

APPENDICES

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Weather conditions and sea state

Beaufort wind scale

Wind force	Speed in knots	Description
0	less than 1	calm
1	1 to 3	light air
2	4 to 6	light breeze
3	7 to 10	gentle breeze
4	11 to 16	moderate breeze
5	17 to 21	fresh breeze
6	22 to 27	strong breeze
7	28 to 33	near gale
8	34 to 40	gale
9	41 to 47	strong gale
10	48 to 55	storm
11	56 to 63	violent storm
12	64 and over	hurricane

When wind changes clockwise it is said to veer.

When wind changes anticlockwise it is said to back.

Sea state code

Code figure	Description	Mean maximum height of wave in metres (and feet)
0	calm (glassy)	0
1	calm (rippled)	0 to 0.3 (0 to 1)
2	smooth (wavelets)	0.3 to 0.6 (1 to 2)
3	slight	0.6 to 1.2 (2 to 4)
4	moderate	1.2 to 2.4 (4 to 8)
5	rough	2.4 to 4.0 (8 to 13)
6	very rough	4.0 to 6.1 (13 to 20)
7	high	6.1 to 9.2 (20 to 30)
8	very high	9.2 to 13.8 (30 to 45)
9	phenomenal (might exist in centre of hurricane)	over 13.8 (45)

Important radio frequencies and the phonetic alphabet

Radio frequencies

SSB radiotelephone in kHz (simplex)	VHF in mHz
1. Distress, urgency, safety and calling frequencies	
2182	156.800 (channel 16)
4125	
6215	
8291	
12290	
16420	
2. On-the-scene search and rescue (SAR) frequencies	
2182	156.800 (channel 16)
3023 (aeronautical)	156.300 (channel 6)
4125	
5680 (aeronautical)	
3. Ship-to-ship navigation safety	
	156.650 (channel 13)
4. General ship-to-ship communication frequencies	
2638	156.875 (channel 77)
4146	
4149	
6224	
6230	
8297	
12353	
12356	
16528	
16531	
22159	

Other frequencies can be found in the *Manual for Use by Maritime Mobile and Maritime Mobile-Satellite Services*, published by ITU.

Phonetic alphabet

Letter	Code	Letter	Code	Number	Code
A	Alfa	N	November	0	Nada-zero
B	Bravo	O	Oscar	1	Una-one
C	Charlie	P	Papa	2	Bisso-two
D	Delta	Q	Quebec	3	Terra-three
E	Echo	R	Romeo	4	Karte-four
F	Foxtrot	S	Sierra	5	Panta-five
G	Golf	T	Tango	6	Soksi-six
H	Hotel	U	Uniform	7	Sette-seven
I	India	V	Victor	8	Okto-eight
J	Juliet	W	Whiskey	9	Nove-niner
K	Kilo	X	X-ray	Decimal	Decimal
L	Lima	Y	Yankee	Full stop	Stop
M	Mike	Z	Zulu		

Glossary of nautical terms

abaft	behind
abeam	at right angles to the fore and aft line of a vessel, 090° relative
ahead	in front of a vessel, 000° relative
aloft	up a mast or a funnel
amidships	toward the middle of a vessel
astern	towards the stern, 180° relative
athwartships	across a vessel, or side-to-side
beam	the measured width of a vessel
bearing	horizontal direction measured from 000° to 360° going clockwise; also a mechanical part
bilge	the space below the chine in the engine room or cargo hold
bilge keel	a stabiliser running fore and aft usually on the chine
bitt	mooring post on a vessel
block	an apparatus used for changing the direction of a moving line and for lifting — a block consists of a shell, a sheave (grooved pulley), a pin, and a shackle
block and tackle	two blocks and a line used to raise and lower a boom or to lift cargo — a block and tackle gives a mechanical advantage
bollard	mooring post on a wharf
boom	a pivoting horizontal spar on a mast used for lifting cargo
bow	the forward-most part of a vessel
bulkhead	the wall or partition that separates compartments of a vessel
bulwarks	the built-up part of the railing surrounding a vessel at deck level
bunkers	fuel space; also refuelling
cap rail	the reinforced top part of the bulwarks — often just called the rail
capstan	a mechanically powered spindle sometimes called a cathead that is used for pulling lines such as anchor lines or mooring lines
catenary	the natural sag in a line, sometimes called the catenary curve
chine	that part of the hull where the side and bottom plates meet
chock	an open or closed line guide
cleat	a cattle-horn-shaped bitt for securing mooring lines or lifting lines
coaming	a raised opening to a hold that prevents water entering the hold — usually about 50 or 60 cm above the deck
cofferdam	an empty compartment between fish hold and bunker space or fish hold and engine room
collision bulkhead	a secure, watertight bulkhead separating the bow and stem from the fo’c’sle or forepeak
compass bearing	direction in relation to north on the compass, either true or magnetic
compass point	11.25 degrees (11¼°) — there are 32 points on the compass
cutlass bearing	a tubular brass and rubber or nylon bearing that supports the main shaft where it exits the hull
davit	a small crane used for lifting
dead ahead	000° relative to the vessel
dead astern	180° relative to the vessel
deck	the floor plates of a vessel
depth	the measured distance from the main deck to the keel of a vessel
dog	a levered handle used to secure a hatch
downhill	travelling in a following sea
draft	the measured distance from the waterline to the keel of a vessel
fairlead	a chock with rollers for guiding a line

