and transshipment logs; where you will find the manifest and loading plan; and where most of the electronic equipment is located such as VMS, chart plotter and computers.

## VESSEL INSPECTION FLOW CHART



### NOTE

- Always seek approval from the master to video individuals and conduct interviews.
- You do not usually need approval to video deck, hold, gear, and bridge inspections.
- Make sure you date stamp video and digital images.

## ATTACHMENT 1 – PRE-BOARDING COMMUNICATION

If possible, it is desirable to alert the vessel master of your intention to undertake a port inspection. You can do this by radio, or phone.

When deciding the timing of the notification you should consider a number of factors:

- If you alert the master when the vessel is out of sight of land there is an opportunity to dispose of or destroy evidence, or even to change plans or suffer a “convenient” breakdown.
- If you alert the master when the vessel is in port waters but has not yet docked there is the potential to cause distraction and a safety incident if the vessel decides to change plans to dock.
- If you decide to approach the vessel when it is already in port the master may not be present.

An ideal time is immediately after the vessel has docked. You should do your best to coordinate with other agencies such as maritime, customs, immigration, and quarantine that may also be planning to board the vessel for their purposes.

The purpose of making contact is to alert the master to your plan to inspect the vessel and to ask some preliminary questions. You want to get as much information as possible before boarding the vessel. You can confirm the identity of the vessel and its activities and use that information in conjunction with pre-boarding observations to minimize the level of risk to the boarding party, and encourage the cooperation of the crew.

This preliminary conversation will also help you to determine whether an interpreter will be required.

## PRE-BOARDING COMMUNICATION

**Note:** The questions below are examples of questions to be asked during the inspection. Additional or alternative questions may be asked depending on the situation.

The specific pre-boarding questions will also depend on the location of the vessel, and the jurisdiction.

<b>Action</b> →	Make contact with the vessel and ask to speak with the master. You may already have the completed pre-entry form so use this initial contact to confirm the information it contains, to start to build a relationship with the master, and to establish whether you share a common language. These preliminary questions can be used to crosscheck information you receive later on during the inspection.	<b>Response/notes:</b> ↓
<b>Introduction</b>	My name is <.....> I am an inspector with <Department.....> May I speak with the master please?	
<b>Questions</b>  <b>(If a fishing vessel)</b>  <b>(If a carrier)</b>	We are planning to inspect your vessel for catch, catch documentation, and fishing equipment, and to monitor your catch offload. Who am I speaking with?	
	Please confirm your vessel name, flag state, and call sign.	
	What is the purpose of your port visit?	
	When did you last fish?	
	When did you last transship any of your catch?	
	When did you last transship?	
	Do you have a license to fish in state waters?	
	When and where was your vessel last inspected?	
	How many people do you have on-board?	
	Do you have an observer on-board?	
	Do you have any weapons on-board?	
<b>Conclusion</b>	Thank you for your assistance. I now intend to board your vessel. OR I intend to board your vessel at <time.....>	

## ATTACHMENT 2 – CONDUCTING THE BOARDING

The most senior inspector will generally lead the inspection and is termed the boarding officer. In an ideal situation and where resources permit the personnel involved in an inspection comprise four personnel to board (two groups of two inspectors), and a party remains on-shore or in a small craft to stand off the vessel while the inspection is underway.

### PRELIMINARY PROCEDURES THAT SHOULD BE TAKEN

1. A two-person security team should board first, led by the boarding officer.
2. The remainder of the boarding party should wait ashore until the security team has checked the boat, and has identified the master.
3. The boarding officer should identify himself and the rest of the party to the master.
4. The boarding officer should then ask to be taken to the bridge.
5. Once on the bridge, the boarding officer should make introductions and confirm the identity of the master, show authorizations, and state the purpose and details of the inspection.
6. Once introductions have been completed, and the identity of the master established and confirmed, the boarding officer should give any cautions that are necessary or sensible (these should include that any statements made may be used in evidence, that inspectors are not to be interfered with when conducting their inspections, and that any known safety risks should be brought to your attention).

