



**NOAA
FISHERIES**

**Office of Law
Enforcement**

Sources of Information for Vessel Owners, Locations and Authorizations

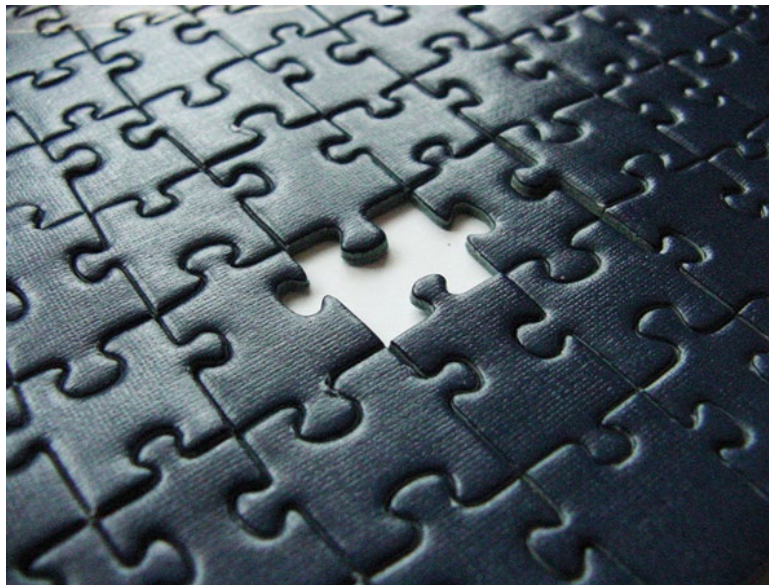
SEAFDEC MCS Workshop

David Pearl, Supervisory Investigative Analyst
September 2024

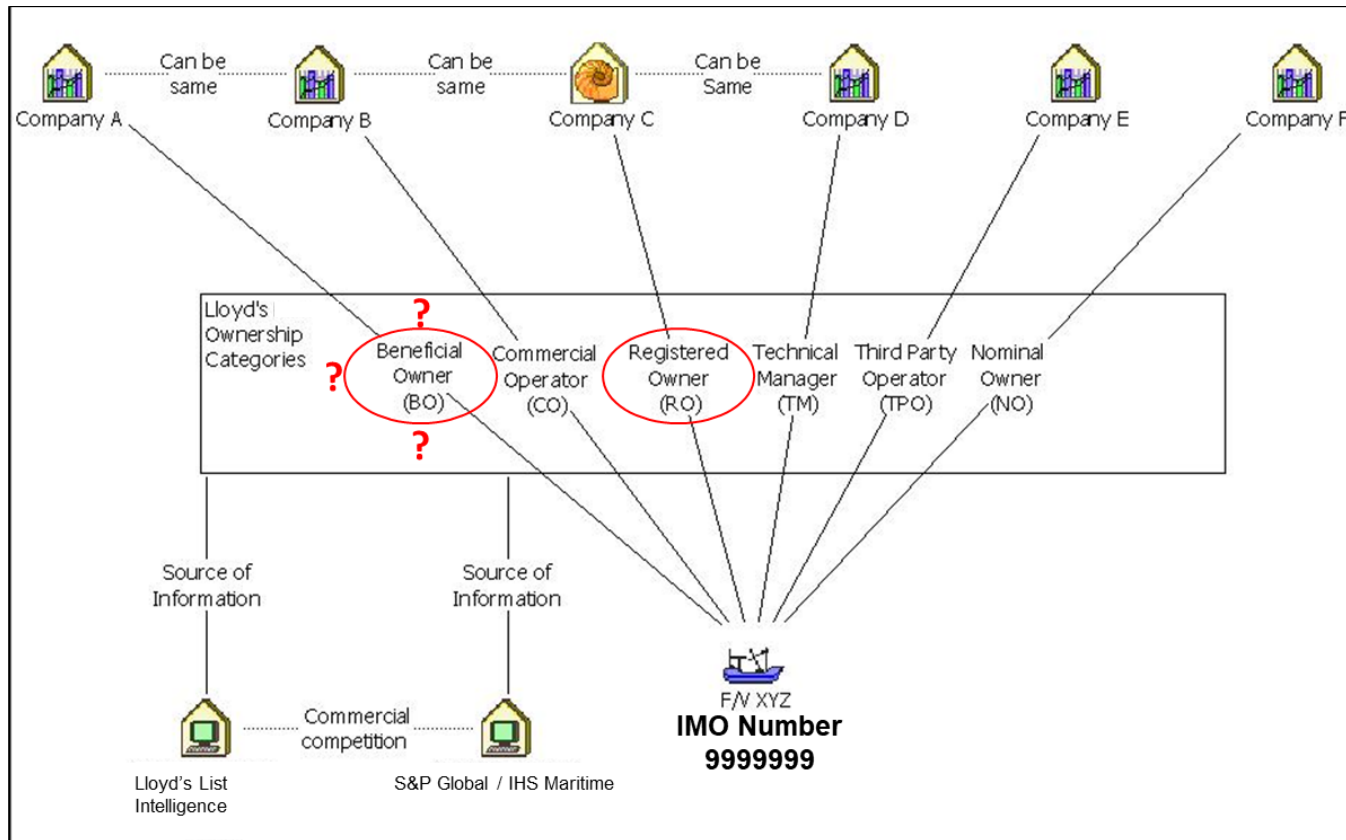
Sources of Vessel Ownership Data and Fishing Authorizations

