

November 2015

LONGLINE HAUL LOG

This log is completed for each deployment of pelagic longline gear set and hauled. It reflects all the physical information relating to a single set/haul fished: weather, water depth, hook depth, bait, target species, set/haul dates, times, position, and water temperature. The LONGLINE HAUL LOG will serve as a cover sheet and the INDIVIDUAL ANIMAL LOG/S will follow with all associated catch.

All changes from the January 2015 version of this form will be marked in red. Only fill in numbers of items if you have marked the checkbox for that item; if you have not marked the box, leave the item number blank. However, on item information that calls for a number but does not have a yes/no checkbox, if there are zero items used you must fill in a zero.

INSTRUCTIONS**HEADER**

1. OBSERVER/TRIP Identifier: Record your assigned three character observer identifier + your three digit sequential deployment number. A trip is defined as any dock to dock deployment where pelagic longline fishing occurs OR any dock to dock deployment of over 12 hours, regardless of whether fishing effort takes place or not. The exception is if you stay on the same vessel where fishing has occurred and do not unload fish; in this case, use the same trip number. This will be the unique trip number for all logs and field notes associated with a single trip.
EXAMPLE: **A12005**
2. VESSEL NAME: Record the name of the vessel you are deployed on. Care should be taken to record the correct spelling of the vessel's name. Do not use any punctuation; hyphens, commas or periods in vessel name fields.
EXAMPLE: **MR ADVENTURE, SY KI MAI, MISSYS DREAM**
3. VESSEL NUMBER: Record the six or seven digit U.S. Coast Guard Documentation Number. If the vessel does not have a Coast Guard Number, record the state registration number and include the two letter state abbreviation prefix. This is not the same as the NMFS or state fishing permit number or USCG decal number.
EXAMPLE: USCG documentation number - **234567**
State registration number - **FL234567**

4. DATE LANDED: Record the month, day and year the vessel arrives back in port. This may not be same date the catch is unloaded.
EXAMPLE: **01/01/2016**

HAUL AND GEAR INFORMATION

5. HAUL NUMBER: Record the haul number each time longline gear is set/hailed. Start with 1 for the first haul and continue sequentially for all hauls made within in a single trip. If a line is cut during the set, this should be treated as two separate sets and hauls, each having its own haul log and associated animal logs. If a set is made immediately after another set and both sets soak at the same time, the set of that pair that is **hailed** first is numbered next, **not** the one that was set first. **To summarize, haul number will trump set number if gear is hailed in a different order than set.**
6. GEAR CODE: Record the three digit TIP code for the gear fished during this haul.

Pelagic Longline = **675**
Bottom Longline = **676**
7. PAGE NUMBER: Record the total number of pages used on this haul. The cover page for each haul will always be page number 1 and any associated INDIVIDUAL ANIMAL LOG sheets, will start with page number 2. Page numbers do not include incidental take forms (turtle, mammal, or bird forms).
8. HAUL OBSERVED? If the haul was observed, place a check or "X" in the checkbox; if not leave the checkbox blank.
Note: An **observed haul** is defined as one where all of the catch and bycatch hauled is recorded. An **unobserved haul** is defined as one where complete discard information is **not** collected. Reasons for unobserved hauls include illness, safety concerns, etc. Always record the reason for an unobserved haul in the COMMENTS section.
9. CATCH?: If this haul had any associated catch or bycatch, recorded on the INDIVIDUAL ANIMAL LOG, place a check or "X" in the checkbox; if not leave the checkbox blank.
10. INCIDENTAL TAKE?: Indicate whether a marine mammal, sea bird or sea turtle was caught in this haul by placing a check or "X" in the checkbox; if not leave the checkbox blank. If box is checked, the animal(s) should appear on the INDIVIDUAL ANIMAL LOG and also on separate SEA TURTLE, MARINE MAMMAL, OR SEA BIRD INDIVIDUAL LIFE HISTORY FORMS (as appropriate).

11. WEATHER: Record the two digit code for the weather at the **beginning** of the haul.

01 - Clear
02 - Partly cloudy
03 - Continuous layer of clouds
04 - Drizzle
05 - Continuous Rain
06 - Intermittent Rain/Showers
07 - Thunderstorms with lightning
08 - Rain with fog
09 - Fog or thick haze
10 - Snow or rain and snow mixed
11 - Blowing snow
99 - Other, please describe in field #41 **COMMENTS**

12. WIND SPEED: Record the maximum wind speed, in whole knots, at the **beginning** of the haul. Use Beaufort sea state table to estimate wind if needed. A number is needed here, even if it is "0".