### CONDUCT THE INITIAL SAFETY INSPECTION

This is outlined in Attachment 3

### ACT PROFESSIONALLY AND BE COURTEOUS AT ALL TIMES EVEN IF PROVOKED.

A common technique of the vessel Master is to become aggressive or appear to be angry. This may be because he is trying to hide something, or simply frustration because the inspection delays the unloading.

### NOTES

- Never allow boarding party personnel to be isolated or left alone with any member of the crew where actions cannot be observed. Always operate in pairs.
- Detail one person in each team to take notes and one person to take photographs and video.
- Extensive notes should be made by each member of the boarding party during or as soon as possible after the investigation.
- Times and details of conversations should be noted, including with the vessel master.
- These notes should be discussed during the briefing.
- Decisions need to be made about whether to prepare written statements for use at any subsequent prosecution if offences are detected.
- Retain the notes made by boarding party members with any written statement.

## ATTACHMENT 3 – CONDUCTING THE INITIAL SAFETY INSPECTION (ISI)

### PURPOSE OF THE INITIAL SAFETY INSPECTION

- The aim is to assess likely risks to the boarding party, and report anything of concern, or anything that raises suspicion.
- The ISI should be recorded on video.
- Throughout the ISI, the team treats everyone and everything with extreme caution and does not place itself in a situation of avoidable risk.
- Once the ISI is complete the remainder of the boarding party can board the vessel.

Use the questions below as a guide during the ISI, but ask any additional questions required to fully assess risks. Use an interpreter as necessary.

### QUESTION FORM FOR THE INITIAL SAFETY INSPECTION

**Note:** The questions/requests below are examples of those that can be used during the inspection. Additional or alternative questions/requests may be used depending on the situation.

<b>Action</b> →	<p>Conduct an initial safety inspection to ensure the port inspection can be conducted safely without unnecessary risk to the boarding party. Develop familiarity with the vessel layout. Build a constructive relationship with the vessel master and crew.</p> <p>Explain to the master you are conducting an initial safety assessment and will then bring the remainder of your boarding party on-board.</p>	<p><b>Response/notes:</b></p> <p>↓</p>
<b>Questions/Requests</b>	Do you understand the purpose of this inspection?	
	Please show me your current: <ul style="list-style-type: none"> <li>– vessel registration papers</li> <li>– licenses to fish</li> <li>– vessel logs</li> <li>– fishing logs</li> <li>– transshipment logs.</li> </ul>	
	Which members of your crew will assist us with our inspection?	
	Where are your weapons stored?	
	Do you have any animals on board? If so what are they and where are they?	
	Is there any equipment or machinery that may be broken or damaged and present a particular risk to the inspection team?	

	Are there any maintenance works underway on the vessel?	
	Are there any other risks to the safe conduct of this inspection?	
	Please take me on a guided trip around your vessel.	
	After this safety inspection I intend to inspect your vessel, registration papers, licenses, gear, equipment, records, facilities, fish and fish products, and any relevant documents necessary to verify compliance with fisheries legislation and license conditions. Do you understand?	
	Do you have an observer on-board? If so please have the observer come to the bridge.	
	We will use the FAO PSM port inspection form, as a guide to asking questions and carrying out inspection activities. We will fill it out as we conduct the inspection using additional notes where required. You will be provided with a copy within three days.	
	(ONLY MAKE THIS STATEMENT IF THE MASTER INDICATES HE MAY OBSTRUCT THE INSPECTION): I have to warn you that if you refuse to allow me to carry out this inspection, or if you obstruct this inspection, your vessel and catch may be detained while further action is considered.	
<b>Action</b>	Remember to thank the master and/or crew for their cooperation and explain the next steps as appropriate.	

**Note:** If there is an observer on-board and he or she is willing, discuss recent vessel activities and any violations the observer may have witnessed.

Hold the discussion in private to ensure the observer's position on-board is not compromised.

