

*For use with Purse-Seine Observer Forms  
Revised SPC/FFA MARCH 2014*

# Purse-Seine Evaluation Form

Giving direct feedback to scientists, national coordinators and trainers

REVISED MARCH 2014						
<b>TRIP DETAILS</b>						
OBSERVER NAME	VESSEL NAME	DEPARTURE (SHIP DATE AND TIME)			DEPARTURE PORT	
		D D	M M	Y Y		h h
PLACEMENT PROG. OBSERVER TRIP ID NO.		RETURN (SHIP DATE AND TIME)			RETURN PORT	
		D D	M M	Y Y		h h
<b>DEBRIEFING DETAILS</b>						
NAME OF DEBRIEFER	OBSERVER PROG	START OF DEBRIEFING - DATE and TIME			SECOND TRIP ID NUMBER (if different)	
		D D	M M	Y Y		h h
NAME OF PRE-DEBRIEFER	OBSERVER PROG	END OF DEBRIEFING - DATE and TIME				
		D D	M M	Y Y	h h	m m

## *Purse-Seine Debriefing Sequence*

### **1. First Check (Pre-debriefing)**

(\*The first check should be done as soon as possible after the observer disembarks. Every effort should be made to have the first check finished well before the vessel departs from the port. )

- If the observer has disembarked at a home port, the first check will be carried out by the debriefer.
- If the observer has disembarked at another port, the first check will be carried out by a debriefer from the national observer programme (This may not be the debriefer who will complete the debriefing process).

#### ***i. GEN-3 form check {Documents vessel infringements}***

- The *GEN-3 form* is reviewed. The debriefer verbally questions the observer on each of the infringements listed on the *GEN-3 form* again. Any critical incidents occurring during the trip are immediately followed up by the debriefer. This is done by sending a copy of the *GEN-3 form*, as well as a full report of the critical incident to the boarding observer programme's 'Head of Surveillance' and their 'Observer Coordinator'.
- The original *GEN-3 form* will stay with the data

#### ***ii. Information check (Pre-check of data with advice on completion)***

- The information collected to date by the observer is lightly checked by the debriefer. The pre-debriefing section of the evaluation form is used to highlight things the national observer programme debriefer should check for, or ask specific questions about during debriefing. Some questions are asked at this stage to see if the observer has followed the correct procedures and advice is given to the observer on how to complete their report. Questions to be asked during debriefing are noted on the pre-debriefing list. (Always advise the observer to; ensure their start of set times are submitted on regional standard data forms, complete their written report. Check that the correct trip ID number is checked if possible.)

**Once the written report is complete (a maximum of 7 days after the observer's arrival to port) debriefing can start.**

### **2. Debriefing Check**

#### ***iii. Trip Itinerary form check {Documents observer movements and allowances}***

- The Trip Itinerary form is checked.
  - The Trip Itinerary form will stay with the observer data until it is submitted to the boarding observer programme for payment.

***iv. PS Report Receipt form filled {Documents if the observer forms, notebooks, daily journal and the written report have been submitted. Printed on a secure envelope. Also***

*available as a loose form.)*

- The debriefer checks and documents if all forms and supporting journals have been submitted.
  - The debriefer should ensure that all data has been submitted on the regional standard data forms before the report receipt form is closed off. (Observer submitting information on paperwork other than the standard regional forms should be asked to re-write the information on the standard forms, during the pre-debriefing check.)
  - The trip id number should be fully verified at this stage. If an incorrect trip ID number has been used, it should be changed on all data forms. (The **main trip ID number** will be that of the boarding programme, and this will be the stated number when referring to the trip. However, the national observer programme ID will also be recorded inside the observer workbook, the debriefing forms, the report receipt form and on the SPC database).
- Once the report receipt form/envelope is complete, the observer data should be placed inside a secure envelope.

*v. PS Debriefing form filled {Checks each data field on the observer forms, marks the observer's work and documents for the observer how they can improve their work.}*

- Before debriefing (Observer is not present). The written report is read and the data sheets are visually scanned by the debriefer.
  - During debriefing (The observer is present). The debriefer fills in the debriefing form. Where possible photocopies of any errors made by the observer are made and given to the observer as reference material.
  - After debriefing (Observer is not present). The evaluation form is completed.
- The completed debriefing form should be given to the observer after the evaluation form has been filled, along with copies of any errors that have been made.

*vi. PS Evaluation form filled {Summarises in a table what errors have been made by the observer for data field. Gives feedback to national coordinators and trainers on how observers are performing}.*

- Using the completed debriefing form the debriefer transfers the data quality check codes directly onto the evaluation form.
- The completed evaluation form stays with the observer data.

Fully debriefed observer data should be kept in a secure area until it is processed (entered into the data base). If the boarding observer programme is not responsible for processing the observer data, it should be photocopied or scanned before it is forwarded for processing (normally to SPC).

### **Filling in the Debriefing form**

**The aim of debriefing is:**

- **To highlight the observer's errors.**
- **To give comprehensive feedback to observers, observer coordinators, trainers and other data users on what errors have been made.**
- **To suggest to observer how they can improve their work.**

### **Before debriefing starts;**

Ask the observer to ensure that the start of set date and time are consistent across all forms.

### **To start debriefing**

Fill in the debriefer's name on the front of the observer workbook.

