

Vessel Management Plan (VMP)

Fresh Fish and Scampi Trawlers over 28m

1 September 2008 • Version 1

Company Name:

(type in here)

Vessel Name:

(type in here)



*A Vessel Specific Seabird
Incidental Catch Mitigation
Procedure*

DeepWater Group

Sustainable Oceans • Sustainable Fisheries

CONTENTS

Part 1: Introduction.....	1
Part 2: Vessel Specific Seabird Mitigation Procedures.....	4
Vessel and Company Management	4
Mitigation Devices.....	5
Offal / Discard Control Procedures	6
Contingency Planning.....	7
Appendix 1: Internal VMP Review	8
Appendix 2: Non-fish / Protected Species Catch Return Example Form.....	10
Appendix 3: MFish Seabird Species Codes.....	11
Appendix 4: Mandatory Seabird Scaring Device Specifications.....	12

Created by: (*VMP Editors name*)
Date revised: (*Today's date*)

PART 1: INTRODUCTION

Purpose

- The purpose of this document is to reduce seabird captures by reducing seabird interactions with fresh fish and scampi trawlers with a MFish registered length of 28m and over
 - To introduce a standard set of procedures to reduce seabird interactions, but allowing vessel operators to refine and adapt to meet their vessel's particular capabilities
 - To allow for continued improvements in seabird mitigation and offal control methods through ongoing observation, information gathering and review processes
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Understanding the Risks

Seabirds are attracted to offal and discards from the vessel or whole fish in the trawl net.

Offal management is the primary method to reduce the number of seabirds in the two danger areas around your vessel.

These two areas are:

1. The warps; in particular where they enter the water and birds collide with them.
 - Regulated mitigation devices serve to scare seabirds away from the warp danger area.
 - Ceasing, reducing or controlling offal discharge while warps are in the water will also greatly reduce interactions.
2. The trawls; when it is on or near enough to the surface for birds to become caught (some birds can dive below the surface to enter a net).

Most seabird net captures occur during hauling of the net. It is important to eliminate offal discharges during both hauling and shooting to reduce the number of birds around the vessel when the net arrives on the surface. Minimising the amount of time the net is on the surface will reduce the risk of net capture.

The DWG seabird management practices are summarised in the 10 Commandments for Saving Seabirds. Crew should be familiar with these seabird mitigation principles.

Vessel Operators and Captains

Comply with the Deepwater Group Ltd fishery management operational procedures and agreed best practice mitigation methods. It is expected that vessels will meet all regulatory requirements.

Parties to this Document

The managers, (operators) officers and crew of all fresh fish and scampi trawlers with an MFish registered length over 28m and/or trawlers over 28m operating under a New Zealand high seas fishing permit.

Hazard Management

This vessel is operating Hazard Management & Health & Safety plan under the Maritime NZ Safe Ship Management System to ensure the safety at sea of vessel and personnel.

While the over-riding principle is to ensure crew and vessel safety, all reasonable care will be taken to mitigate seabird captures.

Significant hazards should be identified for all the equipment and procedures documented. Crew training should be provided so crew are aware of the practices and procedures needed to safely use and deploy said equipment.

Continued on next page

PART 1: INTRODUCTION, CONTINUED

Onboard Management

- **Senior crew need to be aware of the seabird activity around the vessel and able to identify increased numbers of (or risk of) seabird interactions with warps and nets and adjust procedures to minimise the risk at that time**
 - Any notable seabird interactions and mitigation gear failures or alterations are to be recorded in the Bridge Log as they happen, and a brief given to the vessel manager
 - Any significant (see trigger levels below) seabird strikes or mortalities must be notified to the vessel manager and DWG immediately
 - Ensure senior crew can reasonably endeavour to identify seabird species captured. (Any leg band numbers when they exist must be recorded). Have a seabird ID book onboard.
 - Ensure key crew are briefed on the VMP procedures and fully understand the actions required
 - Have a copy of the 10 Commandments for saving seabirds available on the bridge.
-

Risk Assessment (Trigger Point)