Beneficial Vessel Ownership

- No one single database/tool can reliably pinpoint a vessel's beneficial owner
- There are multiple databases and sources of information that can offer leads for investigators to pursue
- Each vessel is like a unique puzzle that requires thorough research to piece together to determine its beneficial ownership



Vessel Ownership 101



Commercially available ownership information can be out of date and lack context but essential first step for further inquiry – System is ripe for liability cover-ups

Welcome To Lloyd's List Intelligence

Transparent and actionable maritime data empowering 60,000 professionals around the globe to make confident decisions that drive the safe, efficient and lawful movement of trade by sea.

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Lloyd's List Intelligence Ownership Definitions :

- 1) Beneficial Owner: [?] deemed to be the ultimate owning entity or representative thereof (either individual, company, group or organization). The Beneficial Owner may be the vessel's management company or the trading name of a group, both of which are generally perceived to represent the ultimate owners of the vessel.
- 2) Commercial Operator: either a subsidiary or division of the Beneficial Owner or the same as the Beneficial Owner. This is the in-house entity responsible for the commercial decisions concerning the employment of a ship, and how and where the ship is employed. The Commercial Operator is the direct beneficiary of the revenues from operating the ship, and may also be the entity that is responsible for purchasing bunkers and port services. A company heading a group of Registered Owners is regarded as the Commercial Operator of those ships.
- 3) Registered Owner: the company or individual whom the ship's legal title of ownership has been registered. This is where "open registry", "paper", or "name-plate" companies are often involved, with ships being registered in a country whose tax on the profits of trading ships is low/absent or whose requirements concerning manning or maintenance might be more relaxed.
- 4) Technical Manager: the company responsible for the maintenance of the ship and the machinery, repairs, stores and spares, and - in many instances - crew. The Technical Manager can either be an in-house subsidiary or division of the Beneficial Owner, or a third party entity. It is often the case that the DOC Company is also the Technical Manager.
- 5) Third Party Operator: the company which undertakes control, management, operation or agency of a period chartered ship. The Third Party Operator includes period charters, pool operators, bareboat charters, and third party commercial managers. They have no known corporate relationship with the Beneficial Owner. Sometimes, however, pool companies are partly owned and/or managed by the beneficial owner of one or more vessels in their pool.
- 6) Nominal Owner: these are the finance organizations or mortgagees behind the purchase of a vessel such as banks or trust companies.

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Maximize your seafaring operations with the industry's largest maritime database.

Sea-web is the ultimate maritime reference tool, with more than 600 data fields on over 220,000 ships of 100 GT and above. Maritime & Trade, which evolved from the publication Fairplay and its joint venture with Lloyd's Register, enhances Sea-web by leveraging its position as the sole global issuing body of the IMO ship, company and registered owner numbering system. The industry's largest maritime database, Sea-web features multiple, separate modules that integrate detailed information on ships, companies, builders, ports, movements, fixtures, casualties, performance, security and more into one online platform. It features seven levels of ownership and more than 290,000 owners, 300,000 companies, 16,000 ports and 116,000 ship photographs.

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<https://www.spglobal.com/marketintelligence/en/mi/products/sea-web-maritime-reference.html>

S&P Global/IHS Maritime Ownership Definitions

IHS Maritime identifies the following roles in respect to a vessel's Ownership/Management. It should be noted that the same company may perform more than one role on a ship.