### **During debriefing**

- *When checking the observer's data, we suggest;*
  - Check the data sheets by going through the same form types at the same time (for instance, check all the 'PS-2 Set Details' forms together and then the 'PS-4 Catch Monitoring').
  - Use an ordinary blue or black pen to fill in the debriefing form.
  - Highlight the problems (blanks/errors) on the data forms by circling them with a coloured pencil.
  
- Use the following colours of pencils to indicate who has marked the data forms.
  - The observer should use a blue pencil if they edit their data after the trip is complete.
  - The debriefer should use a green pencil if they edit the observer's data at any stage.
  - Data-entry personnel should use a red pencil if they edit the data during data entry.
  
  - If a mistake has been made explain the correct procedures to the observer. Refer to the PS Observer Guide to ensure you are giving the most up-to-date feedback to the observer.
  - Use personal experience to check the data. For instance, if the debriefer has recently boarded the Purse seiner the observer went out on, and they observed a track plotter onboard, but the observer failed to record one, the observer's data can be considered incorrect.
  - Ensure the data fields are filled in appropriately.
  - ✓ Only one response per data field is appropriate i.e. two activity codes should not be recorded in one data field. 9, 14.
  
  - ✓ Mathematical symbols should not be used in data fields. i.e.  $> 5\text{mt}$  or  $< 100\text{ mt}$
  
  - ✓ Vague data is not suitable i.e. 20 – 30 mt
  
  - ✓ Brackets should not be used either within data fields or to join data from two or more different data fields (may be used to join comments). { }
- Read all comments carefully. Errors are often found by reading the comments section, as the observer might say one thing in their comments, but record things differently in their data fields.

- **Fill in blank data fields, if possible.**

- If any data field has been left blank ask the observer why. Try to recover the correct information through questioning, by checking the rest of the data forms, and reviewing the trip report. If they did not understand the question explain it to them. If they tried to get the information but couldn't – i.e. some vessel details for instance, tell them to put a dash in the data field and give a reason for the dash in the comments section. You should question the observer about all dashes and all blank data fields. Especially dashes where information would normally be expected.

- **Change errors, whenever possible.**

- Sometimes a simple mistake will be made and the debriefer will be confident that they know the correct information. In this case, the debriefer should retrieve the data by correcting the error. Note down the correct information on the data form in a neat manner. If possible note the correct response just outside the circled error, if this is not possible place it in the comments section, but preferable on the same line as the error.
  - If you are not sure what the correct answer is (sometimes it is not possible to know) it is enough to just circle the error on the side of the form. This will highlight the error for other personnel who will look at the data.
  - If you suspect an error has been made, but are not sure circle the error. This will highlight the problem for other data users, who may be in a better position to decide whether a mistake has been made or not. However, debriefers will normally have the best opportunity to decide if a mistake was made, as they can directly question the observer.
- Debriefers should limit their own comments on the data forms to a minimum. Generally, it should be sufficient to circle the error on the form. If comments must be made on the data forms, they should be made in comments section.
  - Check through the forms focusing on one sub-section of the data-fields at a time. Indicate the results of the check on the debriefing form by circling one of the pre-listed data quality codes.
    - **Inc** – Incomplete. The data fields were presented blank either on one, some, or all forms. The debriefer was unable to find the correct information to fill in all blank data field(s).
    - **InR**- *Incomplete, retrieved*. The data fields were presented blank on one, some or forms, however, the debriefer was able to retrieve the correct information and fill in all of the blank data fields.
    - **Er** – *Error*. A mistake was made by the observer. The debriefer was unable to correct the information.
    - **ErR** – *error, retrieved*. A mistake was made by the observer, but the debriefer was able to retrieve (correct the mistake) and fill in the correct information.

- **Cc** – *Correct*. The observer submitted data that was fully complete and correct.
- **DnE** – *Did not encounter*. This box has been placed at the top of some sections of the debriefing form to allow debriefers to move quickly through data sections which were not relevant to the trip. DnE means that the item was not encountered during the trip, for instance no pollution was encountered or observed during the trip, no species of special interest were encountered or observed during the trip, no other vessels were encountered or observed during the trip.

However, debriefers should be aware that when events do not happen i.e. when no pollution is observed observers are still required to fill in the header details of at least one form (i.e. GEN-6) and make a comment on the form to confirm that no pollution occurred. The debriefing form caters for this by asking debriefers to check that the correct amounts of forms were submitted.

‘Did not encounter’ (DnE) code is not available on other areas of the debriefing form even though the debriefer may find that the observer did not encounter other items – such as sharks instance. In these cases the debriefer should confirm that the item was not encountered by questioning the observer, cross-checking with the written report and the diary and then if the debriefer is satisfied that the observer has correctly recorded no sharks they can simply circle ‘Cc - complete and correct’.

- **X** – *X factor*. The data is correct, however it looks incorrect, and is not consistent with previous data collected by observers. The debriefer has confirmed that the data is correct.
- **RGKQ**

The Random General Knowledge Test has been introduced to capture an observer’s over-all skills. The debriefing and evaluation forms only assess the observer on the type of events they encountered during their last trip. The RGKT goes beyond that and can be used to question an observer more thoroughly across a broad range of observer skills. For instance, the observer might get all their species identification data correct on their form. However, by applying the RGKT you can ask them more questions, about species that they haven’t seen during the trip for instance, i.e. birds maybe and check if their observer skills in this area are properly up to date.