## ATTACHMENT 4 – INSPECTING VESSEL HOLDS, WELLS, FRIDGES/FREEZERS AND BELOW DECKS, AND OFFLOADING CATCH

### QUESTION FORM FOR THE HOLD/FREEZER INSPECTION

**Note:** The questions/requests below are examples of questions to be used during the inspection. Additional or alternative questions/requests may be used depending on the situation.

<b>Action</b> →	Conduct an inspection of the vessel's holds, fridges, freezers, decks, and below decks areas to assess the quantity and type of catch on-board, the types of fishing gear, and to look for signs of IUU fishing. Review the catch log.	<b>Response/notes:</b> ↓
<b>Questions/requests</b>	Do you have a manifest and loading plan?	
	Show me every hold where your catch is stored.	
	Show me any other holds and spaces.	
	What quantity of fish have you caught of each species?	
	Where did you catch this fish?	
	How long has this fish been here?	
	What do you intend to do with your catch?	
	What will you do with any fish you don't land in this port?	
<b>Action</b>	<p>Check all holds, fridges and freezers. Make a note of the position of each hold on boat, its approximate size, type of storage (refrigeration), and contents (fish/species/gear/equipment).</p> <p>Check the general layout of the vessel and the dimensions of holds and look for any evidence of hidden holds or hidden compartments within holds.</p> <p>Record the quantities of non-target catch (bycatch) such as shark.</p> <p>Record any prohibited catch or fish parts (e.g. turtle shell, shark fin, threatened species).</p> <p>Check logbook against your inspection notes. Ask questions about any discrepancies or unusual findings or observations.</p>	
<b>Action</b>	If the vessel is a <b>carrier vessel</b> study the loading plan against the contents of each hold. Review the transshipment approvals and logbook records.	
<b>Questions/requests</b>	Where were these fish caught?	
	When did you transship? Over what period and from how many different vessels?	
	What will you do with any fish you don't land in this port?	



<b>Action</b>	Inspecting below decks involves travelling in confined spaces, entering machinery spaces where there are risks of heat, fumes and moving parts, and potentially accessing the personal areas of the master and crew. Be vigilant, work in pairs, and work slowly and methodically. Often these spaces are used as extra storage for equipment and supplies.	
<b>Questions/ requests</b>	Please show me your engine room, crew quarters and any other storage areas below decks.	
<b>Action</b>	If you intend to inspect fish offloading you will need to establish the proposed schedule and how the fish will be offloaded, and agree how you will estimate the weight and species of fish offloaded.	
<b>Questions/ requests</b>	What time will you be offloading your catch?	
	How will you offload your catch?	
	Will the crane have a weigh scale on the hook, and if so can we access the readings?	
	If there is no scale we will need to sample the catch for average weights, what do you think would be the best way to do that?	
	We need to check and sample the catch so we can identify the species, what do you think would be the best way to do that?	
	Where is the safest place to monitor the offloading?	
<b>Action</b>	<ul style="list-style-type: none"> <li>• Video the offload.</li> <li>• Note time offload commences.</li> <li>• Record species of fish.</li> <li>• Take a representative sample if necessary to evaluate species mix and average weights.</li> <li>• Record volume of cargo net/containers/bins used.</li> <li>• Record number of containers offloaded.</li> <li>• Record numbers of individual fish if hook strings used.</li> <li>• Note any weights recorded during offload.</li> <li>• Compare weights with logs.</li> <li>• Assess species and weights remaining on-board.</li> <li>• Note time offload finishes.</li> </ul>	
<b>Action</b>	Remember to thank the master or crew for their cooperation and explain the next steps as appropriate.	

## ATTACHMENT 5 – INSPECTING GEAR AND DECK EQUIPMENT

### QUESTION FORM FOR THE GEAR AND DECK EQUIPMENT INSPECTION

**Note:** The questions/requests below are examples of questions to be used during the inspection. Additional or alternative questions/requests may be used depending on the situation.