13. WIND DIRECTION: Record the direction, in compass degrees (**three digits**), of the wind at the **beginning** of the haul. Wind coming from the northeast would be recorded 045. If wind is light or wind direction is difficult to determine, record either "VAR" for variable wind or a dash "-" for undetermined.

14. WAVE HEIGHT: Record the maximum wave height, in whole feet, at the **beginning** of the haul. If the wave is less than six inches, record 0.

15. REVERSE HAUL? Indicate whether this was a reverse haul by placing an "X" next to the appropriate YES or NO blank. Use the direction hauled for begin haul action, not from part-offs if they occur.
A reverse haul is when the last hook set is the first hook hauled.

16. GEAR CONDITION: Indicate the condition of the gear at the completion of the haul back by recording the most appropriate two digit code listed below.

60 = No gear damage with **greater** than 10% hooks lost
61 = No gear damage with **less** than or equal to 10% hooks lost
62 = Less than 50% fouled gear due to weather/oceanic conditions. Gear tangled, spun up or otherwise lowered gear fishability.
63 = More than 50% fouled gear due to weather/oceanic conditions. Gear tangled, spun up or otherwise lowered gear fishability.
66 = Parted off, gear recovered (ONLY if part off results in >20 min lost time)

67 = Parted off, gear not recovered (**list all items lost**)

68 = Gear completely damaged or lost

69 = Split haul (portion of gear having additional soak time)

70 = Lowered fishability due to gear conflicts

99 = Other

Please specify **other** gear condition in field #42 **COMMENTS**

17. STRING NUMBER: Record the string number that best describes the configuration fished in this haul. This number relates directly to the LONGLINE GEAR LOG string number.

If there are multiple combinations of gear or a change in target species, then an additional LONGLINE GEAR LOG may need to be completed and the appropriate string number entered in field #17. **Before submitting your data**, please contact the debriefer to discuss needs for new string numbers if gear deployment doesn't fit our SWO, MIX, TUN deployment characteristics (see field#23).

18. MAINLINE LENGTH: Record the length, to the nearest tenth of a nautical mile, of the main line for this set. Use available electronics or calculate using avg set speed X set duration. When calculating this value, make sure to round input numbers (speed and time) to the tenth before calculating. The default method should be calculation, if the information comes from another method please note it in the COMMENTS. When in areas with high currents that will greatly affect the calculations, use estimate of mainline length from captain or electronics and back calculate set speed, noting this method was used. Please show calculations on back of HAUL LOG or in field notes. Subtract time lost during the **set** if it occurs, regardless of length, when calculating mainline length.
EXAMPLE: Begin set 1706, end set 2051, set speed 7.14 kts
3 hrs 45 min → 3.75 → 3.8 x 7.1 = 26.98 → 27.0 nm

19. SET SPEED: Record the vessel's speed, to the nearest tenth of a knot, during the setting of gear. This **should** be an average speed obtained from available electronics during each set. **If using captain's estimated mainline length, calculate set speed from mainline length ÷ set duration.**

20. BOTTOM DEPTH RANGE: Record, to the nearest fathom, the minimum and maximum depths over the bottom, which the gear fished for this haul. This can be taken from a chart or from available electronics. **Note: 1 fathom = 6 feet**

21. HOOK DEPTH RANGE: Record, to the nearest fathom, the minimum and maximum depths the hooks fish. This is calculated by adding **dropline length + gangion length + leader length.**

22. TOTAL ADDITIONAL WEIGHT: Record, to the nearest pound, the total weight of additional line weights for the haul. This is weight attached to mainline, **not** associated with radar reflectors, radio beacons, anchors or gangions/leaders. If no additional weights are used, enter "0".
23. TARGET SPECIES: Record the primary species being targeted in this haul, using one of the following 3 character abbreviations: SWO, TUN, YFT, BET, SHX, DOL or MIX

This information should **primarily** reflect gear and deployment characteristics. "MIX" may be used when multiple species are being targeted. Consult POP staff if an unusual gear configuration is being used. A change in target species **will** require an additional Gear Log and string number (consult POP staff).