The debriefer should choose five RGKT questions during the whole debriefing process and ask as many probing questions as possible to assess the observer in this area. Circle the tick if the observer shows a comprehensive understanding of this work area. Circle the cross if the observer lacks full understanding for this work area. If the RGKT is not done (and this will be the case for the majority of the sections on the debriefing form) then just leave these RGKT questions blank.

- If an error has been made specify exactly what the error was on the debriefing form.
- The comment should be written in a manner that will help the observers understand what their mistake was. It will also help the debriefer fill in the ‘Evaluation Form’ after debriefing. It may also be useful for the observer to note down the page numbers where the error has been made. A photocopy of the error can be made for the observer, if a photocopier is available.

- Read through the PS Observer Guide with the observer to make sure they know what the correct procedures are for collecting the information.

- Sum up for the observer how they have performed on each data field, by circling the feedback titles

- of the sentences at the end of each data field box on the debriefing form i.e.

**Revise!**

### **While debriefing keep an eye out that;**

The observer has not re-written their data. Errors on observer forms are often found in transcribed data. We do not expect the data sheets to look too perfect! (Within reason please!) If the data looks as if it has been transcribed remind the observer strongly not to transcribe their data, but to always record their data directly onto the observer forms.

- The observer has not used a pen to fill in their data forms. A '2B' pencil is always recommended.

- The observer has not written across their data fields. It makes their work look untidy, and makes the work of the data entry people harder. Comments should be kept to the comments area only. If extra spaces for comments are required they can be recorded in the observer's journal or the written report as long as they note the page number/ document type where the rest of the information can be found.

- The debriefing session is a good opportunity for us to get feedback from the observer. Find out what areas the observer is having difficulty with, and if they would like any parts of the forms changed.

- Take time to encourage, motivate and find out how things are going for the observer generally.

- If the observer has had to deal with any personal conflicts with the crew or captain, discuss the issues with them. Suggest ways that they can deal with these incidents in the future.

### **Filling in the Evaluation Form**

Transfer the data quality codes directly from the debriefing form onto the evaluation form.

If an error has been made, make a concise note in the notes section specifying what the error was. Use the terminology used in the 'Common Error Examples' when recording these notes. If a new type of error is seen, try to summarise what the error was as concisely as possible in the notes section. If X has been circled make a full and comprehensive report on why the data was coded X in the comments section of the form.

Note the observer trip id no here

**Pre-Debriefing Check** *(Use this area to note things that should be discussed with the observer during debriefing)*

Form Type / Page No./ Data Section	



#### FORM VERSION

1	PS Workbook was revised 2014	Y	N	If no, year is:	
2	PS Trip report was revised 2014	Y	N	If no, year is:	
3	PS-4 forms were revised 2014	Y	N	If no, year is:	
4	Extra PS-2 forms were revised 2014	Y	N	If no, year is:	
5	Extra PS-3 forms were revised 2014	Y	N	If no, year is:	
6	Extra GEN-5 forms were revised 2014	Y	N	If no, year is:	

#### ALL FORMS - HEADER DETAILS

7	Observer Name	Cc	Inc	InR	Er	ErR	X
8	Observer trip ID No.	Cc	Inc	InR	Er	ErR	X
9	Vessel Name	Cc	Inc	InR	Er	ErR	X
10	Page Numbers	Cc	Inc	InR	Er	ErR	X

#### SUP-2 WORKBOOK REFERENCE FORM

11	Observer Programme Details	Cc	Inc	InR	Er	ErR	X
12	Special Projects	Cc	Inc	InR	Er	ErR	X
13	Forms Management	Cc	Inc	InR	Er	ErR	X

14	A complete set	Cc	Inc	InR	Er	ErR	X
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**TRIP DETAILS**

15	Observer programme	Cc	Inc	InR	Er	ErR	X
16	Observer name & nationality	Cc	Inc	InR	Er	ErR	X
17	Trip ID number	Cc	Inc	InR	Er	ErR	X
18	Trip start and trip end location	Cc	Inc	InR	Er	ErR	X
19	Trip start (ship's date and time)	Cc	Inc	InR	Er	ErR	X
20	Trip end (ship's date and time)	Cc	Inc	InR	Er	ErR	X
21	Vessel name	Cc	Inc	InR	Er	ErR	X
22	Fishing Permits / Lic no.s	Cc	Inc	InR	Er	ErR	X
23	Vessel departure port & vessel departure date	Cc	Inc	InR	Er	ErR	X

**VESSEL CHARACTERISTICS**

24	Vessel Owner	Cc	Inc	InR	Er	ErR	X
25	Country Registration No.	Cc	Inc	InR	Er	ErR	X
26	IRCS & flag	Cc	Inc	InR	Er	ErR	X
27	UVI	Cc	Inc	InR	Er	ErR	X
28	Length and gross tonnage	Cc	Inc	InR	Er	ErR	X
29	Number of speed boats	Cc	Inc	InR	Er	ErR	X
30	Do tender boats work with catchers	Cc	Inc	InR	Er	ErR	X
31	Net skiff engine (make and power)	Cc	Inc	InR	Er	ErR	X
32	Cruising speed	Cc	Inc	InR	Er	ErR	X
33	Helicopter - make and model	Cc	Inc	InR	Er	ErR	X
34	Helicopter - registration no.	Cc	Inc	InR	Er	ErR	X
35	Helicopter - effective range	Cc	Inc	InR	Er	ErR	X
36	Helicopter- colour	Cc	Inc	InR	Er	ErR	X
37	Helicopter - No. of vessels the heli services	Cc	Inc	InR	Er	ErR	X

