

Protocol for Vessel Registration and compatibility
with I-Fish Database and
Vessel Identifier Code (VIC) system
Version I – 2016



**Yayasan
Masyarakat dan Perikanan
Indonesia**

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1. Introduction

A steep increase in the number of active fishing vessels occurred in the last century. This increase in vessel numbers has gone unregistered and unregulated in many countries, with a consequent increase in Illegal, Unreported, and Unregulated (IUU) fishing activities. Attempting to combat IUU fishing, vessel lists or registries were introduced in many countries, under various Regional Fisheries Management Organisations (RFMOs) and independently under various sustainability organisations. Port State measures are also applied to combat IUU fishing (Flothmann et al., 2010). Sodik (Sodik, 2009), in assessing Indonesia's legal framework for tackling IUU, found that the lack of vessel registration schemes was one of the main reasons these activities proliferate in Indonesian waters. Vessel registration schemes serve not only to combat IUU fishing. In many countries, such as Indonesia, there is presumed to be a large small-scale sector, 'presumed' because the exact number of active vessels is difficult to determine given the size of the country and the lack of a vessel registration scheme.

Nationally, a vessel register, termed the Register for Vessels authorised to fish in Indonesian Archipelagic waters (RVIA), was developed in 2015 to monitor the number of vessels active in archipelagic waters. The RVIA system is specifically for vessels targeting tuna species. Regionally, the Western and Central Pacific Fisheries Commission (WCPFC) is developing a Record of Fishing Vessels (WCPFC, 2014) and has requested that from 1st January 2016 that all vessels >100GT authorised to fish beyond national Exclusive Economic Zones possess an IMO number (WCPFC, 2013). The WCPFC will initially integrate these IMO numbers into their Unique Vessel Identifier (UVI) system, and will work on integrating UVIs for smaller vessels (WCPFC, 2013). The Indian Ocean Tuna Commission (IOTC) has a resolution relating to the record of vessels authorised to operate in the IOTC area of competence (IOTC, 2015). Under this resolution all vessels >24m length must be registered and all vessels <24m but fishing outside of the country's Exclusive Economic Zone must be registered. The type of information required is compatible with FAO requirements. The South East Asian Fisheries Development Centre (SEAFDEC) is also active on combating IUU fishing through initiatives such as vessel registration, ensuring a South East Asian emphasis on

compliance and working towards achieving the port state [measures](#).

Internationally, the International Seafood Sustainability Foundation (ISSF) has a Proactive Vessel Register (PVR), allowing vessels voluntarily submit information relating to their fishing activities and policies, thereby highlighting their commitments to sustainable fishing activities. The PVR gives vessel owners the opportunity to showcase the commitments they are making towards achieving sustainable fishing. Interested stakeholders, such as consumers, retailers and fish exporters, can check the details of a vessel online and see what progress it is making towards achieving sustainability in its operations. It is important to note the when a boat choose to participate in the PVR program, they do not seek or gain support from the ISSF, rather it allows the vessel to transparently highlight their commitments towards sustainable practices. Large scale vessels currently dominate the PVR. However, recognising the large number of small vessels and the effort being done in this sector in terms of sustainability, the PVR was piloted in Indonesia for small-scale vessels (a collaboration between MDPI, AP2HI and IPNLF). To register on the PVR, information relating to size, capacity, flag state, shark finning policy, licenses and much more must be collected for a vessel and verified by a third party auditor.

2. I-Fish Vessel Identifier Code (VIC) system

MDPI has developed a Vessel Identifier Code (VIC) system for all vessels present in the I-Fish database. This VIC system was developed to align small-scale vessel registration with national, regional and international vessel registration developments. The VIC system also aims to ensure that vessels are not double counted, that errors in data entry (e.g. spelling mistakes of vessel names) do not occur in the database and that multiple data sources for an individual vessel can be combined using the identifier code. The form to collect data for registration of an individual vessel in the I-Fish VIC system merges the data requirements of the RVIA and the PVR (Section 3), to reduce effort in obtaining the data separately at a later date. The vessels in a landing site associated with each supplier were assigned a VIC, which is structured as follows:

520302/001

52 -> Indonesian post code, in this example NTB

03 -> Lombok Timur

02 -> MDPI partner supplier number two in that area

001 -> vessel number one

A vessel in Kupang, NTT, would get the code *537101/001*, *53* for NTT, *71* for Kupang, etc. The post codes are from the database on www.geopostcodes.com.

The VIC system has two types of users: Non-Administrator user (NA-user) and Administrator. Non-Administrators can add data for a new vessel, verify vessel data, get a VIC number from the 'Landing Site Code / Serial Number', request to edit a vessel and be approved to edit a vessel. Administrators can add vessel data, get a VIC number from the 'Landing Site Code / Serial Number', and edit and update the data.

In 2015, the VIC data collection form was deployed in all MDPI sites and data collected for as many vessels as possible. The data collection activity returned almost 1000 vessels, the data from which was uploaded into the I-Fish database. Only users granted I-Fish log-in access can view the vessels details: the data is not publicly available.

3. Data Collection Standard Operating Procedure

The data is collected by field staff using a specific data collection form (Table a). The data collection form was designed to be compatible with both the RVIA and PVR systems. There are two methods to collecting vessel data in the field. The first is when a new site is opened. In the new site, staff should try to meet with every vessel owner/captain involved in tuna fisheries in the area. The data collection process involves an interview with the vessel owner/captain, measuring the length of the vessel, obtaining photos copies of all relevant documents when possible (examples listed in Appendix I), and taking a photo of the vessel. This data is then reviewed by the VIC Admin, the vessels assigned a VIC number and the data uploaded to the VIC system on the I-Fish database.

The second data collection process is for existing sites requiring the registration of a new vessel at a later date. The data for these vessels is collected and submitted individually to the I-Fish VIC system for review. Once reviewed by the VIC Admin, the vessel is assigned a VIC number.

The table below outlines the data points required per vessel. Explanations of each data point are included to make collection by the enumerator/field operator easier. Specific data points are mandatory and others are voluntary. Only when all mandatory data points are completed can a VIC be allocated to the vessel.

Form Pendataan Kapal

Petugas Pendataan	
Tanggal Pendataan (DD/MM/YYYY)	

Versi IV/ 15.06.2016

A. Data Kapal

1. Nama Kapal	- Nama kapal sesuai dengan dokumen kapal - Sesuaikan pada dokumen (diutamakan sesuai pas kecil/SIPI/BPKP). -Jika terdapat "KMN/KM" pada nama kapal, silahkan dicantumkan. - jika kapal tidak memiliki dokumen, nama kapal sesuai dengan keterangan kapten/ pemilik(untuk sementara)
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2. Nama kapal sebelumnya (Jika ada)	Jika kapal pernah berganti nama (lihat pada dokumen SIPI pada bagian “nama Kapal”)
3. Panjang (m)	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
4. Panjang Keseluruhan (LOA) (m)	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
5. Lebar (m)	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
6. Dalam (m)	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
7. Gross Tonnage	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
8. Net Tonnage	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
9. Bahan Utama	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
10. Tahun Pembangunan	Lihat pada dokumen PAS/surat ukur/sertifikat kesempurnaan.
11. Jenis Mesin	Dari hasil interview dan lihat secara langsung.dan diisi Mesil Luar atau mesin dalam. Mesin Luar : misalnya mesin tempel, ketinting atau bisa dibongkar pasang. Mesin dalam: mesin terpasang tetap pada kapal.
12. Merk Mesin	Lihat pada dokumen Pas Kecil/Besar (Ukuran) /SIPI /BPKP. Apabila merk mesin >1,silahkan dituliskan semua dengan menggunakan tanpa Plus. Cth: JIANDONG+ HONDA+YANMAR TS
13. Daya (PK)	Lihat pada dokumen Pas Kecil/Besar (Ukuran) /SIPI /BPKP. Apabila merk mesin >1,silahkan dituliskan semua daya sesuai urutan merk mesin dengan menggunakan tanda Plus (+). Cth: 30+30+120
14. Jumlah ABK	jumlah kru kapal , berdasarkan hasil interview
15. Jenis Alat Tangkap	Lihat pada dokumen SIPI /BPKP. Diisi dengan menyesuaikan pilihan : Handline, Pursesein, Longline, Troll line, Ple and Line, troll line & Hand line
16. Daerah Penangkapan Ikan	Lihat pada dokumen SIPI/BPKP (Daerah penangkapan) kemudian disesuaikan dengan WPP RI. Cara penulisan : WPP-RI 573, WPP-RI 713, WPP-RI 714, dst
17. Pelabuhan Pangkalan	Lihat pada dokumen SIPI /BPKP
18. Metode Penangkapan	Berdasarkan hasil interview. Metode penangkapan diklasifikasikan menjadi : Rumpon, Tanpa rumpon dan campuran Rumpon: Jika Kapal selalu melakukan aktivitas penangkapan ikan target utama di Rumpon Tanpa Rumpon: Jika kapal tidak menggunakan rumpon dalam aktivitas penangkapan ikan target utama. Campuran: Jika kapal melakukan penangkapan di rumpon dan tanpa rumpon..

B. Data Pemilik Kapal

1. Nama Pemilik	Lihat pada dokumen PasKecil/besar/ SIPI /BPKP
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2. Alamat pemilik	Lihat pada dokumen PasKecil/besar/ SIPI /BPKP
3. No Hp Pemilik	Berdasarkan hasil interview.
4. Nama Perusahaan/ Supplier	Berdasarkan hasil interview.
5. Anggota Fair Trade (Y/T)	Berdasarkan hasil interview.
6. Lokasi kelompok Fair Trade	Berdasarkan hasil interview.
7. Nama Kelompok Fair Trade	Berdasarkan hasil interview.

C. Informasi Kapten

1. Nama	Lihat pada dokumen SKK(Surat keterangan kecakapan)/KTP/Interview langsung.
2. Pengalaman (sejak Tahun)	Lihat pada dokumen SKK(Surat keterangan kecakapan)/KTP/Interview langsung.
3. Tahun kelahiran	Lihat pada dokumen SKK(Surat keterangan kecakapan)/KTP/Interview langsung.
4. Nomor Hp/Telp	Berdasarkan hasil interview.
5. Alamat	Lihat pada dokumen SKK(Surat keterangan kecakapan)/KTP/Interview langsung.

D. Pendaftaran PAS Kapal

informasi harus merujuk pada dokumen PAS Kecil/Pas Besar.

