



CCAMLR

COMM CIRC 13/04
SC CIRC 13/03

Jueves, 10 Enero 2013

Información presentada por China acerca del reemplazo de un barco en la pesquería de kril

A TODOS LOS MIEMBROS DE LA COMISIÓN Y DEL COMITÉ CIENTÍFICO

De conformidad con el párrafo 5 de la Medida de Conservación 21-03, China ha informado que el barco de pesca Kai Fu ha sido sustituido por el Kai Li por razones de operación.

Andrew Wright
Secretario Ejecutivo

Adj.

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From: liuxiaobing [mailto:xiaobing.liu@hotmail.com]

Sent: Tuesday, 8 January 2013 11:52 AM

To: Andrew Wright

Cc: bofdwf@agri.gov.cn

Subject: notification by China for replacement the krill fishing vessel "KAI FU" with "KAI LI"

Dear Andrew:

I am sorry to inform you that Chinese krill fishing vessel "KAI FU" is not able to go for it's purpose for physical failure. And China will replace the vessel "KAI FU" with "KAI LI", which is another Chinese fishing vessel from the same company that is qualified for fishing krill in the convention area . "KAI LI" was engaged in krill fishing in 2010、 2012 in the convention area and registered in the secretariat. Please find the relevent information of "KAI LI" in the attached notification.

Best regards

Xiaobing Liu

ATTACHMENT 1

NOTIFICATION OF INTENT TO PARTICIPATE IN A FISHERY FOR *EUPHAUSIA SUPERBA* IN ACCORDANCE WITH CONSERVATION MEASURE 21-03

ANNEX 21-03/A

Member: P.R.CHINA

Fishing season: 2012-2013

Name of vessel: KAI LI

Expected level of catch (tonnes): 5000

Fishing technique: ☒ Conventional trawl
☐ Continuous fishing system
☐ Pumping to clear codend
☐ Other methods: Please specify _____

Method used for direct estimate of green weight of krill caught¹: *Codend measurement*

Products to be derived from the catch²:

Product type	% of catch
FROZEN	70
FISH MEAL	30

Notified fishing areas and months

Statistical subarea/division	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
	48.1	X	X	X	X	X	X	X	X	X	X	X
	48.2	X	X	X	X	X	X	X	X	X	X	X
	48.3			X	X	X	X	X	X	X	X	X
	48.4											
	48.5											
	48.6											
	58.4.1											
	58.4.2											
	88.1											
	88.2											
	88.3											

X Mark boxes where and when the notified vessel(s) is/are most likely to operate.
 Precautionary catch limits not set, therefore considered as exploratory fisheries.

Note that the details provided here are for information only and do not preclude operation in areas or times which were not specified.

- ¹ As of 2011/12, the notification shall include a description of the exact detailed method of estimation of the green weight of krill caught and, if conversion factors are applied, the exact detailed method of how each conversion factor was derived. Members are not required to re-submit such a description in the following seasons, unless changes in the method of green weight estimation occurred.
- ² Information to be provided to the extent possible.

**NET CONFIGURATION AND USE OF FISHING TECHNIQUES
AS LISTED IN ANNEX 21-03/A**

Net opening (mouth) circumference (m)	Vertical opening (m)	Horizontal opening (m)
832	32	30

Net Panel length and mesh size

Panel	Length (m)	Mesh size (mm)
1st panel	53.6	16000
2nd panel	8	16000
3rd panel	8	16000
4th	7	7000
5th	4	4000
6th	3.2	3200
7th	7.2	1600
8th	19.6	800
9th	13.4	400
10th	7.9	200
11th	6.32	160
12th	12.06	120
13th	8.04	80
14th	8.04	80
15th	8.04	80
16th	4.02	40
17th	4.02	40
18th	2.8	28
Final panel (Codend)	56	28

NR. 832 KRILL NET

The diagram illustrates the construction of three krill net sections. Each section is defined by its top width: 46m for the left, 44m for the middle, and 44m for the right. The nets are composed of two main parts: a 'HIGH MESH' upper section and a 'LOWER PART' consisting of numerous rectangular panels.