Document of Compliance (DOC) Company - The owner of the ship or any other organization or person such as the manager or bareboat charterer who has assumed the responsibility for the technical operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the ISM Code.

A documented company on both DOC and SMC Certificates issued by flag Administrations; but the information for which is also available from the Responsible Organizations, such as Classification Societies, who may undertake the audits.

In most cases the DOC Company will be responsible for the Technical Management of the ship.

Registered Owner - The legal title of ownership of the vessel that appears on the ship's registration documents. It may be an Owner/Manager or a wholly-owned subsidiary in a larger shipping group; or a bank or one-ship company vehicle set up by the bank; or of course, it may be a "brass-plate" company created on paper to legally own a ship and possibly to limit liability for the "real" owners and/or benefit from offshore tax laws. It may anyway be a legal-requirement of the flag-state with whom the ship is registered for the legal owner to be a company registered in that country.

Commercial Manager - The company designated by the shipowner or charterer to be responsible for the day to day commercial running of the ship and the best contact for the ship regarding commercial matters. Including post fixture responsibilities, such as laytime, demurrage, insurance and charter clauses. This company may be an owner related company, or a third-party manager, whose purpose is primarily the management of ships for their ship-owning clients.

In some circumstances a ship may be owned by a financial organization who has no operational involvement whatever. The lessee company, or one of its subsidiary companies, may be deemed to be the commercial manager of the ship.

Technical Manager - The company designated by the ship owner or operator or ship manager to be specifically responsible for the technical operation and technical superintendency of a ship. This company may also be responsible for purchases regarding the fleet, such as repairs, spares, re-engining, surveys, dry-docking, etc.

In the majority of cases the DOC Company will also be responsible for the Technical Management of the ship.

Commercial Operator - The company responsible for the commercial decisions concerning the employment of a ship and therefore who decides how and where that asset is employed. The direct beneficiary of the profits from the operations of the ship, this company may also be responsible for purchasing decisions on bunkers and port services. A medium to long-term time charterer is considered to be the commercial operator of the ship while a medium to long-term bareboat charterer may sometimes be considered to be the commercial operator of the ship. Companies heading operator pools are the commercial operators of the ships in the pool. In Shipping Circles the Commercial Operator may often be referred to as the Disponent Owner of the ship.

- In the absence of an authoritative source for the Operator of the ship, the Commercial Ship Manager will be used as a default until the identity of the Operator is substantiated.

Bareboat/Demise Charterer - The company identified on the charter-party who charters the ship on a bareboat or demise charter. In this the charterer assumes control over all operations, costs and responsibilities associated with the vessel for an agreed period of time. The charterer becomes or appoints the managers and may also have the right to sub-charter the vessel. In Time Charter Party agreements, the charterer may only assume responsibility for operations, routing and cargo, while technical, crewing etc. remain with the owner. In some circumstances, the Bareboat/Demise Charterer may be referred to as the Disponent Owner of the ship.

It is increasingly common for ships to be in parallel registry during the period of a bareboat charter. In this case, the ship is transferred by the bareboat charterer to a new operational flag, while the ownership of the ship (Registered Owner) continues under the original Registry. None of the legal or financial responsibilities of the Registered Owner are transferred to the bareboat charterer during the period of charter.

- In Demise Charter agreements, if negotiated at the beginning of charter agreement, the charterer may have the option to purchase the vessel at the end of the charter period.

Group Beneficial Owner - This is the parent company of the Registered Owner. It is the controlling interest behind its fleet and the ultimate beneficiary from the ownership. A Group Beneficial Owner may or may not directly own ships itself as a Registered Owner. It may be the Manager of its fleet, which is in turn owned by subsidiary companies. Its ships may also be managed by a 3rd party under contract.

In some circumstances a ship may be owned by a financial organization who has no operational involvement whatever. In Shipping Circles, the lessee company, which may also sometimes be referred to as the Disponent Owner, can also be the Group Beneficial Owner, Commercial Manager or Commercial Operator of the ship.

Group Operated Fleet - For companies identified as Group Beneficial Owners, IHS Maritime can identify the total operational fleet. This Group Operated Fleet includes all the ships in the fleet operated by the group, including both their owned vessels and chartered in ships.