1. Tanda Selar
2. Tempat Pendaftaran
3. Masa Berlaku dari tanggal
4. Masa Berlaku sampai tanggal
5. Tanda Panggilan

E. Surat Izin Penangkapan Ikan (SIPI)

Untuk kapal >5GT. Informasi harus merujuk pada dokumen SIPI.

Nomor Surat Izin Penangkapan
Tempat penerbitan
Masa Berlaku dari tanggal
Masa Berlaku sampai tanggal

F. Bukti Pencatatan Kapal Perikanan (BPKP)

Untuk kapal < 5GT. Informasi harus merujuk pada dokumen BPKP.

1. Nomor Pencatatan
2. Tempat Pencatatan
3. Tanggal Pencatatan
4. Masa Berlaku sampai tanggal

G. Buku Kapal Perikanan (BKP)

Informasi harus merujuk pada dokumen BKP

1. Nomor Buku Kapal

2. Tempat Penerbitan

3. Tanggal Penerbitan

H. Alat pemantau kapal

Biasanya terdapat pada kapal >30 GT. Informasi harus merujuk pada dokumen surat keterangan aktivasi transmiter

1. Nomor SKAT

2. Tanggal aktivasi

I. Pendaftaran Kapal lainnya

1. No.IMO

2. No.AP2HI

3. No. R-VIA

4. Vessel registration

The form in Section 3 is used to collect data from all vessels in sites where MDPI is active. Once all details have been recorded in the excel file and documents have been verified, the vessels can be registered with various national and international vessel registration systems. This section describes the process for registering a vessel with: a) the I-Fish system, b) RVIA and c) the Proactive Vessel Registry.

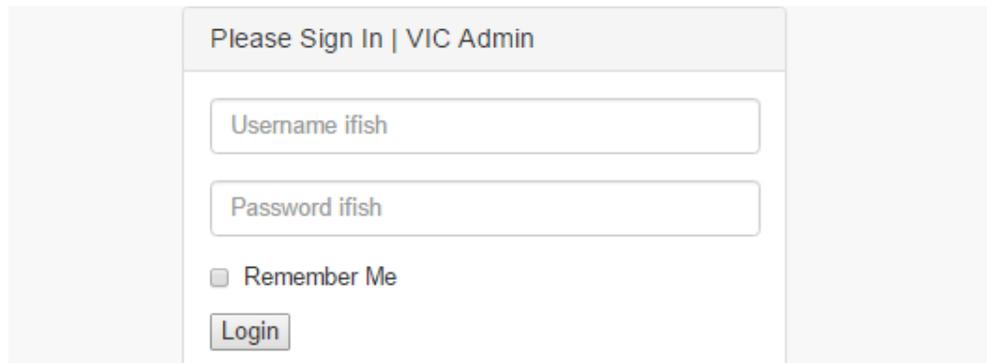
a) Standard Operating Procedure for registering with I-Fish

There are two methods of uploading vessel data into the I-Fish VIC system: either individually (Method 1) or using an excel spreadsheet (Method 2). The excel spreadsheet is used for uploading multiple vessels from a new site at the same time and also for downloading vessel data into an excel file. Once vessel data is uploaded NA-users can request to edit the data if they realise any changes in the field (Request Edit Process).

Method 1 – Add new vessel individually

Step 1 – log in to the VIC system

To register a vessel in the I-Fish VIC system, users must first be granted I-Fish access details. Users can login using the I-Fish login details to access the VIC dashboard (Figure 1). The page can be found from this link: <http://ifish.id/apps/vic/index.php/main>.

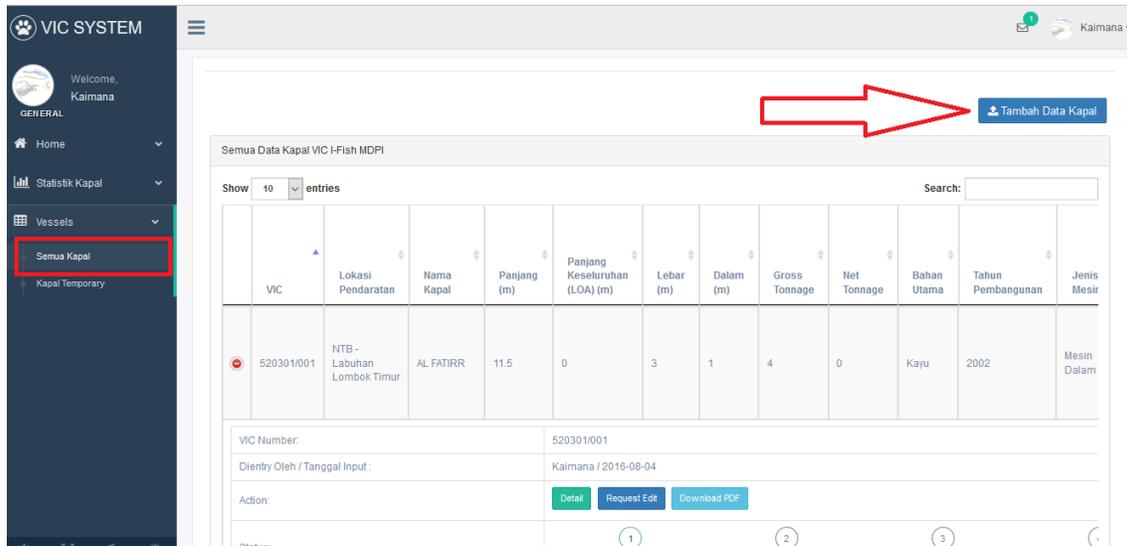


The image shows a login form for the I-Fish VIC system. The form is titled "Please Sign In | VIC Admin". It contains two text input fields: "Username ifish" and "Password ifish". Below the password field is a checkbox labeled "Remember Me". At the bottom of the form is a "Login" button.

Figure 1. I-Fish VIC system login page.

Step 2 – add a new vessel

Once logged-in, users can check the current list of registered vessels by clicking on 'Vessel -> Semua Kapal' in the menu tab to the left of the screen. If a new vessel is to be added, the user should click on the button 'Tambah Data Kapal' (Figure 2). Users can search for a specific vessel or vessels with a specific criteria using the Search bar on the top right of the list (Figure 2).



The screenshot displays the VIC SYSTEM interface. On the left, a dark sidebar menu contains the following items: 'Home', 'Statistik Kapal', 'Vessels', 'Semua Kapal' (highlighted with a red box), and 'Kapal Temporary'. The main content area is titled 'Semua Data Kapal VIC I-Fish MDPI'. It features a search bar on the top right and a table with 12 columns: VIC, Lokasi Pendaratan, Nama Kapal, Panjang (m), Panjang Keseluruhan (LOA) (m), Lebar (m), Dalam (m), Gross Tonnage, Net Tonnage, Bahan Utama, Tahun Pembangunan, and Jenis Mesir. A single vessel entry is shown with the following data: VIC: 520301/001, Lokasi Pendaratan: NTB - Labuhan Lombok Timur, Nama Kapal: AL FATIRR, Panjang (m): 11.5, Panjang Keseluruhan (LOA) (m): 0, Lebar (m): 3, Dalam (m): 1, Gross Tonnage: 4, Net Tonnage: 0, Bahan Utama: Kayu, Tahun Pembangunan: 2002, Jenis Mesir: Mesin Dalam. Below the table, there are input fields for 'VIC Number' (520301/001) and 'Dientry Oleh / Tanggal Input' (Kaimana / 2016-08-04). At the bottom, there are buttons for 'Detail', 'Request Edit', and 'Download PDF'. A red arrow points to the 'Tambah Data Kapal' button in the top right corner.

VIC	Lokasi Pendaratan	Nama Kapal	Panjang (m)	Panjang Keseluruhan (LOA) (m)	Lebar (m)	Dalam (m)	Gross Tonnage	Net Tonnage	Bahan Utama	Tahun Pembangunan	Jenis Mesir
520301/001	NTB - Labuhan Lombok Timur	AL FATIRR	11.5	0	3	1	4	0	Kayu	2002	Mesin Dalam

Figure 2. List of registered vessels.

The list of data points found in the original data collection form (Table) now appear on screen. Data points highlighted in red must be completed before the vessel can be submitted and verified (Figure 3). Some data points will have drop down lists or tick boxes from which the user can chose the relevant information. The user must click *Next* to move on to the next page of the data collection form until the last page is complete.

A. Data Kapal

Pilih Lokasi Pendaratan (*)
 -- Silakan Pilih --

Nama Kapal (*)
 Nama Kapal Sebelumnya (Jika ada)

Penjang (*) Meter
 Panjang Keseluruhan (LOA) Meter
 Lebar Meter
 Dalam Meter

Gross Tonnage (*)
 Net Tonnage

Bahan Utama (*)
 -- Silakan Pilih --

Tahun Pembangunan
 Jenis Mesin -- Silakan Pilih --
 Merk Mesin -- Silakan Pilih --
 Daya(PK) (*)
 Jumlah ABK
 Jenis Alat Tangkap -- Silakan Pilih --
 Daerah Penangkapan Ikan
 J/PP-R/ 573
 J/PP-R/ 713
 J/PP-R/ 714
 J/PP-R/ 715
 J/PP-R/ 716
 J/PP-R/ 717
 J/PP-R/ 718
 Penutupan Pengaliran
 Metode Penangkapan -- Silakan Pilih --

Next

Figure 3. Add new vessel User Add new Vessel

Step 3 – Verification

When data for registering the new vessel is submitted by a NA-user, the data will be stored in 'Vessel -> Kapal Temporary', found through the menu on the left hand side of the screen (Figure 4). The vessel data must be approved by an Administrator user before it is assigned a VIC.

VIC SYSTEM

Welcome, Kaimana

GENERAL

- Home
- Statistik Kapal
- Vessels
 - Semua Kapal
 - Kapal Temporary**

Temporary Pengguna Data Kapal VIC I-Fish MDPI

Show 10 entries Search:

VIC	Lokasi Pendaratan	Nama Kapal	Panjang (m)	Panjang Keseluruhan (LOA) (m)	Lebar (m)	Dalam (m)	Gross Tonnage	Net Tonnage	Bahan Utama	Tahun Pembangunan	Jenis Mesin	Merk Mesin	Daya (PK)	Jumlah ABK
002	NTB - Labuhan Lombok Timur	Testing	123	0	0	0	123	0	Kayu	0			123	0

Showing 1 to 1 of 1 entries

Previous 1 Next

Figure 4: Vessel data stored in 'Kapal Temporary' until approval by Administrator.