<b>Action</b> →	Conduct an inspection of the vessel's deck area and equipment. Try to assess what type of fishing activity has taken place and how recently. Look for obvious signs of non-compliance with gear requirements, and signs of IUU fishing.	<b>Response/notes:</b> ↓
<b>Questions/ requests</b>	What type of fishing has this vessel been doing?	
	Show me your fishing gear and anywhere you have gear stored.	
	I need to measure your fishing gear to check with regulations or licence conditions.	
	Show me any FADs you have on-board.	
<b>Action</b>	Measure fishing gear against required specifications, e.g. mesh size for various parts of the net. If gear appears not to comply, advise the master and ask for an explanation.  Note the types and serials numbers of FADs.	
<b>Action</b>	<p>If fishing gear is not stowed away or looks like it has recently been used ask for an explanation. Things to look out for:</p> <ul style="list-style-type: none"> <li>• The condition of the decks and fishing gear (Are they wet? Is there marine life in the net?).</li> <li>• Are the longlines or nets wet, ready to be used, not coiled up, or look like they have been recently used?</li> <li>• Are there gaffs or hooks loose on deck?</li> <li>• Check for fresh fish blood, slime, offal, etc. anywhere on-board (even below decks).</li> <li>• Check whether deck equipment is uncovered, wet, or appears to have been used recently.</li> <li>• If you inspect the crew's quarters look for recently used personal gear that could have been used in fishing operations, e.g. boots, apron, knives and wet clothes.</li> </ul>	

## ATTACHMENT 6 – INSPECTING THE VESSEL BRIDGE

### QUESTION FORM FOR THE BRIDGE INSPECTION

**Note:** The questions/requests below are examples of questions/requests to be used during the inspection. Some questions may have been asked already but should be asked again for the record. Additional or alternative questions/requests and may be used depending on the situation.

<b>Action</b> →	<p>The purpose of the inspection is primarily to inspect vessel, catch and crew records, and the electronic equipment.</p> <p>The inspection of the vessel bridge may be conducted at the same time as the other inspections. However, because you may need to ask the master questions, and because you will need to validate your observations and findings from other inspections, there will generally be a final meeting on the bridge.</p> <p>It is good practice to re-introduce yourself or members of your boarding party, show your authorizations, and issue any caution your legislation may require.</p>	<b>Response/notes:</b>  ↓
<b>Questions/requests</b>	Are you the master or person in charge of this vessel?	
	What is the full name of this vessel?	
	What is your radio call sign?	
	What is the flag state of this vessel?	
	What is the home port for this vessel and when did you leave?	
	What is your full name and address?	
	What is your nationality and DOB?	
	What is your ID or passport no.?	
	Who is the owner of this vessel?	
	What is the name, address, phone number and e-mail address of the owner?	
	Who is your local agent and what is his/her phone number and e-mail address?	
	How many crew are on-board this vessel?	
	Please show me your crew list, papers and passports.	

	What was your last port of call and when did you depart?	
	What is your next port of call and your expected date of arrival?	
	Please show me your paper charts. Please show me your current location, your next destination, and where you last fished on this chart.	
<b>Action</b>	Inspect electronic equipment and logs in presence of master or senior crew.	
<b>Questions/ requests</b>	Please show me your electronic equipment and explain what each item of equipment does.	
<b>Action</b>	<p>Check, inspect and note the condition of the vessel's navigation and other equipment to see if it is operational and, where appropriate, if it has been used recently. This includes:</p> <ul style="list-style-type: none"> <li>– Radar</li> <li>– Chart plotter sounder</li> <li>– Sonar</li> <li>– Compass</li> <li>– Ship's clock.</li> </ul> <p>If the vessel has CCTV ask whether it has been recording, and if so how long they keep the records for. Ask if you can see an example of a recording during a fishing operation.</p>	
<b>Action</b>	Inspect and record the details of the vessel's documents including the ship's papers and registrations.	
<b>Action</b>	Inspect the catch log (note whether it is up-to-date, whether it has been submitted, and the last recorded fishing position).	
<b>Action</b>	Check GPS equipment (record and note vessel's current position – is it accurate?).	
<b>Action</b>	<p>Check the VMS unit is turned on and record date, time and location from unit.</p> <p>Check if the unit is not working, is not reporting, is recording an inaccurate position, or is damaged and whether it is booked in for repairs. Remember to confirm whether the malfunction has been reported to the RFMO and flag state. Note type and model of VMS unit, its serial number, and any expiry date.</p>	