If a significant number of birds **(3 or more)** are caught in any **24hr** period or **10 or more** birds in any **7-day** period:

- Crew must actively and immediately reassess the effectiveness of their mitigation and offal control measures and where necessary alter or deploy additional measures
 - Contact their vessel manager
 - The vessel manager will immediately notify the DWG Seabird Liaison Officer of any action taken, and for advice and support
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Reporting Requirements

Mandatory/Regulatory:

- MFish: Non-Fish/ Protected Species Catch Return (example Appendix 2) is filled out and signed by the Master (furnish to MFish with your catch effort return).
 - Marine Mammals Protection Act 1978 & Fisheries (Reporting) Regulations 2001

DWG VMP Requirements:

- Must supply a copy of the Non-Fish / Protected species catch return to the DWG every time you send one to MFish
- When trigger points have been reached report in real time ASAP during the trip to shore management who will contact DWG (see above trigger points).

Ph: (03) 545 7020

Fax: (03) 545 7021

Email: dwg@fishinfo.co.nz

Post: PO Box 1460, Nelson 7010

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PART 1: INTRODUCTION, CONTINUED

Handling Seabirds

If, despite precautions, seabirds are incidentally caught and still alive

- Every reasonable effort should immediately be made to ensure that birds are released alive
 - Fishers must attempt when possible to remove seabirds from netting or meshes without jeopardizing the life of the bird
 - Fishers should always wear gloves, long sleeves and protective eyewear when handling seabirds, as they have sharp beaks and are capable of serious bites
-

Review / Audit

1. Operators should seek advice as required from DWG. They also must review their programme and procedures. It is the operator's responsibility to ensure the vessel is regularly reviewing the vessel's mitigation, offal control methods and are maintaining adherence to this VMP and its procedures.
 2. The VMP Programme internal review must be completed each year in August/September. The DWG will require copies of the review documentation by mid September. (Use the flow chart to complete attached form (Appendix 1) and send to the DWG)
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PART 2: VESSEL SPECIFIC SEABIRD MITIGATION PROCEDURES

Vessel and Company Management

Contact Details

Organisation Name	Contact Person	Address

Phone	Mobile	Email

Vessel Particulars

Name of Vessel	Vessel Type	MFish Reg Number	Call Sign
	Fresher & (Scampi) trawler over 28m		

Authority and Responsibility

Position	Area Responsible for
Designated Person or Vessel Manager Name: Position:	<ul style="list-style-type: none"> Supply of mitigation equipment Education of crew Seabird identification book and MFish species codes Management of VMP compliance Auditing and review of the VMP onboard systems and corrective actions Reporting to DWG
Vessel Captain/Master or duly delegated staff/ crew onboard Name: Position:	<ul style="list-style-type: none"> Ensuring on-board compliance with this procedure, and crew awareness is maintained Ensuring correct seabird identification and reporting procedures are followed Constantly monitor and adjust mitigation and offal control requirements to suit the fishing and vessel conditions Log events as per the VMP in Bridge Log

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PART 2: VESSEL SPECIFIC SEABIRD MITIGATION PROCEDURES, CONTINUED

Mitigation Devices

Procedures and Equipment

This vessel is using the following range of equipment:

Item	Location	Details
Tori Lines	Stern, outside port and starboard warps	Installed and managed in compliance with the regulations (and/or Gazette notices)
Bird Baffler 2 Boom/4 Boom	Stern quarters, port and starboard	Installed and managed in compliance with the regulations (and/or Gazette notices)
Warp Deflector	On port and Starboard warps	Installed and managed in compliance with the regulations (and/or Gazette notices)
Other <i>(delete if no other equipment used)</i>		

Delete any items that don't apply. Personalise this table (and ones following) to suit your vessel's actual mitigation devices and their operations, while maintaining adherence to the general management standards set below each table.