Method 2 – Excel spreadsheet upload and download

Administrator users can upload vessel data using the excel spreadsheets. In the menu sidebar, follow 'Vessels -> *Eksport Data Kapal dari File Excell*', and click on the blue button '*Upload File Excell*' (Figure 5). NA-users can also download the vessel data to an excel file.

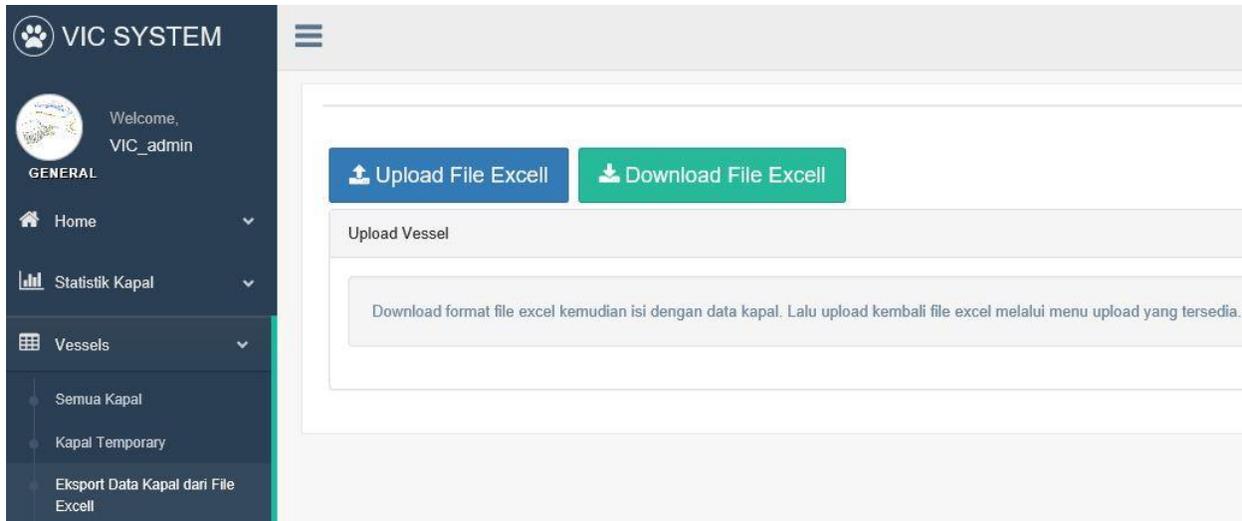


Figure 5. Upload data in excel spreadsheet and download data in excel spreadsheet.

Request Edit Process

NA-users can not edit the vessel data without approval and verification from an Administrator user. NA-users must choose '*Request Edit*' for the chosen vessel in the vessel list (Figure 6). This will send a notification to the Administrator user that someone is requesting permission to edit a vessel. The NA-user can track the status of their vessel edit request at the bottom of the page (Figure 7).

VIC	Lokasi Pendaratan	Nama Kapal	Panjang (m)	Panjang Keseluruhan (LOA) (m)	Lebar (m)	Dalam (m)	Gross Tonnage	Net Tonnage	Bahan Utama	Tahun Pembangunan	Jenis Mesin	Merk Mesin
520301/001	NTB - Labuhan Lombok Timur	AL FATIRR	11.5	0	3	1	4	0	Kayu	2002	Mesin Dalam	JIANDONG+DMPENG

VIC Number: 520301/001

Dientry Oleh / Tanggal Input : Kaimana / 2016-08-04

Action: [Detail](#) [Request Edit](#) [Download PDF](#)

Status: 1 2 3 4

REQUEST EDIT
WAITING APPROVE
EDITING SESSION
WAITING PUBLISH

Extra info: And any further details here (images etc)...

Figure 6. Section for a NA-user to request to edit vessel data.

VIC Number: 520301/001

Dientry Oleh / Tanggal Input : Kaimana / 2016-08-04

Action: [Detail](#) [Waiting Approve](#) [Download PDF](#)

Status: 1 2 3 4

REQUEST EDIT
WAITING APPROVE
EDITING SESSION
WAITING PUBLISH

Extra info: And any further details here (images etc)...

Figure 7. The status displayed as 'Waiting For Approval'

Once the Administrator user has approved the NA-user to edit, the NA-user will get a notification and have access to enter the new data for a vessel. The user must choose finish edit to inform administrator to review it (Figure 8). Once the new vessel data is verified and approved by Administrator, it will appear in the updated verified vessel list (Figure 9).

VIC Number: 520301/001

Dientry Oleh / Tanggal Input : Kaimana / 2016-08-04

Action: [Detail](#) [Editing Session](#) [Finish Edit](#) [Download PDF](#)

Status: 1 2 3 4

REQUEST EDIT
WAITING APPROVE
EDITING SESSION
WAITING PUBLISH

Extra info: And any further details here (images etc)...

Figure 8. After Administrator gives approval, the NA-user can edit the vessel data.

VIC Number:	520301/001
Dientry Oleh / Tanggal Input :	Kaimana / 2016-08-04
Action:	Detail Waiting Publish Download PDF
Status:	<div style="display: flex; justify-content: space-around;"><div style="text-align: center;">① REQUEST EDIT</div><div style="text-align: center;">② WAITING APPROVE</div><div style="text-align: center;">③ EDITING SESSION</div><div style="text-align: center;">④ WAITING PUBLISH</div></div>
Extra info:	And any further details here (images etc)...

Figure 9. After the NA-user is finished updating the vessel data, the status will change to 'waiting publish' until Administrator approves the changes.

b) Standard Operating Procedure for registering with R-VIA

R-VIA is the national Record of Vessels Authorized to Fish for Tuna, Skipjack Tuna and Neritic Tuna within Indonesia Archipelagic and Territorial Waters and EEZ Waters. This section describes registering a vessel in the I-Fish database with the R-VIA system (Figure 10).

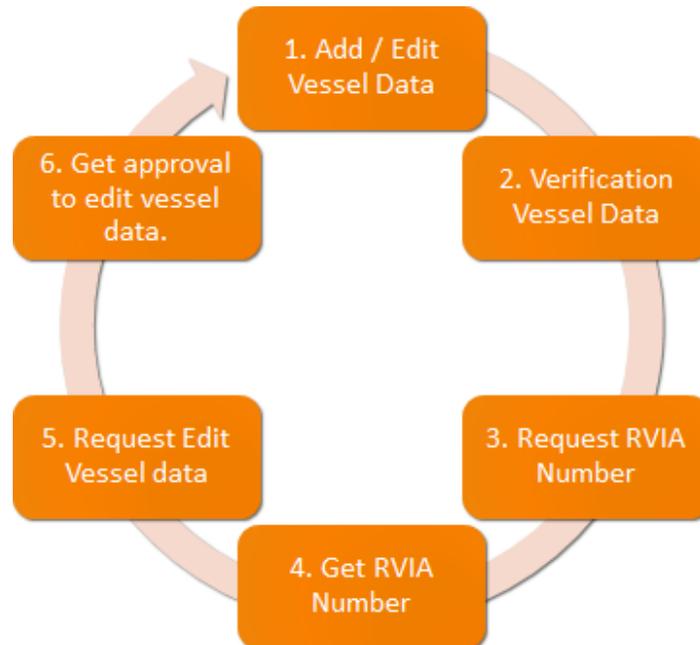


Figure 10. General process for registering a vessel with RVIA and assigning an RVIA number (data in 2 in Figure x is conducted by the system).

Step 1 – Log in and site description.

Log in to the R-VIA online database from the website (<http://rvia.kkp.go.id/login>, Figure 11). MDPI has an account to enter data to R-VIA. Currently login and password details are kept by Supply Chain Department. Once logged in, you can navigate the menu on the left to find the page you need. ‘Dashboard’ in the top left corner (red circle, Figure 11) directs you to the statistics page, with graphs and reports about the vessels (i.e. by WPP, gear, issuing province). To see a list of vessels registered in the system, click ‘Vessels’ in the top left corner (green circle, Figure 11). If there are any problems during data entry, you can contact the R-VIA team directly through the R-VIA Help Centre (bottom right corner, blue circle, Figure 11).

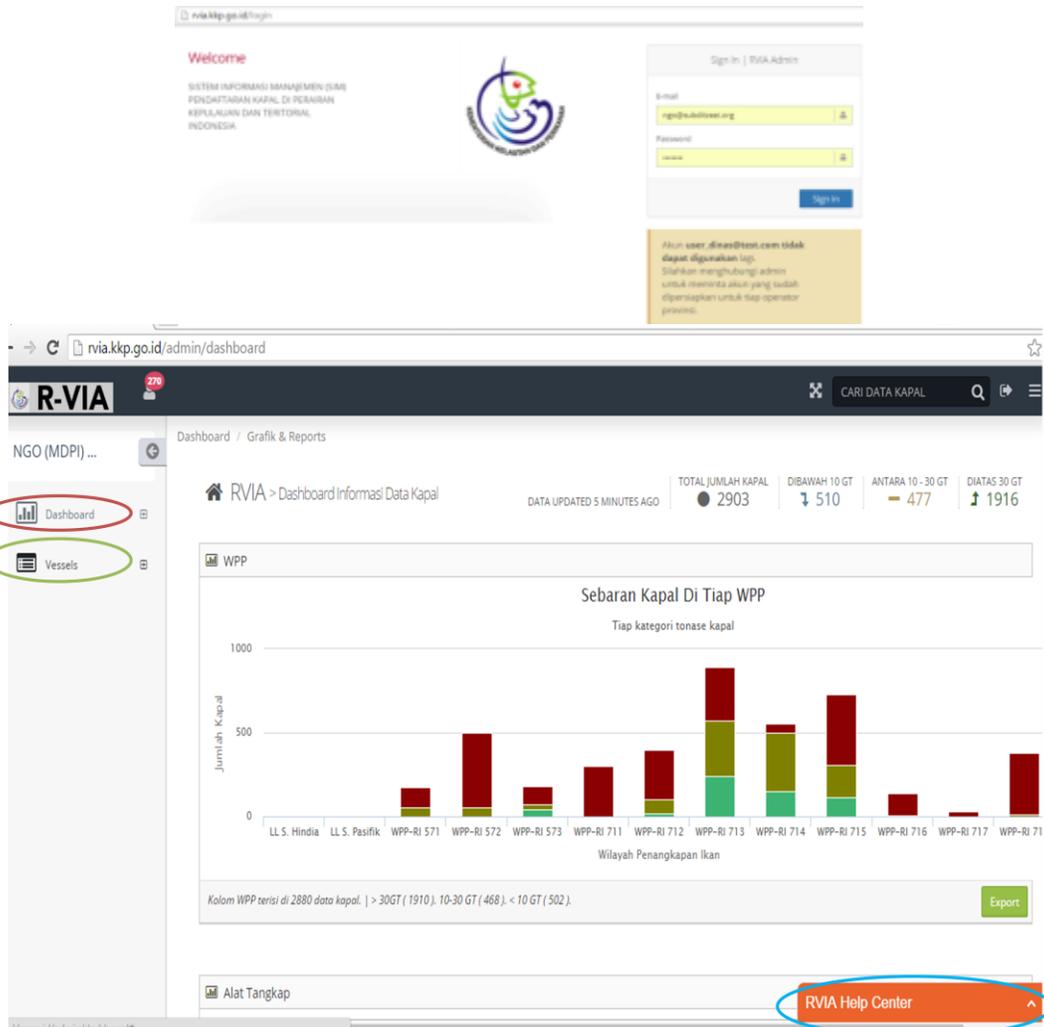


Figure 11. Log in page for the R-VIA system.