**FISHING GEAR**

38	Power block (make + model)	Cc	Inc	InR	Er	ErR	X
39	Purse-winch (make + model)	Cc	Inc	InR	Er	ErR	X
40	Net (Depth and Length) & units circled	Cc	Inc	InR	Er	ErR	X
41	Net no of strips	Cc	Inc	InR	Er	ErR	X
42	Net mesh size & units circled	Cc	Inc	InR	Er	ErR	X
43	Brail Capacity (brail 1 + brail 2)	Cc	Inc	InR	Er	ErR	X
44	Brailing description	Cc	Inc	InR	Er	ErR	X
45	Live fish brailing	Cc	Inc	InR	Er	ErR	X

**ELECTRONICS**

46	Y / N	Cc	Inc	InR	Er	ErR	X
47	Usage	Cc	Inc	InR	Er	ErR	X
48	Advances in technology	Cc	Inc	InR	Er	ErR	X
49	Make	Cc	Inc	InR	Er	ErR	X
50	Model	Cc	Inc	InR	Er	ErR	X
51	Comments	Cc	Inc	InR	Er	ErR	X
52	VMS (systems, usage, make and model)	Cc	Inc	InR	Er	ErR	X
53	Communication Services (phones + fax)	Cc	Inc	InR	Er	ErR	X
54	Information services (weather)	Cc	Inc	InR	Er	ErR	X
55	Information services (other)	Cc	Inc	InR	Er	ErR	X

**OTHER OBSERVERVATIONS**

56	Observations / gear / use of gear	Cc	Inc	InR	Er	ErR	X
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PS-1 FORM Page 2 - GENERAL INFORMATION FORM

57	A complete set	Cc	Inc	InR	Er	ErR	X
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STORAGE

58	Total possible storage	Cc	Inc	InR	Er	ErR	X
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CREW

59	Captain (name, yrs exp, nationality, licence no.)	Cc	Inc	InR	Er	ErR	X
60	Master (name, yrs exp, nationality licence no.)	Cc	Inc	InR	Er	ErR	X
61	Officers (name, yrs exp, nationality)	Cc	Inc	InR	Er	ErR	X
62	Crew (name, yrs exp, nationality)	Cc	Inc	InR	Er	ErR	X
63	Comments	Cc	Inc	InR	Er	ErR	X
64	Total number of crew (include capt + officers)	Cc	Inc	InR	Er	ErR	X

WASTE DISPOSAL SYSTEM

65	Y / N	Cc	Inc	InR	Er	ErR	X
66	Description	Cc	Inc	InR	Er	ErR	X

SAFETY EQUIPMENT

67	Lifejacket - provided + suitable size	Cc	Inc	InR	Er	ErR	X
68	Lifejacket - availability	Cc	Inc	InR	Er	ErR	X
69	Number of lifebuoys / life rings	Cc	Inc	InR	Er	ErR	X
70	Life rafts - number of people	Cc	Inc	InR	Er	ErR	X
71	Life rafts - inspection date + L or D	Cc	Inc	InR	Er	ErR	X
72	EPIRBs - 406 (Total No.)	Cc	Inc	InR	Er	ErR	X
73	EPIRBs - 406 (No. with expired batteries)	Cc	Inc	InR	Er	ErR	X
74	EPIRBs - other (Total No.)	Cc	Inc	InR	Er	ErR	X
75	EPIRBs - other (No. with expired batteries)	Cc	Inc	InR	Er	ErR	X

WELL DRAWINGS

76	Drawings & comments	Cc	Inc	InR	Er	ErR	X
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**PS-2 FORM - DAILY LOG**

77	A complete set	Cc	Inc	InR	Er	ErR	X
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**START OF THE DAY**

78	Ship's date and time	Cc	Inc	InR	Er	ErR	X
79	UTC date and time	Cc	Inc	InR	Er	ErR	X

**DAILY LOG**

80	Ship's time	Cc	Inc	InR	Er	ErR	X
81	Position (latitude + longitude)	Cc	Inc	InR	Er	ErR	X
82	Fishing position (always filled in for activity 1)	Cc	Inc	InR	Er	ErR	X
83	EEZ Code	Cc	Inc	InR	Er	ErR	X