General Management (Mitigation Devices and Warps)

Vessel's master will:

1. Deploy one or more of the mandatory mitigating devices. (DWG recommends two different devices be carried onboard to suit different weather fishing and sea conditions)
2. Deploy any other devices at the discretion of the master to best suit weather, fishing and processing conditions to minimise seabird interaction.
3. Maintain regular maintenance checks on mitigation gear to ensure they comply with specifications and carry appropriate spares (see Appendix 4).
4. Notify the Vessel Manager or Designated Person when the mitigation equipment is altered or changed.
5. Ensure all appropriate personnel are adequately trained.
6. Warps should be spliced using methods that do not leave sprags (i.e. splices should be whipped) and must be inspected regularly.

General Management (Trawl Net)

1. **Must not discharge offal during hauling and shooting periods. Manage discharge times so not to coincide when the net is near to or on surface.** The period is defined by the doors clearing the water surface when hauling, and from when the codend is hauled off the deck during shooting.
2. Shoot and haul the net as quickly as practicable and minimise the time the net remains on the surface.
3. When there is a risk of net captures, the net should not be mended during hauling (i.e. when the codend or any part of the net is in the water).
4. All fish stickers in the net meshes should be removed before shooting.

Continued on next page

PART 2: VESSEL SPECIFIC SEABIRD MITIGATION PROCEDURES, CONTINUED

Offal / Discard Control Procedures

Procedures and Equipment

This vessel is using the following range of equipment:

Item	Location	Details
Offal: Tanks, Fish cases, Dolabs, conveyors etc. <i>(Choose what you will use, delete others)</i>	Trawl Deck Fish Deck	<ol style="list-style-type: none"> 1. Have the Capacity to hold all discards/offal and or stop discharging discards/offal when the net is near to or on surface. (The period when the doors clear the water surface when hauling, and from when the codend is hauled off the deck during shooting) 2. Gut fish/offal into (into ? tubs, bins, conveyors etc) <i>list what you use for storage</i> Holding capacity is (approx ?Kg,s capacity) and empty when capacity is reached in batches (approx every ? mins/hrs) during fishing. <i>(ie. Do not continuously discharge offal)</i> 3. When possible hold all offal and discards & discharge when the fishing gear is on deck.
Whole fish: Non quota species discards	Trawl deck Fish Deck	Whole fish discarded from deck will be discarded when possible in a manner that minimises the risk of the discards tracking back under the warp wires and not when the net is on the surface.
Sump Pumps (with/out cutters) <i>(delete if not applicable)</i>	Fish deck	Pumps used to clear water from the fish deck, may discharge small pieces of offal accidental lost to the floor
Open Scuppers	Trawl deck Fish deck	Minimise spillage of offal etc out of all scuppers
Chutes and General Conveyors	Trawl Deck Fish deck	Modify and maintain chutes and conveyors in good condition to reduce accidental spillage to the floor.
Other <i>(delete if no other items)</i>		Description and use.

General Management (Offal Control)

This vessel will:

1. Have the minimum required holding capacity, to ensure all offal is held onboard or will stop offal discharge when hauling & shooting i.e. no offal to be discharged when the net is near to or on surface. Defined by the doors clearing the water surface when hauling, and from when the codend is hauled off the deck during shooting.
2. **When possible hold all offal until the end of the tow and discharge when the gear is on deck.**
3. Reduce all possible accidental offal /whole fish spillage to reduce offal being accidentally lost overboard through the scupper or sumps.
4. Reduce, when possible, batch discharging events of offal while the vessel is turning with the fishing gear deployed.
5. Through key vessel personnel, ensure adherence to this VMP, maintain proactive responses to changing conditions, and alter the offal control measures as appropriate to minimise the observed risk of seabird interactions.

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PART 2: VESSEL SPECIFIC SEABIRD MITIGATION PROCEDURES, CONTINUED

Contingency Planning

Procedures and Equipment

This vessel is using the following range of equipment:

Item	Location	Details
Tanks, Fish cases, Dolabs, conveyors etc. <i>(Choose what you will use, delete others)</i>	Fish Deck	If the holding/batching equipment or procedures fail, we are able to use (what equipment? ie fish bins etc) for batching until repaired or changes made.
Offal storage capacity	Fish Deck	If new holding capacity is required, what is the new storage capacity (? Kg,s). What is the new batching interval (? hrs)
Reporting	Bridge	Notify shore/vessel manager, contact DWG

In the event the equipment or procedures for offal control (documented in the previous offal control table) cannot be maintained, what other equipment or procedures do you have to maintain offal control?