fid	a conical pin or spike used in splicing rope
fix	to determine a vessel's position using compass, charts, radar, land features and vessel electronics
flake	to lay a line down for storage — sometimes called fake
flopper-stopper	usually paired vanes that hang from outriggers and reduce the roll of a vessel that is underway — also called stabilisers
flush hatch	a hatch with no coaming
flybridge	outside station on the roof of the wheelhouse
fo'c'sle (or forecastle)	the bow compartment just aft of the collision bulkhead, when it is used for crew's quarters
following sea	when the sea is on the stern, the vessel is going downhill
fore and aft	lengthwise on a vessel
forepeak	forward most compartment on a vessel, just aft of the collision bulkhead
forward	toward the bow
freeboard	the part of the vessel between the water line and the continuous deck level
funnel	air duct for cooling exhaust stacks or compartments
galley	the kitchen
hatch	the opening to a hold
hatch cover	a removable cover that seals the hatch
hawser	a large diameter line used for mooring, anchoring, or towing
helm	the steering-wheel or tiller of a vessel, the main control station
hip	aft of the bow but forward of the beam of a vessel — there is a starboard hip and a port hip
hold	a space for storing cargo or fish, accessible by a hatch
hull	the outside structure (shell) of the vessel
keel	the fore and aft backbone of a vessel, where the bottom plates come together
keel cooler	looped through-hull pipes mounted between the keel and the chine that use seawater to cool engine cooling water, hydraulic oil or refrigerant
ladder	the steps going from one deck to another or into a hold
lazarette	the rudder room
let go	to drop the anchor
list	fall over to one side
lee side	side away from the wind
length over all (LOA)	the measured length of a vessel from stem to stern
length on the waterline (LWL)	the measured length of a vessel at the waterline
make fast	to secure a line to a bitt or bollard
mast	vertical post that supports booms, outriggers, antennae and other rigging
open block	a block that is open on one side of the shell to receive the bight of a line
outside station	a remote helm, usually on deck or on a flybridge
pintle bearing	a tubular bearing on the shoe plate that supports the rudder post
pitch	up-and-down movement of the bow and stern of the vessel
port	left side facing forward
position	vessel's latitude and longitude
quarter	the part of the hull that is aft of midships but forward of the stern — there is a port quarter and a starboard quarter
quarter the sea	heading at a 45° angle into the sea, especially in rough weather
range	distance — usually given in nautical miles (nm)
relative bearing	direction relative to a vessel, where dead ahead is bearing at 000°
roll	side-to-side movement of a vessel, usually when it's in the trough
rub rail	a reinforcing rail usually running fore and aft between the chine and the deck on the outside of the hull