**ACTIVITY CODE**

84	ACTIVITY CODE	Minimum of three	Cc	Inc	InR	Er	ErR	X
85		Excessive amount ( Y=observer correct)	Y	N				
86		Logical ( Y=observer correct)	Y	N				
87		End of day codes	Cc	Inc	InR	Er	ErR	X
88	SET INFO.	Every set has unique code 1	Cc	Inc	InR	Er	ErR	X
89		Net cleaning sets	Cc	Inc	InR	Er	ErR	X
90	INVESTIGATIONS	All free schools investigations recorded	Cc	Inc	InR	Er	ErR	X
91		Free school investigation for every set	Cc	Inc	InR	Er	ErR	X
92		Unique activity code 8	Cc	Inc	InR	Er	ErR	X
93		All floating object investigations recorded	Cc	Inc	InR	Er	ErR	X
94		Corresponding floating object investigation for any early morning set	Cc	Inc	InR	Er	ErR	X
95	Unique activity code 9	Cc	Inc	InR	Er	ErR	X	

**WIND**

96	Knots and degrees	Cc	Inc	InR	Er	ErR	X
97	Mostly aligned with sea state	Cc	Inc	InR	Er	ErR	X
98	Sea States	Cc	Inc	InR	Er	ErR	X

**HOW DETECT / SCHOOL ASSOCIATION CODES**

There is a corresponding how detected and school association code for every:

99	Code 1	Cc	Inc	InR	Er	ErR	X
100	Code 8	Cc	Inc	InR	Er	ErR	X
101	Code 9	Cc	Inc	InR	Er	ErR	X
102	Code 10	Cc	Inc	InR	Er	ErR	X
103	Code 12	Cc	Inc	InR	Er	ErR	X
104	Code 15	Cc	Inc	InR	Er	ErR	X
105	Code 17	Cc	Inc	InR	Er	ErR	X

**COMMENTS and Set No. - from PS-3**

106	Comments and set no. from PS-3	Cc	Inc	InR	Er	ErR	X
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**SIGHTINGS**

107	Sightings (tallied & filled)	Cc	Inc	InR	Er	ErR	X
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**GEN-3 FORM**

108	GEN-3 FORM	Cc	Inc	InR	Er	ErR	X
109	Journal Page	Cc	Inc	InR	Er	ErR	X

**PS-3 FORM - SET DETAILS**

110	A complete set	Cc	Inc	InR	Er	ErR	X
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**HEADER DETAILS**

111	Set No. (from page number)	Cc	Inc	InR	Er	ErR	X
112	Observer (start of set date and time)	Cc	Inc	InR	Er	ErR	X
113	Vessel (start of set date and time)	Cc	Inc	InR	Er	ErR	X

**SET SEQUENCE TIMES**

114	Set Sequence times	Cc	Inc	InR	Er	ErR	X
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**SET CATCH DETAILS**

115	Brail capacity (type 1 brail)	Cc	Inc	InR	Er	ErR	X
116	Sum of all brails (type 1 brail)	Cc	Inc	InR	Er	ErR	X
117	Brail capacity (type 2 brail)	Cc	Inc	InR	Er	ErR	X
118	Sum of all brails (type 2 brail)	Cc	Inc	InR	Er	ErR	X
119	Total catch	Cc	Inc	InR	Er	ErR	X
120	Less bycatch	Cc	Inc	InR	Er	ErR	X
121	Total tuna catch	Cc	Inc	InR	Er	ErR	X
<i>Under: Observer's breakdown of total tuna catch</i>							
122	Y / N circled	Cc	Inc	InR	Er	ErR	X
123	% data fields	Cc	Inc	InR	Er	ErR	X
124	Number of YFT tuna + number of BET	Cc	Inc	InR	Er	ErR	X

**BYCATCH**

125	Speces code (species identification checked later)	Cc	Inc	InR			
126	Fate code	Cc	Inc	InR	Er	ErR	X
127	Observer (mt + number)	Cc	Inc	InR	Er	ErR	X
128	Vessel log (mt + number)	Cc	Inc	InR	Er	ErR	X
129	Total weight of bycatch (observer + vessel log)	Cc	Inc	InR	Er	ErR	X

**TARGET TUNA: SKJ - YFT - BET**

130	<b>A: Observer estimates of total for each species caught</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
131	<b>Observer fate</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
132	<b>Observer mT</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
133	<b>Vessel fate</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
134	<b>Vessel mT</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
135	<b>B. Observer totals (mT) discards + RCC (a+b+c)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<i>Under: Tuna retained onboard for later unloading</i>							
136	<b>Fate</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
137	<b>Obs (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
138	<b>Vessel (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<i>Then under: RWW</i>							
139	<b>Observer (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
140	<b>Vessel (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<i>Under : Due to gear break/bycatch mitigation</i>							
141	<b>Observer (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
142	<b>Vessel (mt)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**SPECIES IDENTIFICATION**

143	<b>Target tuna</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
144	<b>All juvenile tuna</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
145	<b>All bycatch tuna</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

*Record in the boxes below any tuna species codes that remain incorrect after debriefing*

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146	<b>All billfish</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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*Record in the boxes below any billfish species codes that remain incorrect after debriefing*

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147	<b>All sharks</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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*Record in the boxes below any shark species codes that remain incorrect after debriefing*

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148	<b>Other species</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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*Record in the boxes below any 'other' species codes that remain incorrect after debriefing*

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149	<b>Species of Special Interest</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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*Record in the boxes below any SSI species codes that remain incorrect after debriefing*

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**TAGS**

150	<b>Tags</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**Comments**

151	<b>All comment areas</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**PS-4 FORM - LENGTH FREQUENCY**

152	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**SAMPLING DETAILS - SAMPLE TYPE**