General Management (Fishing Operations and Offal Control)

The vessel will:

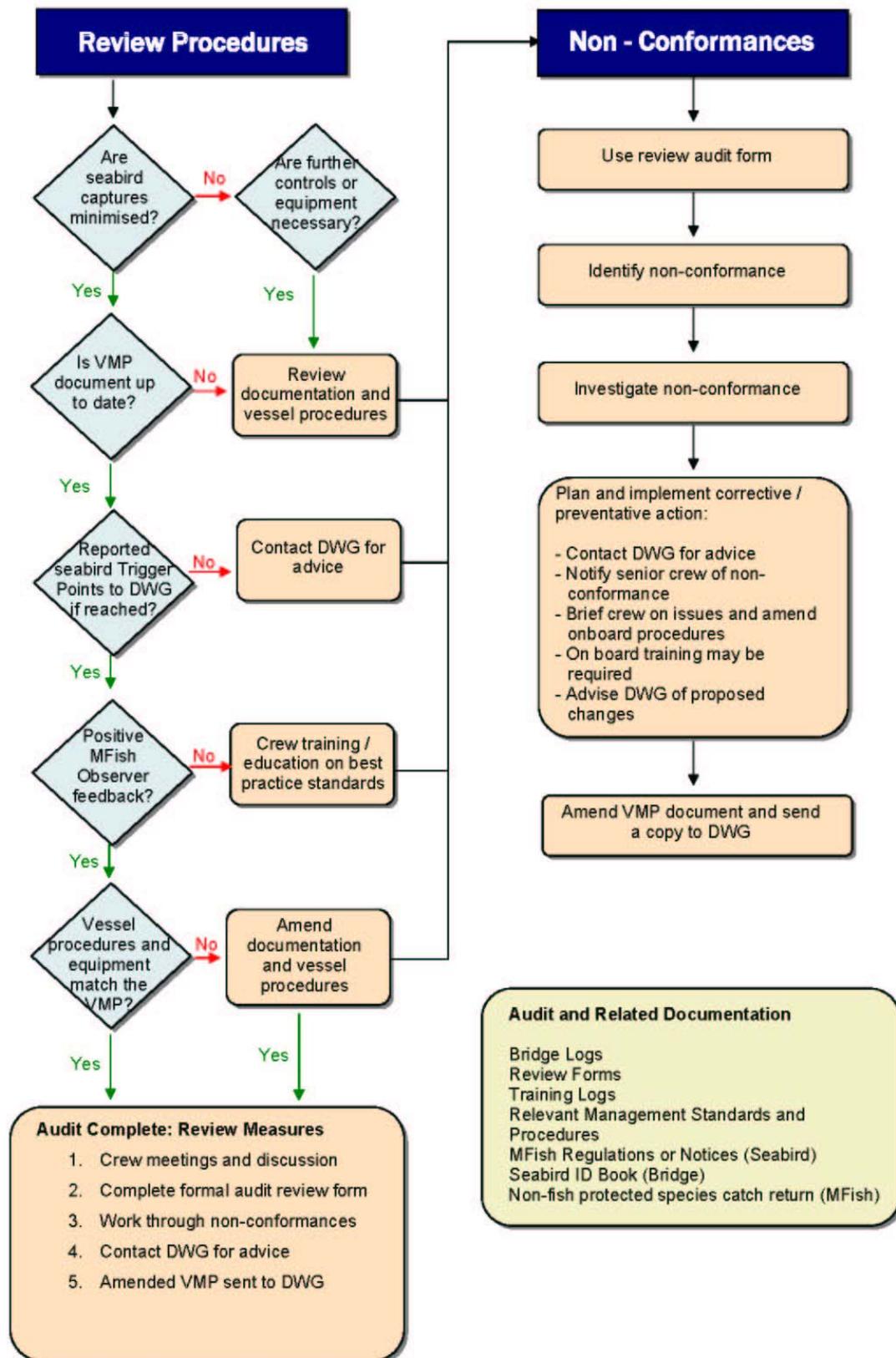
1. In addition to the holding /batching equipment used onboard (listed in the offal control table on the previous page) you will have alternative equipment or holding/capacity onboard to be used as a contingency for holding all offal until the end of the tow or batch discharging when towing if the main equipment for holding/batching fails. List the alternative equipment in the above table. (This could be fish bins, holding tanks, augers or conveyors etc)
2. Note that high catch rates of non-quota or Sixth Schedule of the 1996 Fisheries Act bycatch exceeding "normal" catch volumes (i.e. large bag of spiky dogs) in which volumes may exceed the crews work rate to sort/hold and or batch the fish and or could effect the vessel's safety will require continuous discharging. This should be an exceptional event and the captain should alter his fishing practice to avoid a repeat and log the event in the Bridge Log.
3. Record notable events in the Bridge Log
4. Carry a seabird identification book onboard, when possible record the seabird species when reporting, use the seabird species codes (Appendix 3)
5. Carry sufficient spares/replacement parts for all equipment used in this VMP.
6. Ensure all appropriate personnel are adequately trained (including in regulatory requirements).