Step 2 – Vessel data entry.

Click on 'Vessels' in the top left corner. There are two ways to enter data: manual entry or import from an excel file. With either data entry option, the vessel data can be saved but will not receive an R-VIA number until the 'Request R-VIA Number' button has been clicked. Prior to receiving an R-VIA number, all data for a vessel can be edited by the operator (i.e. MDPI). However, after receiving the R-VIA number, the operator must make a request to Admin to edit the data.

Manual Entry: To add individual vessels manually, click on the relevant vessel category in the top right corner (Figure 12). The options are '<10GT' and '10-30GT'.

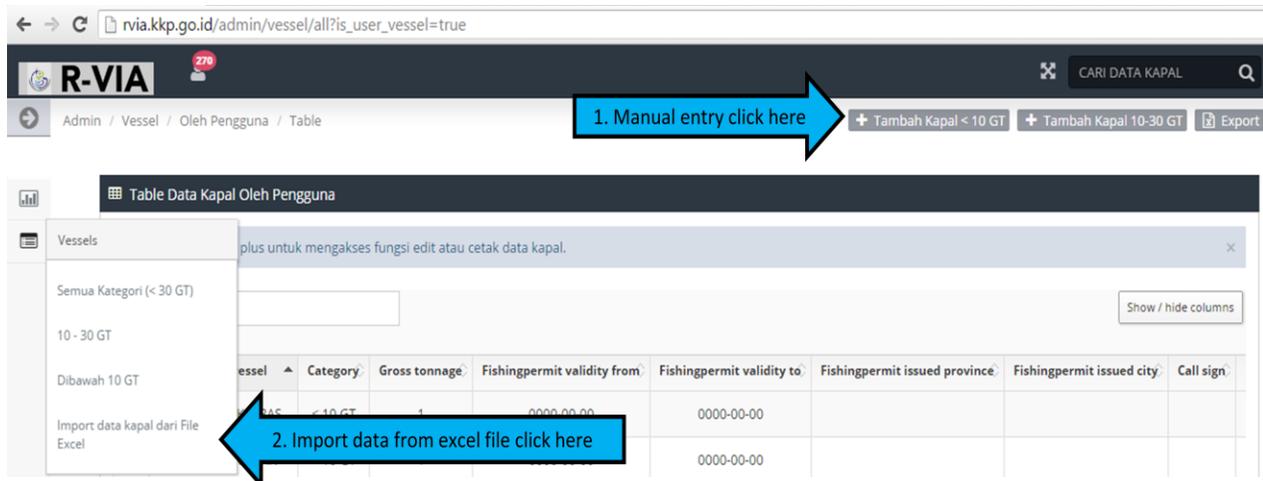


Figure 12. Location of where to choose for manual entry (1) and excel file entry (2).

For entering data on vessels <10GT, there are seven sections to complete (A-E and G-H, Figure 13):

- A (Data Kapal): must be completed for all vessels <10 GT
- B (Buku Kapal): can be empty if the vessel does not have "Buku Kapal"
- C (Bukti Pencatatan): completed for vessels <5GT based on BPKP
- D (Surat Ijin): must be completed for vessel ≥ 5 GT based on SIPI
- E (Pejabat): can be left empty. It is for operator from Government (DKP)
- G (Foto Kapal): voluntary completion (if photos of the vessel are available)
- H (Arsip digital): must be completed. At the moment still voluntary

Once data for a vessel is completed, click submit data.

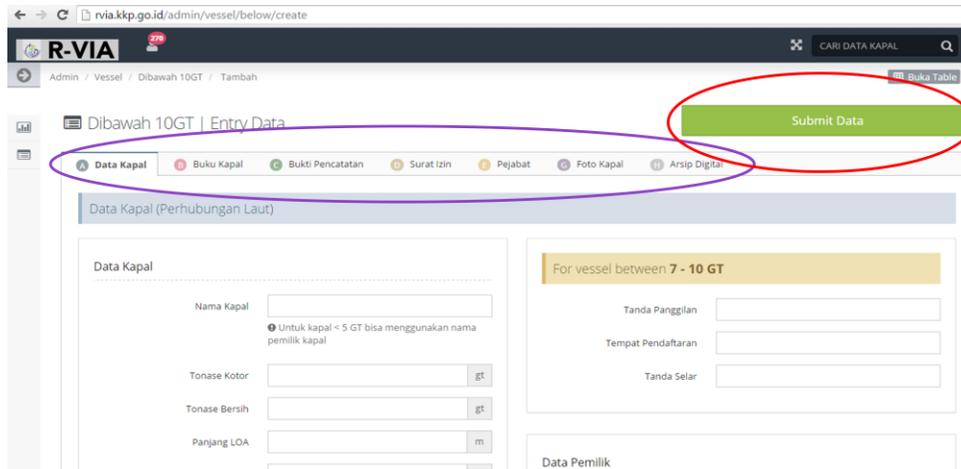


Figure 13. The tab menu with the seven sections to be completed for vessels <10GT.

For entering data on vessels 10-30GT, there are seven sections to complete (A-B and D-H, Figure 14):

- A (Data Kapal): must be completed for all vessels 10 – 30 GT
- B (Buku Kapal): can be empty if the vessel does not have “Buku Kapal”
- D (Surat Ijin): must be completed for vessel ≥ 5 GT based on SIPI
- E (Pejabat): can be left empty. It is for operator from Government (DKP)
- F(VMS): must be completed if the vessel has a VMS
- G (Foto Kapal): voluntary completion (if photos of vessel are available)
- H (Arsip digital): must be completed. At the moment still voluntary

Once data for a vessel is completed, click submit data.

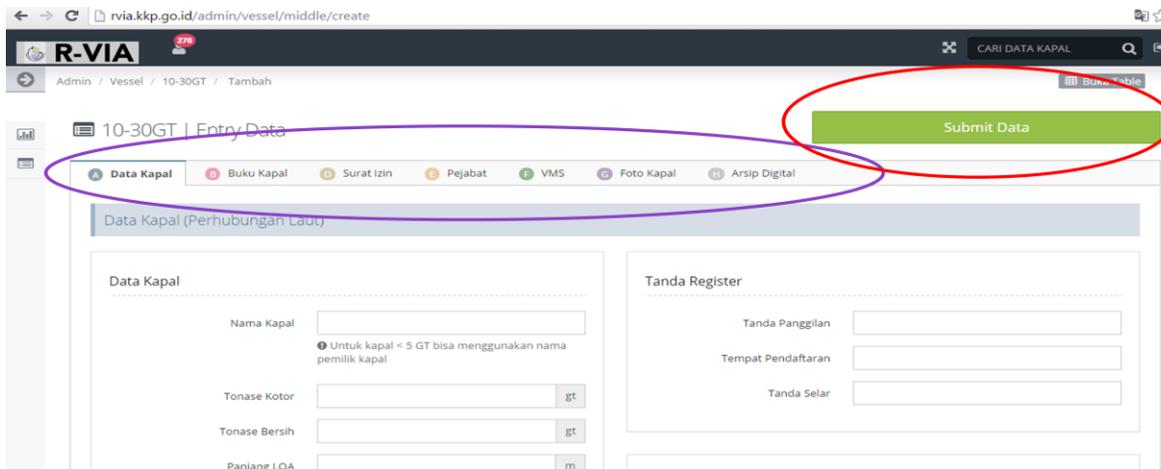


Figure 14. The tab menu with the seven sections to be completed for vessels 10-30GT.

Excel file entry: When registering more than one vessel, the data can be imported using an excel file. However, uploading vessel documents and photos will still require one by one through manual entry. To import data using the excel file, click on 'Import Data Kapal dari File Excel' from the 'Vessel' dropdown menu (arrow 1, Figure 15). Download the excel file template (arrow 2, Figure 15). Complete the excel file with the required vessel data. Once the excel file is completed upload to the R-VIA system by clicking on the 'Upload File Excel' button (arrow 3, Figure 15).

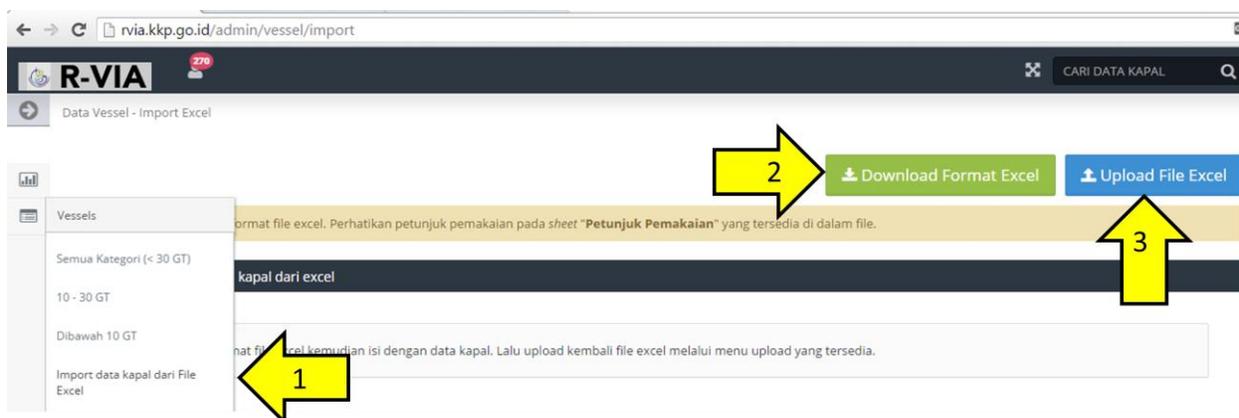


Figure 15. The location for importing with excel file (1), the excel file template for download (2), the button to use when uploading completed excel files (3).