rudder	a moveable vane just aft of the propeller that steers the vessel
rudder post	the shaft of the rudder that extends from the lazarette to the shoe plate
rudder post housing	a vertical tube in the lazarette with a stuffing box and bearing
rules of the road	International Regulations for Preventing Collisions at Sea
scupper	a freeing port (opening) usually cut into the bulwarks
scuttle	entrance to the engine room from the deck
set and drift	the direction and velocity of the current
shackle	a 'U' shaped link with a removable pin used for joining chains or other apparatus. A shackle of anchor chain is equal to 27.5 m (15 fa) of chain — with the lengths joined by a shackle
sheave	grooved pulley or roller portion of a block that takes the bight of a line
shoe plate	an extension of the skeg that supports the rudder post and holds the pintle bearing
shroud	wire support on a mast or rigging running athwartships
single screw	vessel with one main engine and one propeller
skeg	an extension of the keel that houses the propeller shaft and extends under the propeller
skipper	the captain
snatch block	a block that can be opened and closed to receive the bight of a line
spring line	a mooring line used to pull or spring a vessel into or away from a wharf using the vessel's forward or reverse motion
stabiliser	flopper-stopper or bilge keel or other device to reduce the roll of a vessel
stack	dry exhaust pipe
stanchion	upright post or support
starboard	right side facing forward
stay	wire support on mast or rigging running fore and aft
stem	the forward-most line of the bow
stern	the after-most part of a boat
stuffing box	the shaft gland
take a turn	run a line around a bitt or bollard
through-hull	any fitting that penetrates the hull
transom	the after-most portion of the shell of the hull
trough	that portion of the sea lying between the waves; to be 'in the trough' means that the sea is abeam
twin screw	vessel with two main engines and two propellers
underway	any vessel that is not anchored, aground, or tied to a wharf or pier; a vessel drifting is underway with no way on
uphill	travelling going into the sea
vessel	boat
waterline	sea-level line on the outside of a vessel, changes with load
watertight	a bulkhead or hatch that will not let water in when sealed
weigh	to raise the anchor
wheelhouse	the superstructure where the vessel is operated from, contains the helm and compass, and all navigational aids — also called the bridge
windward side	side the wind is on
yaw	when the stern of a moving vessel tries to overtake the bow as in a following sea
zinc	sacrificial anode that prevents hull, shaft, and engine parts from rusting

Main species caught on a horizontal longline in the Pacific

English	French	Japanese	Scientific
albacore tuna	germon, thon blanc	tombo, binnaga maguro	<i>Thunnus alalunga</i>
bigeye tuna	thon obèse	mebachi maguro, shibi	<i>Thunnus obesus</i>
big-scaled pomfret	castagnole fauchoir, brème noire	hirejiro-manzai-uo	<i>Taractichthys longipinnis</i>
black marlin	makaire noir	shiro kajiki	<i>Makaira indica</i>
Indo-Pacific blue marlin	makaire bleu de l'Indo-Pacifique	kuro kajiki	<i>Makaira mazara</i>
blue shark	peau bleue	yoshikiri zame	<i>Prionance glauca</i>
escolar	escolier noir	bara mutsu	<i>Lepidocybium flavobrunneum</i>
great barracuda	barracuda	onika masu	<i>Sphyræna barracuda</i>
mahi mahi, dolphin fish	coryphène commune	shiira	<i>Coryphaena hippurus</i>
oceanic whitetip shark	requin océanique	yogore	<i>Carcharhinus longimanus</i>
opah, moonfish	opa, lampris	akamanbo, mandai	<i>Lampris guttatus</i>
Pacific bluefin tuna	thon rouge du Pacifique	kuro maguro	<i>Thunnus orientalis</i>
sailfish	voilier de l'Indo-Pacifique	basho kajiki	<i>Istiophorus platypterus</i>
shortbill spearfish	makaire à rostre court	furai kajiki	<i>Tetrapterus angustirostris</i>
short-finned mako shark	taupe bleu	ao zame	<i>Isurus oxyrinchus</i>
silky shark	requin soyeux	kurotogari zame	<i>Carcharhinus falciformis</i>
skipjack tuna	bonite à ventre rayé	katsuo	<i>Katsuwonus pelamis</i>
snake mackerel	escolier serpent	kurotachi kamasu	<i>Gempylus serpens</i>
southern bluefin tuna	thon rouge du sud	minami maguro	<i>Thunnus maccoyii</i>
striped marlin	marlin rayé	ma kajiki, nairaigi	<i>Tetrapterus audax</i>
swordfish	espadon	me kajiki, shutome	<i>Xiphias gladius</i>
thresher shark	requin renard	onaga zame	<i>Alopias</i> spp.
tiger shark	requin tigre commun	itachi zame	<i>Galeocerdo cuvier</i>
wahoo	thazard-bâtard	kamasu sawara	<i>Acanthocybium solandri</i>
yellowfin tuna	albacore, thon jaune	kihada maguro, shibi	<i>Thunnus albacares</i>

Sample pre-departure checklist

Vessel: Name:			Departure: Date:		
Engine hours before departure:			Trip number:		
			Signed	Checked	Action taken
Fuel					
Engine oil (# of litres)					
Fresh water (# of litres)					
Spare oil filters	Yes	No			
Spare fuel filters	Yes	No			
Spare alternator belt	Yes	No			
Spare cooling pump belt	Yes	No			
Engine oil level checked	Yes	No			
Gear oil level checked	Yes	No			
Battery water level checked	Yes	No			
Cooling water level checked	Yes	No			
Bilge water level					
Bilge pump working	Yes	No			
Life raft on board	Yes	No			
Life ring on board	Yes	No			
No. of smoke flares					
No. of red flares					
Medical kit					
No. of parachute flares					
EPIRB tested	Yes	No			
Compass light working	Yes	No			
Torch checked and working	Yes	No			
Spare torch battery on board	Yes	No			
VHF working	Yes	No			
SSB working	Yes	No			
Navigation lights working	Yes	No			
Echo sounder/GPS working	Yes	No			
Fire extinguisher full	Yes	No			
Any electrical problems	Yes	No			
Any electronic problems	Yes	No			
Any engine problems	Yes	No			
Captain: Crew: Crew:			Crew: Crew: Crew:		

I certify that the above information is true to the best of my knowledge and that the vessel is equipped according to company guidelines and ready for departure.