General Management (Mitigation Devices)

To manage the risk of equipment failure DWG recommend:

1. The vessel has onboard two different types of mitigation devices, to suit different weather & sea conditions (in suitable weather conditions the tori line is the most effective device)
2. Undertake careful repairs to failed equipment.
3. Record events in Bridge Log.
4. Parts must be carried to replace broken or failed equipment, ensure ample spares are in stock.
5. Return to port if unable to maintain one of the mandatory regulated mitigation devices to the required standard (Appendix 4).

APPENDIX 1: INTERNAL VMP REVIEW



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APPENDIX 1: INTERNAL VMP REVIEW, CONTINUED

VMP Internal Review Form

Name of Vessel	Auditor's Name	Review Date	Conformance?
		Yearly by 30 September	Yes / No

Item	Location / Subject		Ok?
Non-Fish Protected Species Catch Return	Bridge	Completed and being furnished to MFish as required with copy to DWG	<input type="checkbox"/>
Trigger points	Bridge	Was a trigger point reached? If so did the captain report this to shore management? Did shore management contact the DWG?	<input type="checkbox"/>
Bridge Log	Bridge	Check that Bridge Log has been used for recording any mitigation equipment failure, notable interactions.	<input type="checkbox"/>
Mitigation Methods	Procedure	Check recorded equipment matches equipment being used & on board, check all mitigation gear is being maintained to the correct specification	<input type="checkbox"/>
	Personnel	Check contingency plans are properly recorded	<input type="checkbox"/>
Offal Control Methods	Procedure	Check recorded equipment matches equipment being used on board, check VMP procedures are followed	<input type="checkbox"/>
	Personnel	Check contingency plans are properly recorded	<input type="checkbox"/>
Corrective Actions taken	Previous Review Form	Check that previous corrective actions have been carried out	<input type="checkbox"/>
Onboard Management	Bridge	Are officers and crew monitoring changing conditions and making changes to offal mitigation devices and methods when to risk to seabirds increases?	<input type="checkbox"/>
Training	Personnel	Check crew in key positions are well aware of the VMP and its procedures and are maintaining equipment and onboard management systems to meet the VMP's requirements	<input type="checkbox"/>
Safety Hazard Management	Bridge	Have hazards associated with the equipment or procedures to adhere to the VMP been assessed/ identified and crew advised?	<input type="checkbox"/>

Changes advised or details of non-conformance (comments) Contact DWG for advice?