The R-VIA system will automatically verify the data and give a notification as to how many vessels were successfully uploaded (green circle, Figure 16) and how

many failed (red circle, Figure 16). The system will ask if you want to try re-load the failed vessels or if you want to continue with the successful vessels only (Figure 16). After selecting 'Continue' the system will give an updated notification to inform how many vessels were successfully uploaded to the system.



Figure 16. Notification of how many successful and failed vessel uploads using the excel file.

Step 3 – Editing and requesting R-VIA numbers

Click on the notification icon in the top left corner (arrow one, Figure 17). All vessels successfully uploaded will be listed in 'Approved Edit Request'. If you wish to edit a vessel, click 'Edit' underneath the vessel name (arrow 2, Figure 17). If the data for a vessel was uploaded using the excel file option, the vessel photos and documents must be uploaded individually. Once you have finished editing the vessel data, click 'Finish – Request R-VIA Number' (arrow 3, Figure 17). The RVIA Admin will conduct the final verification and approval and assign an RVIA number to the vessel.

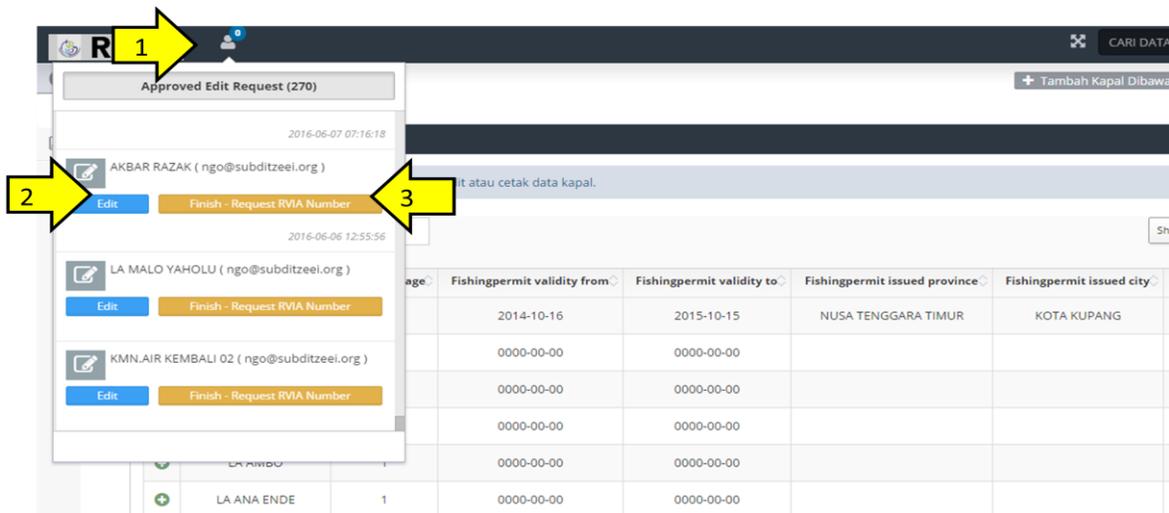


Figure 17. The buttons for editing individual vessel data.

The Operator can check the status of each vessel. Enter the vessel name in the search box and if the vessel is registered it will appear on the screen. The Operator can check the vessel data and download a copy of the vessel data to a PDF file (Figure 18).

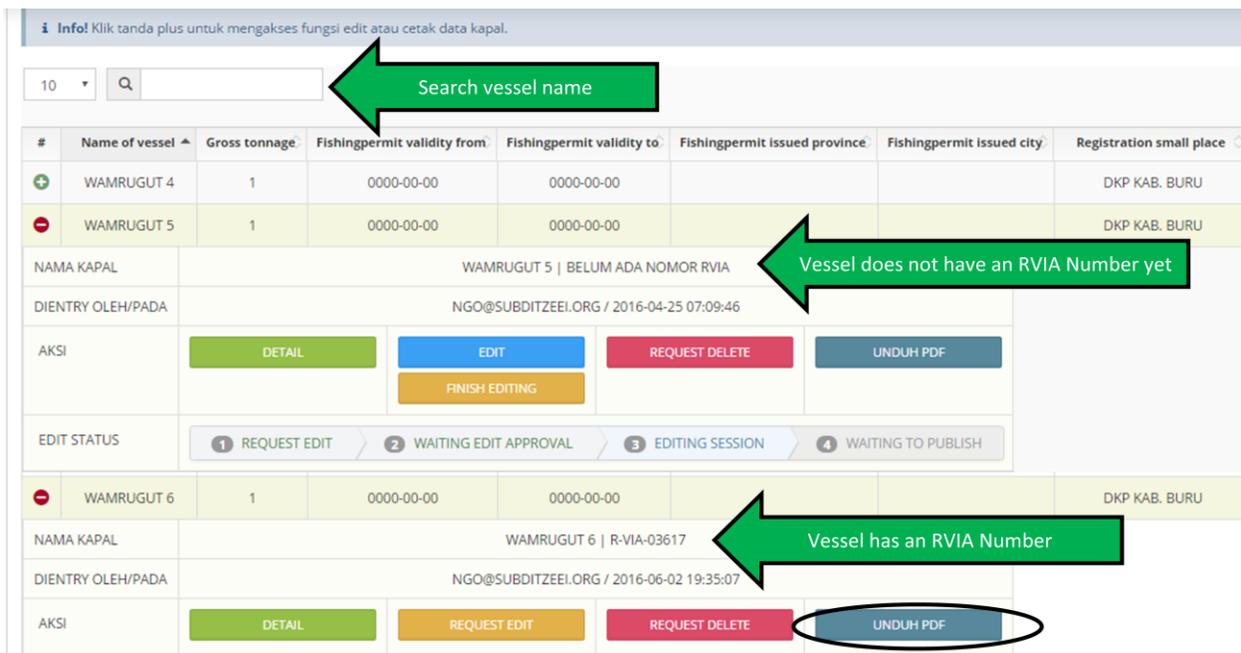


Figure 18. Searching for a vessel in the database and checking RVIA number.

c) Standard Operating Procedure for registering with the PVR

As mentioned in the introduction, the Proactive Vessel Registry (PVR) is a tool for vessels to publically and transparently highlight their commitments and progress towards implementing sustainable practices in their fishery. All tuna-targeting vessels can be registered with the PVR, with a requirement that all purse seine vessels wishing to register must first be registered with the ISSF record of Large-Scale Purse Seine Vessels. To be officially registered on the PVR, MRAG Americas conducts an audit scheme, verifying publically available data and documents supplemented with field site visits when necessary.

There are a number of steps involved in registering a vessel to the PVR (Figure 19). In addition to the submission of data outlined in the MDPI data collection form (section 2), the vessel documents must be verified. For Indonesian vessels, this refers to the Surat Izin Penangkapan Ikan (SIPI), Bukti Pencatatan Kapal Perikanan (BPKP), Pas Kecil, Pas Besar, Surat Ukur Kapal, Surat Keterangan Kecakapan (SKK) and the Surat Keterangan Aktivasi Transmitter (SKAT). Each captain must complete a short training to ensure understanding on sustainability issues and must commit to a no shark finning policy. Once the collected data and documents are checked and cross referenced with the physical vessel the data is submitted to the relevant industry association (in the case of MDPI data was submitted to Asosiasi Perikanan Pole and Line dan Handline Indonesia, AP2HI). A temporary vessel sticker is issued for each vessel (Figure 20). These stickers should be attached to the vessel so they are visible and not easily damaged/removed. The vessels also receive a registration number from the association. Verification reports are created and submitted to the relevant companies. Captains must sign and display a code of conduct for responsible fisheries on their vessel. Once this is completed the data is submitted to ISSF.

Once submitted to ISSF, each vessel will undergo a third-party auditing scheme to verify the documents and compliance with PVR requirements. Once the vessel has successfully passed the audit, it will receive a permanent vessel identifier sticker from ISSF. The data will be updated regularly. ISSF will publish the list of verified vessels on the website (<http://iss-foundation.org/knowledge-tools/databases/proactive-vessel-register/>).