MESH SPECIFICATIONS:

HIGH MESH		
10mm	5.6m	0.5m
10mm	8m	0.5
10mm	8m	0.5
10mm	8m	0.5
10mm	8m	0.5
10mm	8m	0.5
10mm	8m	0.5
8mm	8m	0.5
8mm	7m	1

PANEL COUNTS AND DIMENSIONS (from left to right):

Panel Count	Dimensions (m)
43	7.76m
98	6.79m
180	3.88m
130	3.1m
260	6.98m
193	1.9m
386	1.3m
306	7.66m
382	6.13m
322	11.7m
430	8.04m
330	8.04m
480	8.04m
380	4.02m
280	4.02m
180	2.8m
360	2.8m
260	2.8m
200	2.8m
285	2.8m
220	2.8m
165	2.8m

Escape Window Detail:

Escape window 1.6m x 1.6m, two pieces (in the middle)
Material & spec. of separation panel: PE 13x3
Spec., mesh size : 58 / 36 length 40, mesh size 25

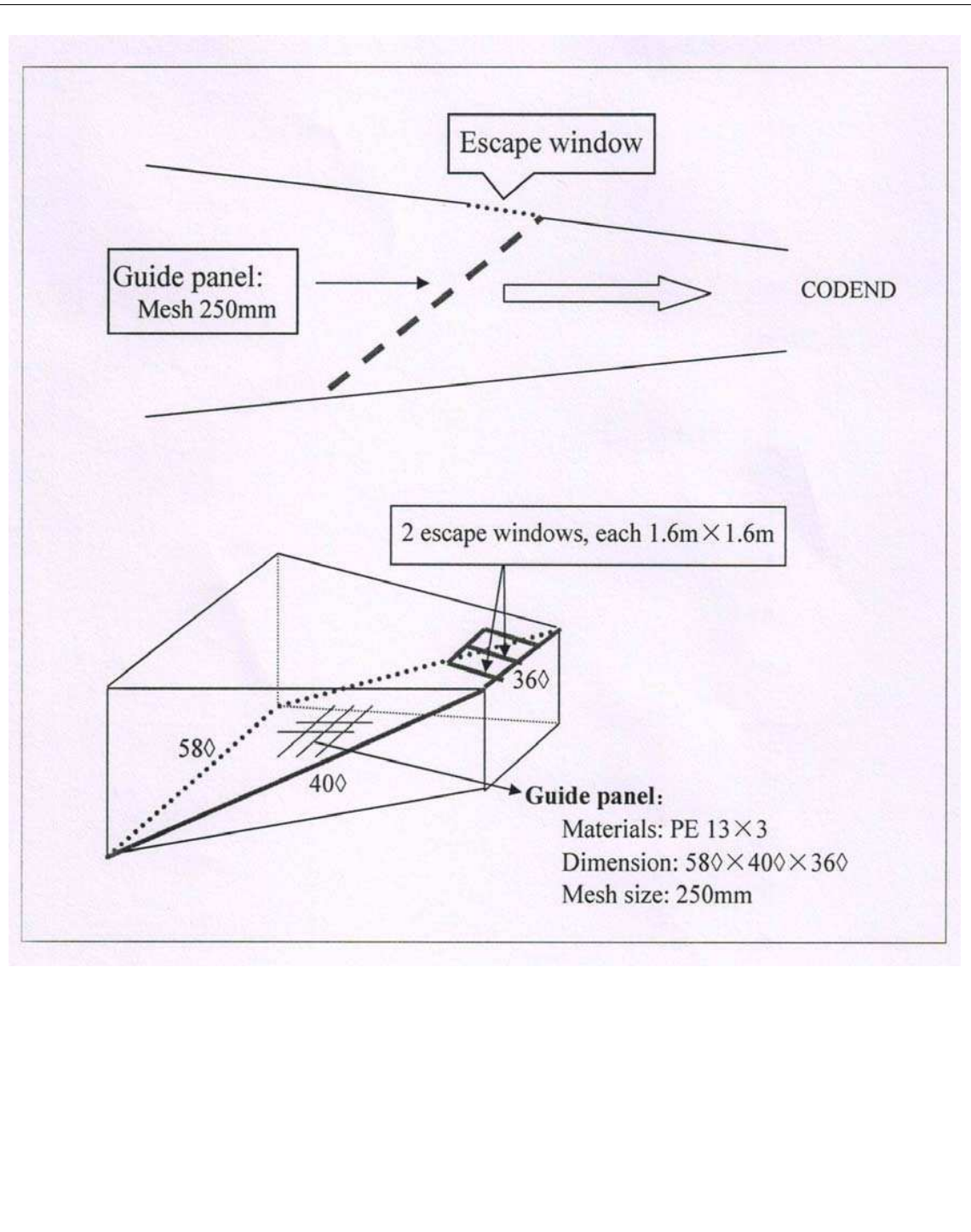
Use of multiple fishing techniques*: Yes **No**