Auditor's Signature		Date Results Advised	
Return form to Deepwater Group Ltd by either:	Post:	PO Box 1460, Nelson 7040	
	Email:	dwg@fishinfo.co.nz	
	Fax:	(03) 545 7021	

N:\Projects\2007-08\2300 Environmental\2303 Seabirds\VMPs\2008 VMP\VMP Internal Review Form - Appendix 3.doc

APPENDIX 2: NON-FISH / PROTECTED SPECIES CATCH RETURN EXAMPLE FORM

Non-fish / Protected Species Catch Return

NPC 1234567

1. Complete **separate returns** for each fishing trip where non-fish / protected species incidental catch occurs.
2. Non-fish / protected species include: corals, sponges, bryozoans, seabirds, marine mammals, marine reptiles and protected fish (see explanatory notes for a detailed list of species).
3. **Non-fish / Protected species incidental catch**
Complete a **separate row** for each non-fish / protected species caught in a fishing event.

Date tow / set began (dd/mm/yy)	Time tow / set began (24-hr clock)	Form number from catch effort return	Species code	Estimated weight of corals, sponges or bryozoans (kg)	Seabirds / Mammals / Reptiles / Protected fish		
					Number alive, uninjured	Number alive, injured	Number dead
/ /	:			.0kg			
/ /	:			.0kg			
/ /	:			.0kg			
/ /	:			.0kg			
/ /	:			.0kg			
/ /	:			.0kg			
/ /	:			.0kg			
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/ /	:			.0kg			

Use additional pages if you run out of space to record non-fish / protected species incidental catch from this trip.

4. Enter a cross in **one** of the circles to show the MFish catch effort form type used during the trip.

TCEPR CELR LCER TLCER NCELR Other → If other, enter the form type used

5. Permit holder and vessel details

Name of permit holder

Client number of permit holder

Name of vessel

Registration number of vessel

I declare that the information I have given on this return is correct and complete, and that I have read and understood the explanatory notes supplied with this return.

Signature of permit holder or authorised person

Date signed / /

Send completed returns to PO Box 297, Wellington 6140.

APPENDIX 3: MFISH SEABIRD SPECIES CODES

Petrels and Shearwaters		Albatross	
<i>Code</i>	<i>Common Name</i>	<i>Code</i>	<i>Common Name</i>
XAP	Antarctic petrel	XAG	Antipodean and Gibson's albatross
XBP	Black petrel	XPB	Buller's and Pacific albatross
XFT	Black-bellied storm petrel	XCM	Campbell albatross
XCC	Cape petrel (pigeon)	XCI	Chatham Island albatross
XDP	Common diving petrel	XGM	Grey-headed albatross
XGF	Great-winged petrel	XLM	Light-mantled sooty albatross
XGP	Grey petrel	XNR	Northern royal albatross
XGB	Grey-backed storm petrel	XSA	Salvin's albatross
XWP	Westland petrel	XSY	Shy albatross
XWB	White-bellied storm petrel	XSM	Southern black-browed albatross
XWC	White-chinned petrel	XRA	Southern royal albatross
XWF	White-faced storm petrel	XAS	Wandering albatross
XWH	White-headed petrel	XWM	White-capped albatross
XBS	Buller's shearwater	XAL	Albatrosses (<i>Unidentified</i>)
XFS	Flesh-footed shearwater	Other Seabirds	
XFL	Fluttering shearwater	<i>Code</i>	<i>Common Name</i>
XNP	Northern giant petrel	XAF	Antarctic fulmar
XTS	Short-tailed shearwater	XPR	Antarctic prion
XSH	Sooty shearwater	XGT	Australasian gannet
XSP	Southern giant petrel	XBG	Black-backed gull
XXP	Petrels, Prions and Shearwaters (<i>Unidentified</i>)	XSU	Boobies and Gannets
		XPV	Broad-billed prion
		XFP	Fairy prion
		XLB	Little blue penguin
		XMB	Masked booby
		XPS	Pied shag
		XRB	Red-billed gull
		XPP	Spotted shag
		XYP	Yellow-eyed penguin
		XLA	Gulls and Terns (<i>Unidentified</i>)
		XPG	Penguins (<i>Unidentified</i>)
		XHG	Shags (<i>Unidentified</i>)

APPENDIX 4: MANDATORY SEABIRD SCARING DEVICE SPECIFICATIONS

Introduction

This document acts as a reminder to vessel operators of the current specifications for seabird scaring devices issued in the circular Gazette notice of the 6th of April 2006 (Gazette No 33 pages 842 to 846).