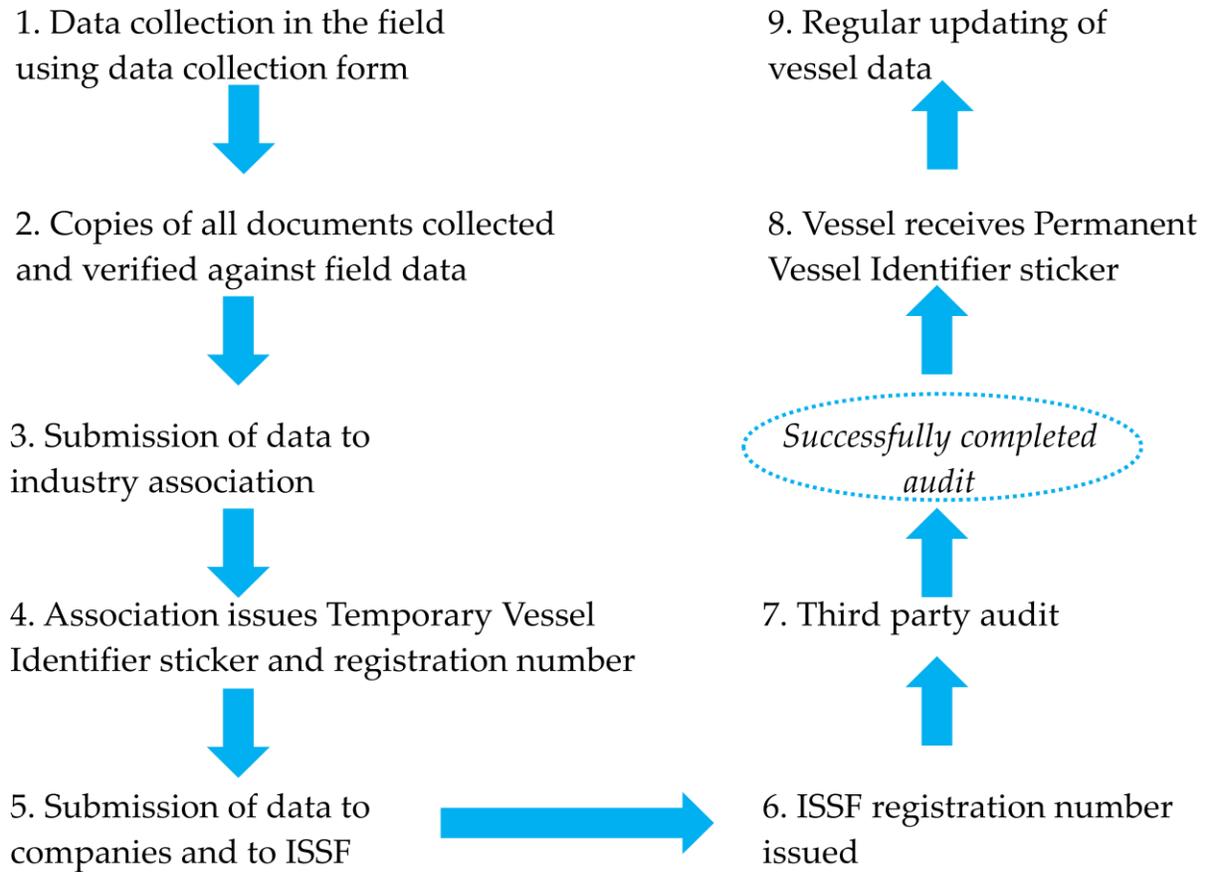


Figure 19. The PVR registration process.



Figure 20. Temporary vessel identifier sticker

5. Uploading completed port sampling forms to I-Fish using the VIC system

Field staff should upload port sampled data using the VIC system whenever possible. Steps 1 – 5 below detail the process of uploading data to I-Fish using the VIC system. When uploading a port sampling form using the VIC system is not possible (for example, because it is a new vessel and it is not yet registered in the system) the vessel information should be recorded into I-Fish and a VIC assigned for future use (more information in Section 4a).

Step 1 – Location of data uploading section on I-Fish website

Once users have logged in to the I-Fish website, click on 'Database' from the menu at the top of the screen (Figure 21). On the 'Database' page there will be a section for uploading port sampling forms. Click 'Upload Template File Protokol Sampling Integrasi VIC'.

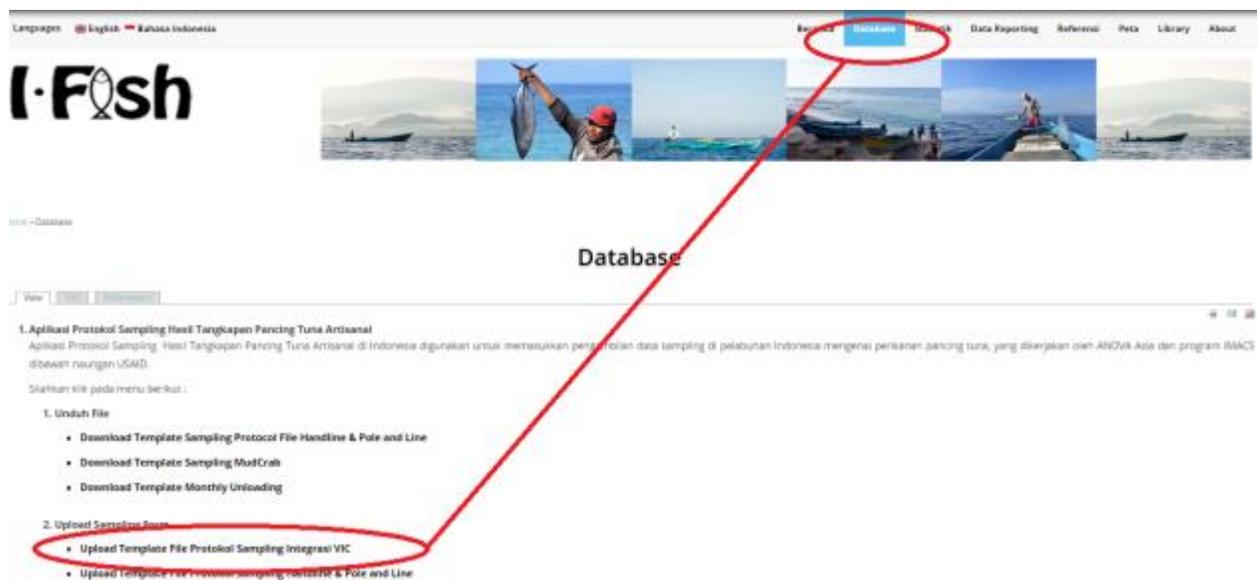


Figure 21. Location on I-Fish website for uploading using VIC system.

Step 2 – Uploading port sampling forms (three options)

There are three options for uploading port sampling data to the I-Fish system:

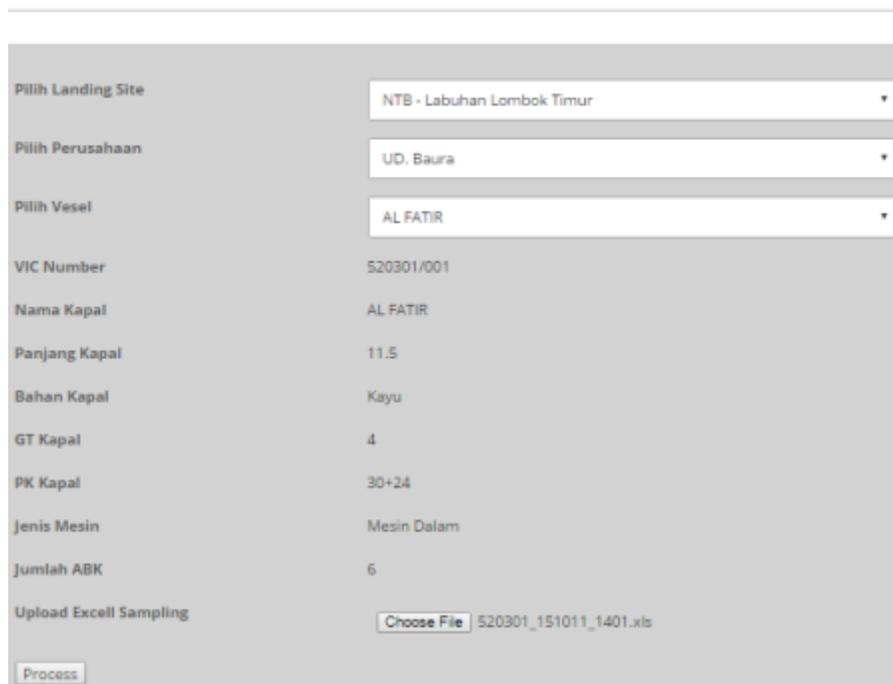
1. Upload port sampling with VIC Number

2. Upload port sampling without VIC Number
3. Upload port sampling without VIC Number, (specifically for Maluku province and small vessels, i.e. <1GT)

Option 1. Upload port sampling with VIC Number

On the 'VIC Port Sampling Upload Page', please select the landing site, the company name and the vessel name. The other data fields should fill automatically based on these three choices (Figure 22). If the vessel data that appears matches with the vessel data in the port sampling form, upload the excel form ('Choose File') and click the 'Process' button.

VIC Port Sampling Upload Page



The screenshot shows a web form titled "VIC Port Sampling Upload Page". It contains several input fields and a file upload section. The form is filled with the following data:

Pilih Landing Site	NTB - Labuhan Lombok Timur
Pilih Perusahaan	UD. Baura
Pilih Vesel	AL FATIR
VIC Number	520301/001
Nama Kapal	AL FATIR
Panjang Kapal	11.5
Bahan Kapal	Kayu
GT Kapal	4
PK Kapal	30+24
Jenis Mesin	Mesin Dalam
Jumlah ABK	6
Upload Excell Sampling	Choose File 520301_151011_1401.xls
<input type="button" value="Process"/>	

Figure 22. Uploading page when the vessel has a VIC number.

Option 2. Uploading port sampling form without a VIC number

If the vessel does not have a VIC number, upload the form without selecting a landing site, company name and vessel name (Figure 23).

VIC Port Sampling Upload Page

Pilih Landing Site: No Data

Pilih Perusahaan: No Data

Pilih Vesel: No Data

Upload Excell Sampling: Choose File 520301_151011_1401.xls

Process

Figure 23. Uploading page when the vessel does not have a VIC number.

When uploading a vessel without a VIC number, the I-Fish system will check the vessel data in the uploading file with existing vessel data. If there is a potential match, the I-Fish system will suggest using the vessel in the I-Fish database (Figure 24). The user can check the suggested vessel data with the vessel data in the uploading form and if satisfied that it is the same vessel, the user can upload using the VIC from the suggested vessel ('Pilih', Figure 24). If the suggested vessel data does not match the vessel data in the port sampling form, the user can click 'Tidak ada VIC! Create VIC Review' (Figure 24).

TIDAK ADA VIC! CREATE VIC REVIEW — Data Vessel Untuk Direview

AL FATIR (520301/001)
ALIF IMRAN (520301/002)
GT: 6 TANGKAP: 14 PK: 30+30+30 ARK: 6 BENTUK: Kayu
GAIRAH KEMBALI 04 (520301/015)
MANDALIKA JAYA 2 (520301/024)
KMN SALZABILAH (520301/030)

PILIH — Sugestion Box

Figure 24. Suggestion box for when I-Fish finds a potential vessel match for the vessel in the uploading form.

If the I-Fish system cannot find a potential vessel match in the existing vessel data, the new vessel must be submitted for review and VIC allocation. The port sampling data for

this vessel will be stored in a Temporary folder (not in the I-Fish database). Users must complete basic information about the new vessel (Figure 25) before the port sampling data is submitted to the Temporary folder. The port sampling data will only be uploaded to the I-Fish database when the vessel data has been reviewed by the VIC Admin and a VIC number has been assigned.