153	<b>Only one ticked</b>	<b>Y</b>	<b>N</b>				
154	<b>If grab - (target no. of samples)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
155	<b>If spill - (brail # sampled + how many fish measured?)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
156	<b>If other - (use code)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
157	<b>Which brail size was sampled?</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
158	<b>Brail times</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
159	<b>No. of PS-4 forms used</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
160	<b>Measuring Instrument</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
161	<b>Calibrated this set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
162	<b>Comments on sampling protocol</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**SAMPLING DETAILS - BRAIL**

163	<b>Brail tallies</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
164	<b>Brail tally total number filled</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
165	<b>Total brails</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
166	<b>Sum of all brails</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
167	<b>Pattern: fullness</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
168	<b>Pattern: samples</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**LENGTH FREQUENCIES**

169	<b>Species Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
170	<b>Length - cm</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
171	<b>Column totals</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
172	<b>LF data reflects sample type</b>	<b>Y</b>	<b>N</b>				

**PAGE TOTALS**

173	<b>Number sampled</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
174	<b>Sum of lengths</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
175	<b>Average length</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**LENGTH MEASUREMENTS**

176	<b>Tuna, Shark and bycatch</b>	<b>Cc</b>	<b>Er</b>				
177	<b>Billfish</b>	<b>Cc</b>	<b>Er</b>				
178	<b>Turtles</b>	<b>Cc</b>	<b>Er</b>				
179	<b>Rays</b>	<b>Cc</b>	<b>Er</b>				
180	<b>Fish with no fork in their tails</b>	<b>Cc</b>	<b>Er</b>				

**PS-5 FORM - WELL TRANSFER RECONCILIATION FORM**

181	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**All FORM DATA FIELDS**

182	<b>Date and Time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
183	<b>Well activity codes</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
184	<b>Source</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
185	<b>Destination</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
186	<b>Metric tonnes moved</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
187	<b>Vessel change</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
188	<b>New cumulative total</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
189	<b>Recorded on logsheet</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
190	<b>Comments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
191	<b>CR well numbers</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>



Debrief

If necessary, provide an explanation for any PS form questions marked X; or other comments you might have.

QUESTION NUMBER	EXPLANATION

**GEN-1 + GEN -1 SUPPLEMENTARY FORM -  
VESSEL SIGHTINGS, TRANSFER LOG**

**DNE**

192	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**VESSEL OR AIRCRAFT SIGHTINGS**

**DNE**

193	<b>Ship's time - date and time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	
194	<b>Observer's vessel position</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	
195	<b>SIGHTED VESSEL OR AIRCRAFT</b>	<b>Name</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
196		<b>IRCS</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
197		<b>Flag</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
198		<b>Type Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
199	<b>Compass bearing and distance</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	
200	<b>Action code and photo frame</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	
201	<b>Photo frame #</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	
202	<b>Comments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>	

**FISH TRANSFERS, DUMPING, BUNKERING**

**DNE**

203	<b>Observer's vessel - Ship's date and time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
204	<b>Observer's vessel - Position</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
205	<b>Other vessel - name</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
206	<b>Other vessel - IRCS</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
207	<b>Other vessel - Flag</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
208	<b>Other vessel - Type Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**FISH TRANSFERRED**

**DNE**

209	<b>Species</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
210	<b>Units (weight or No)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
211	<b>Action Code - host vessel</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
212	<b>Comments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**GEN-2 FORM - SPECIES OF SPECIAL INTEREST**

213	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
	<b>THE SPECIES WAS</b>	<b>DNE</b>					
214	<b>Species code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
215	<b>Species description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
216	<b>'The species was' ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
217	<b>Time of first observer sighting</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
218	<b>Final Encounter - ship's date and time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
219	<b>Final Encounter - position</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
220	<b>Did the observer sight before set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
	<b>SPECIES LANDED ON DECK</b>	<b>DNE</b>					
221	<b>Landed - Condition Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
222	<b>Landed - Condition Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
223	<b>Discarded - Condition Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
224	<b>Discarded - Condition Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
225	<b>Length</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
226	<b>Length Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
227	<b>Sex</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
228	<b>Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
	<b>TAGS</b>	<b>DNE</b>					
229	<b>Retrieved - tag number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
230	<b>Retrieved - type and organisation</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
231	<b>Placed - tag number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
232	<b>Placed - type and organisation</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
	<b>INTERACTION WITH VESSEL OR VESSEL GEAR</b>	<b>DNE</b>					
233	<b>Vessel Activity ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
234	<b>Start of Interaction - No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
235	<b>Start of Interaction - Condition Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
236	<b>End of Interaction - No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
237	<b>End of Interaction - code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
238	<b>End of Interaction - Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
239	<b>Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
	<b>SPECIES SIGHTED</b>	<b>DNE</b>					
240	<b>Vessel activity when sighted</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
241	<b>Number sighted</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
242	<b>Number of adults</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
243	<b>Number of juveniles</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
244	<b>Estimate the overall length(s)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
245	<b>Distance from vessel</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
246	<b>Species behaviour when sighted</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**GEN-2 FORM - SSIs -Supplementary**

**DNE**

247	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**HEADER DETAILS**

**DNE**

248	<b>Measuring Instrument</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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249	<b>Start of Set Date and Time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**SPECIES AND SEX**