*If yes, frequency of switch between fishing techniques: _____

	Fishing technique	Expected proportion of time to be used (%)
1		
2		
3		
4		
5		
...		
		Total 100%

Presence of marine mammal exclusion device*: ☒ Yes No

*If yes, provide design of the device:



Provide explanation of fishing techniques, gear configuration and characteristics and fishing patterns:

Same as traditional mid-water trawling

VESSEL INFORMATION

Each notification must address the following information, for each vessel, in accordance with Conservation Measure 10-02, paragraphs 3 and 4:

Conservation Measure 10-02, paragraph 3

(i)	Name of fishing vessel	<i>KAI LI</i>
	Previous names (if known)	<i>JUND ENDEAVOUR</i>
	Registration number	<i>D60800164</i>
	IMO number (if issued)	<i>8607244</i>
	External markings	<i>Name: KAILI , Call sign:BIWV</i>
	Port of registry	<i>Shanghai,China</i>
(iii)	Previous flag (if any)	<i>[please complete]</i>
(iv)	International Radio Call Sign	<i>BIWV</i>
(v)	Name of vessel's owner(s)	<i>Shanghai Kaichuang Deep Sea Fisheries Co.Ltd</i>
	Address of vessel owner(s)	<i>448 Gong qing Road</i>
	Beneficial owner(s) if known	<i>Shanghai,200090</i> <i>China</i>
(vi)	Name of licence owner	<i>Shanghai Kaichuang Deep Sea Fisheries Co.Ltd</i>
	Address of licence owner (operator)	<i>448 Gong qing Road</i> <i>Shanghai,200090</i> <i>China</i>
(vii)	Type of vessel	<i>Factory trawler</i>
(viii)	Where was vessel built	<i>VEB VOLKSWERFT STRALSUND, GERMANY</i>
	When was vessel built	<i>1992</i>
(ix)	Vessel length overall LOA (m)	<i>120.7</i>
(x)	12 x 7 cm colour photographs	<i>See "Supporting Documentation"]</i>
	- 1 x starboard side of the vessel	
	- 1 x port side of the vessel	
	- 1 x stern view	
(xi)	Details of the implementation of the tamper-proof requirements of the VMS device installed	<i>Model of VMS installed : ARGOS ID36575</i> <i>Tamper-proof of measure: Sealed after installation by technical supporting agent of the manufacture</i>

Conservation Measure 10-02, paragraph 4 (to the extent practicable)