The image shows a screenshot of a web application interface. In the foreground, a modal window titled "BUAT VIC REVIEW" is open. It contains several input fields for vessel information: "Lokasi" (Location) with the value "NTD - Labuhan Lombok Timur", "Perusahaan" (Company) with "UD Seura", "Nama Kapal" (Vessel Name) with "A", "Kapasitas Kapal (GT)" (Vessel Capacity in GT) with "7", "Panjang Kapal (m)" (Vessel Length in m) with "5", "Kapasitas Mesin (PK)" (Engine Capacity in PK) with "5", "Jumlah Awak" (Crew Count) with "11", and "Bahan Kapal" (Vessel Material) with "Fiber". A "SAVE CHANGES" button is located at the bottom right of the modal. In the background, a list of vessels is visible, including "L. FATIR (520301/001)", "LIF IMRAN (520301/002)", "LAJAH KEMBALI 04 (520301/015)", "RINDALKA JAYA 2 (520301/024)", and "MN SALZABILAH (520301/036)".

Figure 25. The vessel data to be submitted for review for a new vessel.

Option 3. Uploading without a VIC number (special case for Maluku, small vessels)

Data submission in Maluku province is possible without a VIC number and without submitting the vessel for review. This exception is because of the conditions in Maluku province, i.e. small vessels (1GT), one day fishing trips and current conditions with the vessel registration. When uploading a port sampling form from Maluku, the I-Fish system will search through existing vessel data to find a match with the vessel data to be uploaded. If there is a match, the user can choose to use this vessel and VIC for uploading the port sampling form ('Pilih', green circle Figure 26). If there is no match, the user can click 'Tidak Ada! Upload Langsung' (pink circle Figure 26). The user can then upload the port sampling form directly to the I-Fish database without using the VIC number. The minimum data requirements for uploading to I-Fish is vessel name.

TIDAK ADA ! UPLOAD LANGSUNG

Info! Apakah ada diantara data VIC berikut ini ?

WAEPLABUNG 1 (810403/001)

GT: 1
PANJANG: 8.64
PK: 15
ABK:
BAHAN: Fiber

PILIH

WAEPLABUNG 2 (810403/003)

WAEPLABUNG 3 (810403/005)

Figure 26. Page for uploading using suggested vessel or uploading directly (special case Maluku).

6. Appendix I – Examples of all documentation required for registration

Example 1: Surat Izin Penangkapan Ikan (SIPI)

SIPI

SIPI

PEMERINTAH PROVINSI SULAWESI UTARA
BADAN KOORDINASI PENANAMAN MODAL
SURAT IZIN PENANGKAPAN IKAN
NO: 503/KPPT/478/SIPI/IX/2015

IDENTITAS		REFERENSI	
NAMA : ANDI RAMLI	ALAMAT : JAGA II DESA BELANG KEC. BELANG KABUPATEN MINAHASA TENGGARA	NO SIUP : 503/KPPT/1631/SIUP/X/2013	TANGGAL SIUP : 29 OKTOBER 2013
Memperhatikan Rekomendasi/Pertimbangan Teknis Kadis Kelautan dan Perikanan Prov. Sulut Nomor 523/DKP/P3HP/3.01/2686/2015 Tanggal 09 September 2015		SURAT PERMOHONAN SIPI :	NOMOR : -
		TANGGAL : 21 AGUSTUS 2015	STATUS : BARU
DATA KAPAL		DAERAH PENANGKAPAN	
1. NAMA KAPAL : KM. PALOPO STAR-01	LUNWUKAN	LAUT MALUKU	YPP 715
2. TEMPAT DAN NO. GROSSE AKTE : GT 12 No. 44/Kid	2014	LAUT SULAWESI (PERMEN KP NO. 30/MEN/2012 Pasal 37 Jo Permen 57 Tahun 2014)	YPP 716
3. TANDA SELAR : 2014		PELABUHAN PANGKALAN	
4. TAHUN PEMBUATAN KAPAL : BELANG		BELANG (PERMEN KP NO. 30/MEN/2012 Pasal 37 Jo Permen 57 Tahun 2014)	
5. TEMPAT PEMBUATAN KAPAL : BELANG		PELABUHAN STINGGAH	
6. BERAT KOTOR : 12 GT		BITUNG	
7. BERAT BERSIH : 4 NT		JALUR PENANGKAPAN TERLARANG	
8. MEREK MESIN : MITSUBISHI		JALUR I (Sampai dengan 4 MIL dari Pantai) (PERMEN KP NO. 42/MEN/2014)	
9. KEKUATAN MESIN : 135 PK		ANAK BUAH KAPAL (ABK)	
10. NOMOR SERI MESIN : 771491		INDONESIA : 15 (LIMA BELAS) ORANG	
11. BAHAN KAPAL : KAYU		ASING : 0	
12. NEGARA ASAL : INDONESIA		MASA BERLAKU IZIN	
JENIS KAPAL/ALAT PENANGKAPAN IKAN		11 SEPTEMBER 2015 S/D 11 SEPTEMBER 2016	
HAND LINE		MANADO, 11 SEPTEMBER 2015	
<p>Tembusan 2/2:</p> <p>1. Kepala Dinas Kelautan dan Perikanan Provinsi Maluku Utara</p> <p>2. Kepala Dinas Kelautan dan Perikanan Provinsi Sulawesi Utara</p> <p>3. Setiap memasuki wilayah perairan Provinsi lain wajib melaporkan keberadaannya ke Dinas Kelautan dan Perikanan dan Pelabuhan Perikanan setempat.</p> <p>4. Setiap 6 (enam) bulan sekali wajib melaporkan hasil pendaratan ikan ke Dinas Kelautan dan Perikanan Provinsi Sulawesi Utara</p>		<p style="text-align: center;">KEPALA BADAN KOORDINASI PENANAMAN MODAL</p> <p style="text-align: center;">DR. SYNDIA WISANIA, MM, M.Si</p> <p style="text-align: center;">PEMBINA PEMUDA MUDA</p> <p style="text-align: center;">NIP. 196807171990102002</p>	
<p>Apabila ada data atau informasi dan atau dokumen pendukung penerbitan izin ini yang ternyata dikemudian hari terbukti tidak benar dan atau tidak sesuai yang dinyatakan oleh instansi yang berwenang menerbitkan dokumen tersebut, maka izin ini akan dicabut dan pungutan hasil penangkapan yang telah dipraktikkan tidak dapat dikembalikan.</p>			

Example 2: Bukti Pencatatan Kapal Perikanan (BPKP)



BPKP

PEMERINTAH KABUPATEN HALMAHERA SELATAN
DINAS KELAUTAN DAN PERIKANAN
LABUHA

Jl. Raja Mendang No 5 LabuhaEmail :dkphalimahera@gmail.com

BUKTI PENCATATAN KAPAL PERIKANAN
 NO: 523.411 / 59 - III / BPKP - HS / 2015

<p>NAMA PERUSAHAAN</p> <p>Nama pemilik : Suang Muhamad Alamat : Desa Lele : Kec. Mandioli Selatan : Kab. Halimahera Selatan</p>	<p>REFERENSI</p> <p>Surat Permohonan Penerbitan Surat Bukti Pencatatan Kapal Perikanan Tanggal : 13 MARET 2015</p>
<p>IDENTITAS KAPAL</p> <p>NAMA KAPAL : PMN. ALENA 01 TANDA PAS : -</p>	<p>JENIS KEGIATAN / ALAT PENANGKAPAN IKAN</p> <p>PENANGKAPAN IKAN / HAND LINE</p>
<p>SPESIFIKASI KAPAL</p> <p>BAHAN UTAMA KAPAL : KAYU MESIN PENGGERAK : WEXO 1115 TAHUN PEMBANGUNAN : 2014 TONASE KOTOR : - UKURAN KAPAL : 08,75 X 1,15 X 80</p>	<p>DAERAH PENANGKAPAN</p> <p>PERAIRAN KABUPATEN HALMAHERA SELATAN</p> <p>PELABUHAN PANGKALAN</p> <p>SN. DESA LELE</p>
<p>CATATAN</p> <p>BPKP INI MERUPAKAN BPKP BARU</p> <p>BUKTI PENCATATAN KAPAL PERIKANAN (BPKP) INI BERKEDUDUKAN "SEDERAJAT" DENGAN SURAT IZIN USAHA PERIKANAN (SIUP)</p>	<p>MASA BERLAKU</p> <p>SELAK TANGGAL : 13 MARET 2015 SAMPAI DENGAN TANGGAL : 12 MARET 2016 Labuha, 13 MARET 2015</p> <p>A.N Kepala Dinas Kelautan dan Perikanan Kabupaten Halimahera Selatan Kepala Seksi Pengawasan dan Budidaya</p> <div style="text-align: center;">  MURAMAH ARDANI, S.Pi.MP NIP.19600613 200604 1 014 </div>

Apabila ada data dan atau informasi dan atau dokumen pendukung penerbitan Bukti Pencatatan kapal perikanan ini yang ternyata di kemudian hari terbukti tidak benar atau tidak sah, maka Bukti Pencatatan kapal perikanan ini dapat di tinjau ulang.

Example 3: PAS Kecil



 REPUBLIK INDONESIA

PAS – KECIL
RAGU DA BABA

KAPAL PENANGKAP IKAN
 No. 552.1 / 41 / PHB - PM / XI / 2015
 Diterbitkan berdasarkan ketentuan pasal 2 dan 3
 Keputusan Menteri Perhubungan No. KM. 46 Tahun 1996

Yang bertanda tangan dibawah ini : **KEPALA DINAS PERHUBUNGAN KOMUNIKASI DAN INFORMATIKA KABUPATEN PULAU MOROTAI**, menyatakan bahwa :

NAMA KAPAL	TANDA PAS	TONASE KOTOR (GT)	UKURAN P x L x D (M)
PMN. RATU TUNA 03	M. NO.	- 2 -	9,50 x 1,20 x 1,00

PENGGERAK	MEREK, TK/KW	BAHAN UTAMA	JUMLAH GELADAK	TAHUN PEMBANGUNAN
MESIN	YAMAHA 1 X 15 PK	FIBER GLASS	-	2011

Dipergunakan Sebagai : **KAPAL PENANGKAP IKAN**
 Nama Dan Alamat Pemilik : **Sdr. SUTARMAN BABA / Desa Sangowu Kecamatan Morotai Utara Kab. Pulau Morotai**
 Telah didaftarkan dalam Registrasi Pas Kapal Di **Dinas Perhubungan Komunikasi dan Informatika Kabupaten Pulau Morotai**.
 Dengan Nomor 41 dan oleh karena itu berhak berlayar dengan mengibarkan Bendera Republik Indonesia.
 Kepada seluruh Pejabat Republik Indonesia dan mereka yang bersangkutan diharap supaya memperlakukan nakhoda dan muatannya sesuai dengan ketentuan Undang – Undang Republik Indonesia dan Perjanjian – perjanjian dengan Negara – negara lain.
 Berlaku sampai tanggal **12 NOVEMBER 2016**

Dikeluarkan di : **MOROTAI SELATAN**
 Pada Tanggal : **12 NOVEMBER 2015**
 An. BUPATI PULAU MOROTAI
KEPALA DINAS PERHUBUNGAN KOMUNIKASI DAN INFORMATIKA

Dr. MUHAMMAD KHARISMA SI
 Kepala Dinas Perhubungan, Komunikasi dan Informatika Kabupaten Pulau Morotai
 No. 199/001/1/021

PERHATIAN: PAS KECIL INI DAPAT DIMINTA DAN DI URAH JIKA ISI SURAT KETERANGAN INI TIDAK SAH DAN SELAMA SEBELUM DIPENUHI SELAMBAT-LAMBATNYA DUA MINGGU SEBELUM BERAKHIR MASA BERAKHIR SERTIFIKAT INI SEGERA MELAPOR KEMBALL, JIKA TERJADI KETERLAMBATAN AKAN DIKENAKAN SANKSI ADMINISTRASI.