**DNE**

250	<b>Species code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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251	<b>Sex</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**LENGTH**

**DNE**

252	<b>Length</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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253	<b>Length Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**CONDITION**

**DNE**

254	<b>Condition code - landed</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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255	<b>Condition code - discarded</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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256	<b>Description</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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257	<b>Further comments (back of form)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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258	<b>More measurements</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**GEN-3 FORM - VESSEL TRIP REPORT**

259	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>HEADER DETAILS</b>							
260	<b>Observer programme</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
261	<b>Nationality of boarding vessel ( see box on right)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
262	<b>Observer name, nationality, trip ID number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
263	<b>Vessel name</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
264	<b>Coastal state licences</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
265	<b>Country Reg No.</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
266	<b>UVI, IRCS</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
267	<b>Vessel flag</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
268	<b>Vessel gear type</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>RS- OBSERVER RIGHTS / SOCIAL BEHAVIOUR</b>							
269	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
270	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>NATIONAL REGULATIONS</b>							
271	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
272	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>WCPFC - CMMs</b>							
273	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
274	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>LOGSHEET RECORDING</b>							
275	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
276	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>SPECIES OF SPECIAL INTEREST - SSIs</b>							
277	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
278	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>POLLUTION</b>							
279	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
280	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
<b>SEA SAFETY</b>							
281	<b>Ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
282	<b>Page No</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

GEN-3 FORM - page 2 - VESSEL TRIP REPORT

283	A complete set	Cc	Inc	InR	Er	ErR	X
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EXPLANATION

284	Description is clear	Cc	Inc	InR	Er	ErR	X
285	Journal Page numbers indicated	Cc	Inc	InR	Er	ErR	X
286	Signature & Date	Cc	Inc	InR	Er	ErR	X

**GEN-4 FORM - CONVERSION FACTORS**

**DNE**

287	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**HEADER DETAILS**

**DNE**

288	<b>Measuring Instrument</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
289	<b>Make Model and Capacity of Scales</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
290	<b>Ship's start and ship's end : Date &amp; time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**DETAILS OF WEIGHTS & MEASUREMENTS**

**DNE**

290	<b>Set number &amp; ships's time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
291	<b>Label number and species Code</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
292	<b>Lengths</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
293	<b>Weights</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
294	<b>Processed Weights</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
295	<b>Landed weight</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
296	<b>Comments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**GEN-5 FORM - FAD INFORMATION RECORD**

**DNE**

297	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**INVESTIGATION INFORMATION**

**DNE**

298	<b>Date and time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
299	<b>Set number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
300	<b>Object Number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
301	<b>Origin of FAD</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
302	<b>Deployment Position</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**FAD**

**DNE**

303	<b>FAD as found</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
304	<b>FAD lifted Y / N</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
305	<b>FAD as left</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**FAD MATERIALS**

**DNE**

306	<b>Main materials</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
307	<b>Net/ mesh size</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
308	<b>Attachments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
309	<b>Max est. depth</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
310	<b>FAD length</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
311	<b>FAD width</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
312	<b>Buoy number</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
313	<b>FAD / Payao No. and or markings</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**SPECIES OF SPECIAL INTEREST**

**DNE**

314	<b>SSI Seen</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
315	<b>SSI Trapped</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**OTHER**

**DNE**

316	<b>Comments / Change details</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
317	<b>Diagrams</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>



**GEN-6 - POLLUTION REPORT****DNE**

318	<b>A complete set</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
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**INCIDENT DETAILS****DNE**

319	<b>Ship's date and time</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
320	<b>Position</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
321	<b>EEZ / Harbour</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
322	<b>Wind direction + speed</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
323	<b>Sea conditions and current</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
324	<b>Observer's vessel activity</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
325	<b>Name of offending vessel</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
326	<b>IRCS and type of vessel</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
327	<b>Your position from offending vessel (compass + distance)</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**WASTE DUMPED OVERBOARD****DNE**

328	<b>Material ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
329	<b>Describe type</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
330	<b>Describe quantity</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**OIL SPILLAGES AND LEAKAGES****DNE**

331	<b>Source ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
332	<b>Visual appearance / colour</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
333	<b>Describe area and quantity</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**ABANDONED or LOST FISHING GEAR****DNE**

334	<b>Activity ticked</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
335	<b>Describe gear</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
336	<b>Estimate quantity</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
337	<b>Other comments</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**QUESTIONS****DNE**

338	<b>Y / N</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>
339	<b>Photo Frame</b>	<b>Cc</b>	<b>Inc</b>	<b>InR</b>	<b>Er</b>	<b>ErR</b>	<b>X</b>

**TRIP RECONCILIATION - SUP-3 FORM**

340	A complete set	Cc	Inc	InR	Er	ErR	X
341	All travel details data fields	Cc	Inc	InR	Er	ErR	X

**ADVANCES AND CLAIMS- SUP-4 FORM**

342	A complete set	Cc	Inc	InR	Er	ErR	X
343	All advances and claims data fields	Cc	Inc	InR	Er	ErR	X

## TAG RECOVERY FORM

DNE

344	A complete set	Cc	Inc	InR	Er	ErR	X
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## CRITICAL TAG INFORMATION

DNE

345	Tag number	Cc	Inc	InR	Er	ErR	X
346	Date returned or date when tag found	Cc	Inc	InR	Er	ErR	X
347	Where found	Cc	Inc	InR	Er	ErR	X
348	Activity when found or process when found	Cc	Inc	InR	Er	ErR	X
349	Well number	Cc	Inc	InR	Er	ErR	X