(You must refer to the MFish appropriate regulation and gazette circular for full details to ensure you comply with all regulatory requirements).

Below is simply the specification details, for your vessel master to have a quick reference guide as to how to maintain and deploy these devices and remain compliant to the above circular.

Vessel crew should check their seabird scaring devices against this specification at regular intervals during the trip.

Seabird Scaring Device

**Seabird Scaring device means:
Paired Streamer (Tori) lines; Bird Baffler; Warp Deflector**

Current allowable Specifications for the construction and deployment of the Seabird Scaring devices are issued for all vessels 28 m or greater in length that use a trawl net in the NZ EEZ, are required to carry and deploy one of the seabirds scaring devices. The device must be deployed as soon as possible after shooting the net and shall remain deployed for as long as practicable prior to the net being hauled

Bird Baffler

Two or more booms attached to the stern quarter of the vessel, with at least one boom attached to the starboard and port, stern quarters which are able to be lifted and lowered over the sides or stern of the vessel

- Each boom shall extend outwards not less than 4 m from the side or stern of the vessel
 - Dropper lines shall be attached to the booms no more than 2 m apart
 - Plastic cones, rods or other brightly coloured durable material shall be attached to the ends of the dropper lines
 - The bottom of these cones, rods, lines and materials etc must be not more than 0.5m above the water line(in the absence of wind or swell)
 - Lines & webbing may be attached between the dropper lines to prevent tangling
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APPENDIX 4: MANDATORY SEABIRD SCARING DEVICE SPECIFICATIONS,

CONTINUED

Paired Streamers

Two lines of a minimum of 8 mm in diameter shall be of a length so when deployed have an **aerial extent of at least 10 metres behind the point at which the trawl warps enter the water (in the absence of wind or swell).**

Streamer lines shall be attach to the port and starboard sides of the vessel from a **point as close to 2 metres above the trawl blocks** as practicable and as close to the stern as practicable. Streamer lines shall be attached either;

- **Between 1 to 3 m from the outside edge of the trawl blocks** on both sides; one a side arm if necessary; or
- **To a “boom and bridle” system** that allows the streamer lines to be adjusted on a horizontal plane in order to vary the distance between the streamer line attachment point and the outside of the trawl blocks and is positioned to ensure maximum protection of the trawl warps at all times.

An object shall be attached at the seaward end of each of the streamer lines. The object must have sufficient drag on the streamer line that it is taut behind the vessel at all times.

Branched streamers, each comprising of **two strands of fluorescent red, yellow, orange or pink plastic tubing of a minimum of 3 mm in diameter**, shall be attached **no more than 5 meters apart** commencing no more than **5 metres from the point of attachment** of the streamer line to the vessel.

Each of the **branched streamers must reach the sea surface** in the absence of wind and swell. Branched streamer length will therefore vary depending vary depending on the height, **every branched streamer must be at least 1 metre in length.**

Each branched streamer shall be attached to the streamer line in a manner to prevent fouling of individual branched streamers on the main streamer line and to ensure vertical displacement of individual branched streamers to the water line in the absence of wind or swell.

Warp Deflector

Warp deflector is a weighty device fixed to each warp with clips or hooks, which allows for the device to slide up or down the warp freely and to stay aligned under each warp.

When set the backbone of the device **must extend under the warps from a point not less than 4 metres behind the stern** and extend as **close as practicable to the point where the warps enter the water** in the absence of wind or swell.

The backbone of the device shall be made of rope or metal and shall be fitted with colourful **durable material of no less than 300 mm in length**, woven or tied to the backbone **at spacing of no less than 250 mm apart** in a manner designed to create a visible deterrent.