General deployment characteristics:

SWO = 100% light sticks, night soak

MIX = less than 100% light sticks

YFT / TUN = no light sticks, day soak

ITEMS USED?

25. TYPE: Record whether each type of item listed is used on the gear in this haul, by placing a check or "X" in the checkbox; if not leave the checkbox blank.
26. NUMBER: Record the number of each item used on the gear. All items with an "X" marking YES should have a number value > 0. For items **not** used, leave space.
- **FLOATS**: This will be the total of polyballs plus daubs and will come directly from the values on the DISTANCE CALCULATION TABLE.
 - **LIGHT STICKS**: Comment on placement in the COMMENTS section on the Haul Log (e.g., every other gangion, on one gangion per float, etc.). Additionally, comment on use of chemical versus electronic light sticks if electronic lights are used.
 - **RATTLERS**: These are rarely used. They are noise making devices that rattle and are attached to gangions/ leaders. Comment on placement.
 - **SURFACE LIGHTS**: Comment on placement of strobes attached to radio beacons, radar reflectors, satellite buoys, or floats. No need to comment when one strobe is used on each radio beacons, radar reflectors, or satellite buoys, as placement is understood (e.g., 7 strobes and 7 radar reflectors—it is clear that each radar reflector has a strobe).
 - **RADIO BEACONS (beepers)/ SATELLITE BUOYS (sat orbs)**: For now, satellite buoys will count as radio beacons, but comment on number of satellite buoys versus actual radio beacons. Also, comment if radio

beacons, satellite buoys, and radar reflectors are used in tandem (side by side with no hooks between them).

- **RADAR REFLECTORS (highflyers):** Comment if radio beacons, satellite buoys, and radar reflectors are used in tandem (side by side with no hooks between them).
- **ADD. LINE WTS:** This relates to field #22. This is the number of weights attached directly to mainline. For example, if you report 10lbs for field #22 and this represents a 5lbs line weight at each end of the mainline, you would report "2" for number of ADD. LINE WTS. Comment on this placement.

NUMBER OF HOOKS

27. **SET:** Record the number of hooks used for this set. This is a calculated value multiplying the number of hooks per float by total number of floats (this includes daubs and polyballs) and the number of sections. Make sure to see whether hooks are used between last drop float and polyballs. Also, there normally is variation on the last section; make sure to account for this in your calculation.
28. **LOST:** Record the number of hooks lost. This should relate to field #16 **GEAR CONDITION** and may include "bite offs", "cut offs", **bent** and missing hooks.
29. **TENDED:** Record the number of hooks pulled prior to begin haul. A practice called "hotlining", when a vessel runs the line and pulls individual hooks where floats are submerged. This was commonly used in the live bait tuna fleet, Gulf of Mexico *note live bait fishing was disallowed in Sept, 2000.
30. **REBAITED:** Record the number of hooks pulled, rebaited and put back into the water. This number will be added to the hooks set number to get total hooks in any effort analysis. *note bait number should reflect hooks set + rebaited hooks.

BAIT INFORMATION

31. **NUMBER:** Record the number of individual baits used. You can account for up to three different baits.
*note, record the larger number of bait kind used in bait #1; also all numbers **MUST** add up to equal number of hooks set.
32. **LBS:** Record, to the nearest pound, the total weight of bait used. You can account for up to three different baits. *note, record the bait kind with the heavier pounds used in bait #1 if bait number is the same.
EXAMPLE: 400 baits of mackerel weighing 260 lbs would be listed as bait #1 and 400 baits of squid weighing 172 lbs would be listed as bait #2.

33. **KIND:** Record the two digit code that identifies the bait used. **Provide photos of any bait used other than squid or mackerel.** You can account for up to three different baits.

Mackerel	= 01
Herring	= 02
Squid	= 03
Artificial	= 04
Sardine	= 05
Scad	= 06
Other	= 99

Note: only use 04 (artificial) for lures that are used alone on a hook, i.e. not in combination with natural baits. If artificials are used in combination (for example, skirts with sardines), use the proper natural bait code and describe the artificial use in the COMMENTS section.

34. **TYPE:** Record the one digit code that describes the type of bait used. You can account for up to three different baits.