(i)	Name of operator Address of operator	<i>Shanghai Kaichuang Deep Sea Fisheries Co., Ltd 448 Gong qing Road Shanghai 200090</i>
(ii)	Names and nationality of master and, where relevant, of fishing master	<i>ZHANG JIN TAO, CHINESE WU JIN KUN, CHINESE</i>
(iii)	Type of fishing method(s)	<i>Pelagic trawling</i>
(iv)	Vessel beam (m)	<i>19</i>
(v)	Vessel gross registered tonnage	<i>7847</i>
(vi)	Vessel communication types and numbers (INMARSAT A, B and C)	<i>INMARSAT FBB250 tel : 773156812 fax: 783200071</i>
(vii)	Normal crew complement	<i>100</i>
(viii)	Power of main engine(s) (kW)	<i>5296</i>
(ix)	Carrying capacity (tonne) Number of fish holds Capacity of all holds (m ³)	<i>[please complete] 1 4351</i>
(x)	Any other information in respect of each licensed vessel that is considered appropriate (e.g. ice classification) for the purposes of the implementation of the conservation measures adopted by the Commission.	<i>Ice class : 1 Capable of sailing in loose pack ice</i>

SUPPORTING DOCUMENTATION

[Please attach photographs of each vessel - starboard side, port side and stern view and any other information appropriate to the fishery notification]



Starboard



Port



Stern

Description of the “codend measurement” method

The green (fresh) weight of the krill catch in each haul is estimated immediately after the trawl is brought on deck using the so called “codend measurement method”. Figure 1 shows a schematic illustration of this method.

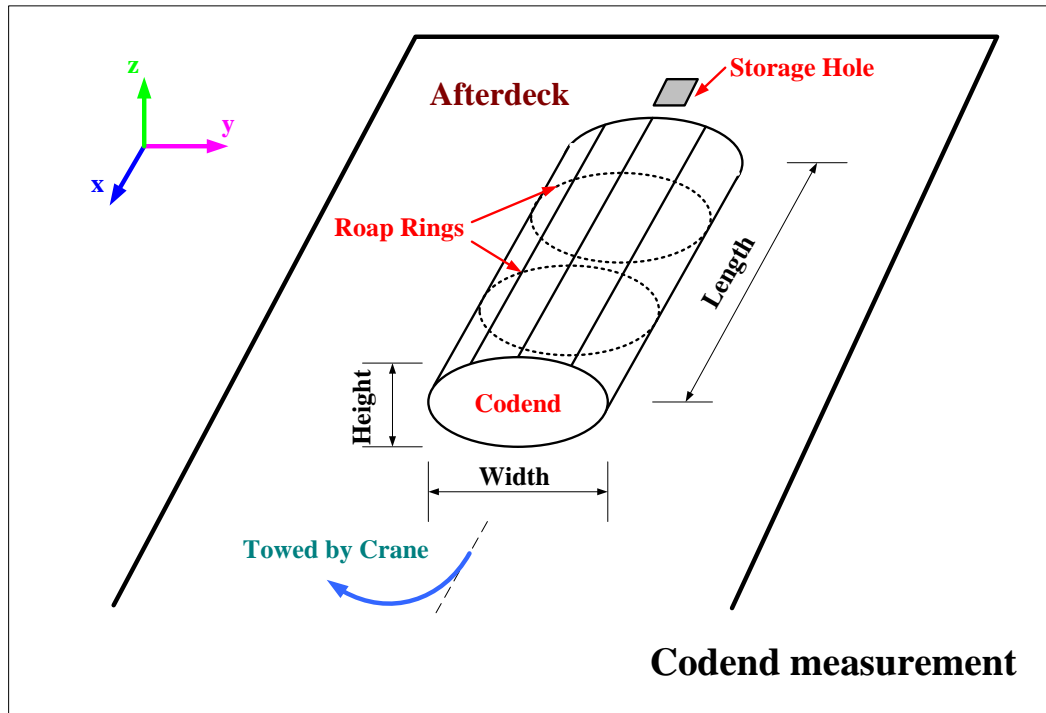


Fig.1 Diagram showing the codend measurement method

The “codend measurement” is a common method of evaluating fresh weight usually used on the deck. After the net is retrieved, the codend was towed forward by the crane just to the position in front of the storage hole (Fig. 2). Then the shape of the filled codend is measured, and the fresh weight can be calculated.