Signed:

CAPTAIN

ENGINEER

South Pacific Regional Longline Logsheet instructions

Block One: Vessel Identification and Trip Information

Country of Registration and Registration Number in Country of Registration: Print the name of the country in which the vessel is registered (e.g. “Japan”) and the registration number issued by the country in which the vessel is registered (e.g. “ME1-808”).

FFA Regional Register Number: Print the number issued by the Forum Fisheries Agency for inclusion of the vessel on the FFA Regional Register (e.g. “12345”).

FFA Type Approved ALC (Y/N) ?: Print “Y” if the vessel has an FFA Type Approved Automatic Location Communicator (ALC) on-board. Print “N” if the vessel does not have an FFA Type Approved ALC onboard.

Fishing Permit or Licence Number(s): If the vessel fished under one or more bilateral access agreements, then print the fishing permit number issued by each of the coastal states in whose waters the vessel fished during the trip. If the vessel fished under a multilateral treaty, then print the fishing permit number issued to the vessel under the multilateral treaty. If the vessel is registered in the coastal state, then print the fishing licence number issued by the coastal state.

Name of Agent in Port of Unloading: Print the name of the agency or agencies which represented the vessel in the port or ports in which the vessel unloaded the catch recorded on the logsheet.

Year: Print the year in which the vessel departed from port at the start of the trip.

Hooks between Floats: Print the number of hooks used between successive two floats.

Primary Target species: Print the primary target species for this trip.

Block Two: Catches

Complete at least one line of Block Two for each set that was made during the trip. If no sets were made during the day, then provide the Month, Day, Activity Code, and the 01:00 UTC Position. If necessary, use more than one line to record the catch of other species.

Month and Day: The day should correspond to the day on which the crew started the set.

Activity Code: Use Activity Code 1 (‘A set’) if the line in Block Two corresponds to a set of the longline gear in the water. Use Activity Code 2 (‘A day at sea but not fished or transit’) if the vessel was at sea, but the longline gear was not placed in the water that day and the vessel was not in transit. Use Activity Code 3 (‘Transit’) if no sets were made and the vessel spent most of the day in transit. Use Activity Code 4 (‘In port - please specify’) if no sets were made and the vessel spent most of the day in port. If no code exists, please describe the activity on the form.

01:00 UTC or Set Position: If a set was made, print the position of the start of the set. If no sets were made during the day, print the position at 01:00 UTC. The position should be recorded to the nearest minute of latitude and longitude (e.g. “08–22 N” and “165–45 E”).

Set Start Time: Print the UTC time when the crew started placing the longline gear in the water.

Number of Hooks: Print the total number of hooks that were set.

Albacore, Bigeye and Yellowfin: Print number of fish caught and retained under *NO RET*. Print the total amount of the whole weights for albacore, and the gilled-and-gutted weights for bigeye and yellowfin, of all fish that were caught and retained, in kilogrammes, under *KG RET*. Print number of fish that were discarded under *NO DISC*.

Shark: Print the number of fish caught and retained, **excluding** fish from which only the fins were retained and not the body, under *NO RET*. Print the number of fish discarded, **including** fish from which only the fins were retained and not the body, under *NO DISC*.

Striped Marlin, Blue Marlin, Black Marlin, and Swordfish: Print number of fish caught and retained under *NO RET*. Print total amount of the processed weights of all fish that were caught and retained, in kilogrammes, under *KG RET*.

Other Species: Print the full name of the species under *NAME*. Print the number of fish caught and retained under *NO RET*. Print the total amount of the processed weights of all fish that were caught and retained, in kilogrammes, under *KG RET*. When more than one ‘other’ species occurs in a set, use additional lines on the logsheet.

Vessels Sighted: If other fishing vessels are sighted, write the name of the vessel, and other identifiers, such as the vessel type, on one line of the logsheet.

Whale Predation: If any fish were predated by whales, write the number of fish predated by whales on one line of the logsheet.