## ADDITIONAL OPTIONAL QUESTIONS/REQUESTS IF YOU ARE INSPECTING A FISH CARRIER VESSEL

When did you last transship fish from another vessel?	
What was the name of the vessel you transshipped from?	
Where was the location of the transshipment?	
Was that transshipment approved and can you show me the approval?	
How many transshipments have occurred since you last offloaded?	
When did you last transship to another vessel? (Ask more questions if yes)	
At what port did you last offload?	
Were you inspected?	
Please show me your vessel log and transshipment log.	
How much fish will you offload in this port?	
What species will you offload in this port?	
Are you aware if any threatened species or other fish taken in contravention of any laws are on-board?	

## ADDITIONAL OPTIONAL QUESTIONS/REQUESTS IF YOU ARE INSPECTING A FISHING VESSEL

What type of fishing operation are you carrying out?	
In what position did you last fish?	
Where will you be fishing next?	
When and in which port did you last offload your catch?	
How much and what type of fish did you land ashore?	
Where, when and to which vessel did you last transship your catch?	
How much and what type of fish did you transship?	
When, where and with whom did you last bunker?	
When do you expect to depart from this port?	
When do you expect to depart from national waters?	
Are you aware if any threatened species or other fish taken in contravention of any laws are on-board?	

## ATTACHMENT 7 – ACTION AGAINST VESSEL OR MASTER

Once the inspection is completed, a decision needs to be made regarding any potential action to be taken against the vessel or master. Once the decision is made, inform the master. There are three possible scenarios.

### VESSEL IS COMPLIANT

1. Inform the master that the documents and records indicate compliance with regulations, license conditions and (e.g. IOTC) RFMO conservation management measures.
2. Thank the master for his assistance.
3. Inform the master that a copy of the inspection report will be provided within three days.
4. Inform the master that the inspection of the vessel is complete and you will now leave the vessel.

### VESSEL IS NOT COMPLIANT AND A DECISION IS MADE TO ISSUE A WARNING OR CAUTION

1. Inform the master that documents and records indicate that the vessel is not in compliance with regulations/license conditions/IOTC conservation management measures.
2. Inform the master of the specific condition, measure or regulation that the vessel is not in compliance with.
3. Inform the master that as this is not a serious violation you intend to issue a written warning or a verbal caution for this offence.
4. Inform the master that a copy of the inspection report will be provided to him within three days.
5. Inform the master that the inspection of the vessel is complete and thank him for his assistance.
6. Inform the master that you will now leave the vessel.

### VESSEL IS NOT COMPLIANT AND DECISION IS TO FURTHER INVESTIGATE AND/OR PROSECUTE

1. Inform the master that his documents and records indicate that the vessel is not in compliance with regulations/license conditions/RFMO conservation management measures.
2. Inform the master of the specific condition, measure or regulation that the vessel is not in compliance with and state that it is considered to be a serious violation.
3. Inform the master of the next step (after checking you have the necessary legal power)  
Examples:
  - a. The vessel and catch are detained.
  - b. Offloading is prohibited.
  - c. Fuel or other provisions may not be bunkered.
  - d. The master and crew are to remain on the vessel.
  - e. Some items are being seized as evidence.
4. The inspection report will be used to document the inspection of the vessel.
5. Inform the master that you will now leave the vessel.