Because the codends are designed as such that the circumference is the same along the length of the codend in all models of nets used on our vessels, the shape of the filled parts appear to be regular stylidium and the cross section is almost elliptical. So the fresh weight of a catch can be calculated as follows:

$$M=\rho\pi WHL/4,$$

Where 'M' is the mass of the catch; 'W', 'H' and 'L' stand for Width (major axis), Height (minor axis) and Length of the filled codend, respectively; and 'ρ' is the density of the catch.

Generally, the values of 'W', 'H' and 'ρ' are stable, and they are always measured or tested at the first time. The only changing quantity is 'L', and it can be easily evaluated by counting the number of equidistant rope rings designed to strengthen the codend.

Figure 2 shows two photos of deck operation with indications of this method, which is proven to be both efficient and accurate enough

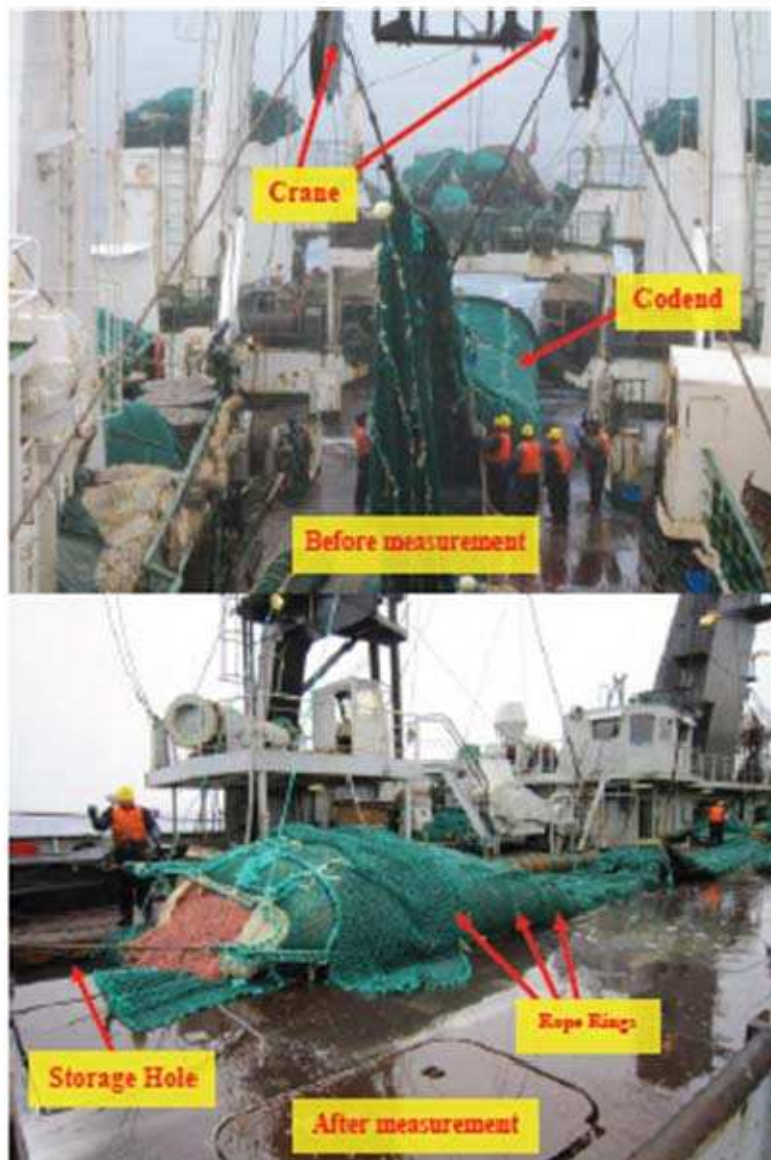


Fig.2 Photos of the landing operations with indications of the codend measurement method