Example 4: PAS Besar.

24 Mar 2016



PAS BESAR

REPUBLIC INDONESIA

Diterbitkan berdasarkan ketentuan Pasal 59
Permenhub Nomor PM 13 Tahun 2012

KEPALA KANTOR KESYAHBANDARAN DAN OTORITAS

Yang bertanda tangan di bawah ini PELABUHAN SORONG
menyatakan bahwa : KAPAL MOTOR PENANGKAP IKAN

NAMA KAPAL	TANDA PANGGILAN	TEMPAT PENDAFTARAN	TANDA PENDAFTARAN
DIOSKURI 4A	YE 9683	SORONG	2008 MMj No. 764/N

UKURAN P X L X D (M)	TONASE KOTOR (GT)	TONASE BERSIH (NT)	TAHUN PEMBANGUNAN
25,47 x 5,60 x 2,75	87	26	2004

PENGGERAK UTAMA	MEREK TK/KW	BAHAN UTAMA KAPAL	JUMLAH GELADAK	JUMLAH BALING-BALING
MESIN	YUCHAI, 280 PK	FIBERGLASS	SATU	SATU

Milik THE SEMUEL TIMOTIUS berkedudukan di SORONG
memenuhi syarat sebagai Kapal Indonesia, sesuai dengan ketentuan peraturan perundang-undangan, oleh karena itu berhak berlayar dengan mengibarkan bendera Indonesia sebagai bendera kebangsaan kapal.

Kepada seluruh pejabat yang berwenang dan pejabat-pejabat Republik Indonesia maupun mereka yang bersangkutan berkewajiban supaya memperlakukan nakhoda kapal dan muatannya sesuai dengan ketentuan peraturan perundang-undangan Republik Indonesia dan perjanjian-perjanjian dengan negara-negara lain.

Diterbitkan di : SORONG
Pada tanggal : 28 JANUARI 2015

Didaftarkan dalam
Register Pas Besar di : KSOP SORONG
No. Urut : 297
No. Halaman : 99
Buku Register : 2

TANDA SELAK : GT. 87 No. 760/ MMj
PUP 6 No. 14.449899

An. MENTERI PERHUBUNGAN

KEPALA KANTOR KESYAHBANDARAN DAN OTORITAS PELABUHAN SORONG



(Signature)

WILLEM MARYEN
PEMBINA Tk. I (IV/b)
NIP. 19601213 198503 1 001

DKPI - 01

A 00279

Example 5: Surat Ukur Kapal.

REPUBLIK INDONESIA



SURAT - UKUR

CARA PENGUKURAN DALAM NEGERI

No. 613/1012.....

Nama kapal :
" ADRIKU SAYANG "
 Eks

Pelabuhan Pendaftaran	Jenis Kapal	Tanda Panggilan	Digerakkan oleh Mesin atau Layar	Bahan
AMBON	NELAYAN	-	MESIN	FIBRE
Tempat dan tanggal peletakan lunas	Nama dan alamat Pembangunan			Nomor Galangan
DESA WAAI, 1997	JULIANUS DI DESA ASILULU			-
Keterangan Alat Penggerak	Jumlah baling-baling	Jumlah cerobong asap	Jumlah geladak	Jumlah tiang
YANMAR, 255 HP	1 (SATU)	1 (SATU)	1 (SATU)	1 (SATU)

UKURAN - UKURAN POKOK

PANJANG : adalah jarak mendatar dari bagian belakang linggi haluan sampai bagian depan linggi buritan yang diukur pada tingkatan geladak atas atau bagian sebelah atas dari Rimbat tetap :	<u>17,28</u> meter
LEBAR : adalah jarak mendatar diukur antara kedua sisi luar kulit lambung kapal pada tempat yang terbesar, tidak termasuk pisang pisang :	<u>3,40</u> meter
DALAM : adalah jarak dari bagian sebelah bawah dari gading dasar di samping lunas dalam sampai bagian bawah geladak atau sampai garis melintang kapal yang ditarik melalui kedua sisi atas Rimbat tetap :	<u>1,70</u> meter

TONASE KAPAL ADALAH

TONASE KOTOR : = 29 =

TONASE BERSIH : = 19 =

Dengan ini diterangkan bahwa isi kapal ini telah ditentukan sesuai ketentuan-ketentuan dalam S.K. Dir. Jen. Perhubungan Laut No. PY.67/1/13-90 tanggal 6 Oktober 1990

Nomor dan tanggal pengesahan : AL.40/6/18/KW.XXV-98, tanggal 25 JULI 1998.

Dikeluarkan di AMBON Tanggal 27 DESEMBER 1997

AN. MENTERI PERHUBUNGAN
U.B
ADMINISTRATOR PELABUHAN AMBON

TANDA SELAR : GT. 29 No. 613/1012 CAP / TTD

Dipasang pada : DINDING DEPAN RUANG
KEMUDI MELINTANG SEBELAH LUAR

capt. SUBEYO W. HADI, SH
NIP. 120119885

DKP II - 21

Example 6: Surat Keterangan Kecakapan (SKK)

NOMOR URUT : 4/P.TIH - 1994.-

SURAT KETERANGAN KECAKAPAN
SEBAGAI TERMAKTUB DALAM PASAL 111 (4)
PERATURAN KAPAL 1935 (LEMBARAN NEGARA No. 344)

Pegawai Pengawasan Kapal : di TULEHU
Syahbandar

bersama ini menerangkan, bahwa seorang bernama
MARKUS SIAHAI
lahir di NOLLOTH, 13-03-1954, umur empat puluh tahun boleh berlayar
hingga pencabutan kembali, sebagai Nahkoda dikapal Api
~~Kepala Kamar Mesin~~ Motor

isi kotor m3 dalam penyeberangan antara tempat 2 Tuluhu dan sekitarnya
sampai dengan Saparua - Seram Barat Bagian Selatan dan sekitarnya

asal kapal itu bergerak dalam jarak tidak lebih dari 50 mil laut dari daratan yang terdekat.

Telah diuji pada tanggal
3 Desember 1994 di Tulehu

Diberikan untuk rangkap di TULEHU

MAHSAH JUSUR
NIP. 120028499

Tanggal 5 Desember 19 94.
Pegawai Pengawasan Kapal
Syahbandar

Potret dan can jempol kanan



J. H. S U K U R
NIP. 120082418

Dari pemegang surat keterangan ini

Rangkap ketiga dari surat keterangan ini dikirimkan ke
Jawatan Pelayaran pada tanggal

..... 19

LIHAT SEBELAH

CONTOH : O.K - 32

Example 7: Surat Keterangan Aktivasi Transmitter (SKAT)

13930
"FOTOKOPITIDAK SAHALAH"

KEMENTERIAN KELAUTAN DAN PERIKANAN
DITJEN PENGAWASAN SUMBER DAYA KELAUTAN DAN PERIKANAN
Jl. Medan Merdeka Timur No. 16 Lantai 15 Jakarta 10110
Telp/Fax: (021) 3523073 Email: pmp@kcp.go.id atau sekretariat_vms@kcp.go.id

SURAT KETERANGAN AKTIVASI TRANSMITER
Nomor: 192/34 /PSDKP.4/TU.212/IX/2015

Nama Kapal : DIOSKURI - 6A
Perusahaan/Pemilik : ELISABETH MINCE THEE
Alamat : Jl. Trumbu I RT.01/1 Kel. Warmanda Distrik Aimas, Kab. Sorong, Prov. Papua Barat
Telp : 0951-321422;085289327510
Fax : -
E-mail : -

Pusat Pemantauan Kapal Perikanan, Direktorat Jenderal Pengawasan Sumber Daya Kelautan dan Perikanan, menyatakan bahwa :

"POSISI KAPAL SAUDARA TELAH DAPAT KAMI TERIMA"
dengan transmitter VMS yang digunakan sebagai berikut:

Nomor ID	: 4881751
Pelabuhan Pemasangan	: Sorong
Penerimaan Terakhir	: - Tanggal : 30/09/2015 - Jam : 6:38 GMT - Posisi : 0°57' 54" 131° 16' 4"

Catatan:

1. Transmitter SPKP wajib diaktifkan dan dijaga agar tetap berfungsi;
2. Surat Keterangan Aktivasi Transmitter harus berada di atas kapal;
3. Bila terjadi kerusakan atau permasalahan fungsi transmitter, agar segera menghubungi provider transmitter SPKP yang digunakan;
4. Tidak diperkenankan memindahkan transmitter ke kapal lain atau melepasnya tanpa seizin Pusat Pemantauan Kapal Perikanan.

Belaku Sampai : 28 September 2016

Jakarta, 30 September 2015
A.n. Direktur Jenderal PSDKP
Plh. Direktur Pemantauan dan Peningkatan Infrastruktur
Ir. Suharta, M. Si

Tambahan:
1. Direktur Jenderal Pengawasan Sumber Daya Kelautan dan Perikanan
2. Direktur Jenderal Perikanan Tangkap
3. Kepala Pelabuhan Pemasangan

5081751 100915



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