## ATTACHMENT 8 – FAO PSMA (ANNEX A) – PRE-ENTRY FORM<sup>1</sup>

### INFORMATION TO BE PROVIDED IN ADVANCE BY VESSELS REQUESTING PORT ENTRY

<b>1. Intended port of call</b>																			
<b>2. Port state</b>																			
<b>3. Estimated date and time of arrival</b>																			
<b>4. Purpose(s)</b>																			
<b>5. Port and date of last port call</b>																			
<b>6. Name of the vessel</b>																			
<b>7. Flag state</b>																			
<b>8. Type of vessel</b>																			
<b>9. International radio call sign</b>																			
<b>10. Vessel contact information</b>																			
<b>11. Vessel owner(s)</b>																			
<b>12. Certificate of registry ID</b>																			
<b>13. IMO ship ID, if available</b>																			
<b>14. External ID, if available</b>																			
<b>15. RFMO ID, if applicable</b>																			
<b>16. VMS</b>		No		Yes: National		Yes: RFMO(s)				Type:									
<b>17. Vessel dimensions</b>				Length				Beam				Draft							
<b>18. Vessel master name and nationality</b>																			
<b>19. Relevant fishing authorization(s)</b>																			
Identifier		Issued by		Validity		Fishing area(s)		Species		Gear									
<b>20. Relevant transshipment authorization(s)</b>																			
Identifier				Issued by				Validity											
Identifier				Issued by				Validity											
<b>21. Transshipment information concerning donor vessels</b>																			
Date	Location	Name	Flag state	ID no.	Species	Product form	Catch area	Quantity											
<b>22. Total catch on-board</b>						<b>23. Catch to be offloaded</b>													
Species		Product form		Catch area		Quantity		Quantity											

<sup>1</sup> Please note the FAO PSM forms vary slightly from other forms, such as the IOTC forms reproduced in the Workshop Workbook.



## ATTACHMENT 9 – FAO PSMA (ANNEX C) – REPORT OF THE RESULTS OF THE INSPECTION

1. Inspection report no.		2. Port state	
3. Inspecting authority			
4. Name of principal inspector		ID	
5. Port of inspection			
6. Commencement of inspection	yyyy	mm	dd hh
7. Completion of inspection	yyyy	mm	dd hh
8. Advanced notification received			Yes No
9. Purpose(s)	LAN	TTX	PRO Other (specify)
10. Port and state and date of last port call		yyyy	mm dd
11. Vessel name			
12. Flag state			
13. Type of vessel			
14. International radio call sign			
15. Certificate of registry ID			
16. IMO ship ID, if available			
17. External ID, if available			
18. Port of registry			
19. Vessel owner(s)			
20. Vessel beneficial owner(s), if known and different from vessel owner			
21. Vessel operator(s), if different from vessel owner			
22. Vessel master's name and nationality			
23. Fishing master's name and nationality			
24. Vessel agent			
25. VMS	No	Yes: National	Yes: RFMOs Type:
26. Status in RFMO areas where fishing or fishing related activities have been undertaken, including any IUU vessel listing			
Vessel identifier	RFMO	Flag state status	Vessel on authorized list Vessel on IUU list
27. Relevant fishing authorization(s)			
Identifier	Issued by	Validity	Fishing area(s) Species Gear
28. Relevant transshipment authorizations			
Identifier	Issued by	Validity	
Identifier	Issued by	Validity	

<b>29. Transshipment information concerning donor vessels</b>						
<i>Name</i>	<i>Flag state</i>	<i>ID no.</i>	<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity</i>
<b>30. Evaluation of offloaded catch (quantity)</b>						
<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity declared</i>	<i>Quantity offloaded</i>	<i>Difference between quantity declared and quantity determined, if any</i>	
<b>31. Catch retained on-board (quantity)</b>						
<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity declared</i>	<i>Quantity offloaded</i>	<i>Difference between quantity declared and quantity determined, if any</i>	
<b>32. Examination of logbook(s) and other documentation</b>		Yes	No	Comments		
<b>33. Compliance with applicable catch documentation scheme(s)</b>		Yes	No	Comments		
<b>34. Compliance with applicable trade information scheme(s)</b>		Yes	No	Comments		
<b>35. Type of gear used</b>						
<b>36. Gear examined in accordance with paragraph E of Annex B</b>		Yes	No	Comments		
<b>37. Findings by inspector(s)</b>						
<b>38. Apparent infringement(s) noted, including reference to relevant legal instruments</b>						
<b>39. Comments by the master</b>						
<b>40. Action taken</b>						
<b>41. Master's signature</b>						
<b>42. Inspector's signature</b>						



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