Whole	= 1
Cut	= 2 (this is illegal, include a Fishery Affidavit for this violation)
Live	= 3 (this is illegal in GOM, include a Fishery Affidavit for this violation)
Other	= 9

35. **CONDITION:** Record the one digit code that describes the condition of the bait used at the beginning of the set. You can account for up to three different baits. Note that bait coded as TYPE 3 (live) will always be coded as CONDITION 4 (fresh).

Frozen	= 1
Semi Frozen	= 2
Thawed	= 3
Fresh	= 4
Salted	= 5
Other	= 9

SET/HAUL INFORMATION

36. **SET/HAUL BEGIN/END DATES:** Record the month, day and year this set began and ended. Record the month, day and year this haul began and ended.
EXAMPLE: 01/01/2002

37. SET/HAUL BEGIN/END TIMES: Record the local time (24 hour clock) this set began and ended. Record the local time this haul began and ended. Local time is defined as the time used on the vessel. **If time used on the vessel is not the same as actual local time, please note in comments.**
EXAMPLE: **0730** (7:30 AM) **1930** (7:30PM)
38. BEARING/LATITUDE: Record latitude in degrees and minutes and include the hemisphere (N or S) when this set began and ended and when this haul began and ended. If you can only get LORAN then record both TD's and LORAN chains. These values will be converted to lat/lon prior to data entry.
EXAMPLE: **29 05 N** or 61500 (7980Z) Enter leading zeros.
39. BEARING/LONGITUDE: Record longitude in degrees and minutes and include the hemisphere (E or W) for when this set began and ended. If you can only get LORAN then record both TD's and LORAN chains. These values will be converted to lat/lon prior to data entry.
EXAMPLE: **09 03 W** or 43900 (7980Y) Enter leading zeros, but not more than two characters for longitude (e.g. 09 not 009).
40. SET/HAUL BEGIN/END WATER SURFACE TEMPERATURE: Record, to the nearest tenth of a degree Fahrenheit, the sea water temperature. Record the water temperature for when this set began and ended. You can obtain this from available electronics or from a surface temperature, taken with a digital thermometer (rated to + or - 0.5 degree Fahrenheit). Use a consistent source for duration of trip (always from digital thermometer or always from vessel electronics within one trip).
41. LOST TIME: Record total time lost, to nearest tenth of an hour, searching for gear due to part offs, mechanical repairs, or other breaks (**≥20 minutes in a single occurrence, not cumulative**) in the normal HAULING operations that occur during the HAUL BACK. This does not include lost time during the set. If there is no lost time during the haul, enter "0.0". Reasons and times are recorded in the COMMENTS section of the Haul Log.
EXAMPLE: PART OFFS: 0917-0953 = 36 minutes
1202-1347 = 105 minutes
141 minutes = 2.36 hrs → 2.4 hrs

*Comment on all lost time that occurs during the set, even if less than 20 minutes. This time would NOT be recorded in the LOST TIME field but should be subtracted from set duration when calculating mainline length.

42. COMMENTS: The first comment will always indicate the number of bent hooks in the form BH=XX (two digits). A bent hook is defined as bent or straightened to the point that the hook is no longer used by the vessel. Remember to add bent hooks into LOST HOOK values.

Examples of additional comments can be light stick placement, part-off times, radio beacons and satellite buoys used, and any additional, pertinent information. If more space is required, use the back of the sheet and include "see back" on the front.

Split hauls – Defined as:

A. Hauls where either the mainline is intentionally cut (or not cut) to allow remaining gear to soak longer

OR

B. More than 6 continuous hours has elapsed between hauling operations of two different portions of the same set.

The portion of gear that received more soak time will require another haul log. Use the next sequential haul number, record the same set date, time, position, temp and duration but record the new begin haul and end haul information. When a split haul occurs, the **mainline length** and **numbers of gear items** on each of the two haul logs involved will need to be recalculated to reflect the two separate retrievals, but this information will need to be recombined on the distance calculation table to represent the single setting of gear. **The haul with the additional soak time gets a gear condition code of 69.** Other situations that may result in a **split haul** are when there is a part off and several hours (more than 6) is spent searching; when nightfall delays the search or the continuation of the haulback until the following morning, or when another vessel retrieves a portion of the gear. This last situation would also require that the split haul be recorded as **not observed**.