## FISH INFORMATION

DNE

350	Species	Cc	Inc	InR	Er	ErR	X
351	Species Reliability	Cc	Inc	InR	Er	ErR	X
352	Fork length	Cc	Inc	InR	Er	ErR	X
353	How measure	Cc	Inc	InR	Er	ErR	X
354	Who measure	Cc	Inc	InR	Er	ErR	X
355	Fish Processed state when measured	Cc	Inc	InR	Er	ErR	X
356	Fish weight	Cc	Inc	InR	Er	ErR	X
357	How weighed	Cc	Inc	InR	Er	ErR	X
358	Fish processed state when weighed	Cc	Inc	InR	Er	ErR	X

## FISH CATCH INFORMATION

DNE

359	Date caught or date of catch	Cc	Inc	InR	Er	ErR	X
360	Latitude of catch	Cc	Inc	InR	Er	ErR	X
361	Longitude of catch	Cc	Inc	InR	Er	ErR	X
362	Describe fishing areas	Cc	Inc	InR	Er	ErR	X

## FISHERY INFORMATION

DNE

363	Vessel name	Cc	Inc	InR	Er	ErR	X
364	Flag	Cc	Inc	InR	Er	ErR	X
365	Fishing method	Cc	Inc	InR	Er	ErR	X
366	School type	Cc	Inc	InR	Er	ErR	X

## CARRIER INFORMATION

DNE

367	Carrier name	Cc	Inc	InR	Er	ErR	X
368	Carrier flag	Cc	Inc	InR	Er	ErR	X
369	Date of transshipment	Cc	Inc	InR	Er	ErR	X
370	Location of transshipment	Cc	Inc	InR	Er	ErR	X
371	Transshipment position	Cc	Inc	InR	Er	ErR	X

## FINDER INFORMATION

DNE

372	Finder's name	Cc	Inc	InR	Er	ErR	X
373	Finder's address	Cc	Inc	InR	Er	ErR	X
374	Port of recovery or country of recovery	Cc	Inc	InR	Er	ErR	X
375	Information received	Cc	Inc	InR	Er	ErR	X
376	Tag provided with this form	Cc	Inc	InR	Er	ErR	X
377	Form completed by	Cc	Inc	InR	Er	ErR	X

**PS WRITTEN REPORT**

378	1.0	Background	Incomplete	Weak	Good	Very Good	Excellent
379	2.0	Cruise Summary	Incomplete	Weak	Good	Very Good	Excellent
380	3.0	Data collected	Incomplete	Weak	Good	Very Good	Excellent
381	4.0	Vessel + Crew Details	Incomplete	Weak	Good	Very Good	Excellent
382	5.0	Fishing Strategy	Incomplete	Weak	Good	Very Good	Excellent
383	6.0	Enviromental Conditions	Incomplete	Weak	Good	Very Good	Excellent
384	7.0	Catch Details	Incomplete	Weak	Good	Very Good	Excellent
385	8.0	Sampling	Incomplete	Weak	Good	Very Good	Excellent
386	9.0	Other Projects	Incomplete	Weak	Good	Very Good	Excellent
387	10.0	Well Loading	Incomplete	Weak	Good	Very Good	Excellent
388	11.0	Vessels's Own Data Collection	Incomplete	Weak	Good	Very Good	Excellent
389	12.0	General	Incomplete	Weak	Good	Very Good	Excellent
390	13.0	Vessel Trip Monitoring	Incomplete	Weak	Good	Very Good	Excellent
391	14.0	Problems Encountered	Incomplete	Weak	Good	Very Good	Excellent
392	15.0	Conclusions / Recommendations	Incomplete	Weak	Good	Very Good	Excellent
393	16.0	Acknowledgements	Incomplete	Weak	Good	Very Good	Excellent

**THE JOURNAL**

394	Dates	Incomplete	Weak	Good	Very Good	Excellent
395	Times	Incomplete	Weak	Good	Very Good	Excellent
396	Page Numbers	Incomplete	Weak	Good	Very Good	Excellent
397	Headings	Incomplete	Weak	Good	Very Good	Excellent
398	Chronological Order	Incomplete	Weak	Good	Very Good	Excellent
399	Information Provided	Incomplete	Weak	Good	Very Good	Excellent
400	Sufficient Information	Incomplete	Weak	Good	Very Good	Excellent
401	New day / New page	Incomplete	Weak	Good	Very Good	Excellent
402	Hand writing	Incomplete	Weak	Good	Very Good	Excellent

**DATA PRESENTATION**

403	Directly	Cc	Er
404	Clear and legible	Cc	Er
405	One Response	Cc	Er
406	Vague data	Cc	Er
407	Comments	Cc	Er
408	Pencil (not pen)	Cc	Er
409	Previous data collection standards	Cc	Er

Further notes on the GEN and tag form etc or explain any X factor quality checks. *Note the observer trip id no here*

<i>Form Type / Query Number</i>	<i>Written Explanation</i>	