REQUEST FOR IMO SHIP IDENTIFICATION NUMBER

IHS Maritime & Trade
Sentinel House, 163 Brighton Road
Covington, Surrey CR5 2YH
United Kingdom
Tel: +44 01334 328300
Email: ship_imo@ihs.com

TO ENABLE UNIQUE IDENTIFICATION OF SHIPS FOR ASSIGNMENT OF AN IMO NUMBER IN ACCORDANCE WITH IMO RESOLUTION A.1078 (28), SOLAS XI 13 and 15, PLEASE COMPLETE THE FOLLOWING DETAILS IN CAPITALS:-

Note: Shipbuilding details are essential to issue an IMO Ship Number for Newbuildings prior to completion

Current Ship Name / Shipyard ID*

Former Name(s)

Original Name*

Flag* Port of Registry† Call Sign†

MMSI† Official Number† Flag Registration Date†

Tonnage (69) Yes No Fishing No.+

Gross* Net* Deadweight

Length Overall* Length B.P. Beam*

Moulded Depth* Draught

Keel Laying Date‡ Launch Date‡ Completion Date*‡

Shipbuilder* Shipbuilder Hull Number*

Sub-Contractor Hull Sub-Contractor Hull Number

Place of Build* Hull Material*

Ship Type Fishing Vessel Gear-type*

MARPOL requirements for Oil Tankers

The ship complies with regulation 13F(3) (double-hull) Yes No

The ship complies with regulations 13 and 13E (SBT/PL) Yes No

Other (please specify)

The ship is subject to CAS requirements of regulation Yes No

Registered Owner† & Address† (Including Fax, Telephone & Email)

Manager† & Address† (Including Fax, Telephone, Email & Website)

Number of Main Engines* Manufacturer* Engine Model*

Current Class Society* kW of Each Engine Number of Propellers

COMPANY REQUESTING IMO NUMBER

Company Name*

Contact Name* Sender's Email*

* Required Fields - all ships | † Required Fields - Ships in service only | ‡ Required Fields - Fishing Vessels only
+ Distinctive Number / Letters for Fishing Vessels | †† Date format is YYYY-MM-DD

Note: We cannot issue an IMO Ship No. without the above required fields

= Foundation for S&P Global/IHS Maritime SeaWeb database

Vessel Registration Application Example: United States

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No. 1625-0027
Expires: 04/30/2023

CERTIFICATE OF DOCUMENTATION; REDOCUMENTATION

NOTE: FILING THIS APPLICATION DOES NOT ENTITLE A VESSEL TO DOCUMENTATION OR TO ANY CHANGES SOUGHT ON A CERTIFICATE OF DOCUMENTATION. OFFICIAL NUMBERS DESIGNATED ON THE BASIS OF THIS APPLICATION ARE NOT TRANSFERABLE. ONLY A CURRENT CERTIFICATE OF DOCUMENTATION IS VALID FOR VESSEL OPERATION.

COMPLETE FOR ALL APPLICATIONS

A. VESSEL NAME (REQUIRED) _____

B. OFFICIAL # (IF AWARDED) _____

C. HULL ID # (IF ANY) _____

D. IMO # (IF ANY) _____

E. HAILING PORT INCLUDING STATE (TO BE MARKED ON VESSEL) _____

F. NAME OF MANAGING OWNER _____

G. SOCIAL SECURITY OR TAX ID NUMBER (REQUIRED - 46 USC 12104)
SSN: _____ TIN: _____

H. E-MAIL ADDRESS: _____
TELEPHONE NUMBER: _____

I. PHYSICAL ADDRESS OF MANAGING OWNER (REQUIRED - 46 CFR 67.113) _____

J. MAILING ADDRESS OF MANAGING OWNER (IF DIFFERENT THAN PHYSICAL ADDRESS - E.G. P.O. BOX) _____

K. SOCIAL SECURITY OR TAX ID NUMBER(S) OF OTHER OWNER(S)
SSN: _____ TIN: _____

L. (CLICK ICON TO ATTACH LIST OF ADDITIONAL OWNERS) _____

M. PURPOSE OF APPLICATION

1. EXCHANGE OF CERTIFICATE OF DOCUMENTATION.

2. REPLACEMENT OF LOST, WRONGFULLY WITHHELD OR MUTATED CERTIFICATE OF DOCUMENTATION.

3. RE-INSTALLMENT OF CERTIFICATE OF DOCUMENTATION FOLLOWING FAILURE TO RENEW.

4. RETURN TO DOCUMENTATION FOLLOWING DELETION. VESSEL NAME WHEN LAST DOCUMENTED: _____

5. APPLICATION FOR OFFICIAL NUMBER AND FIRST CERTIFICATE OF DOCUMENTATION. VESSEL _____

_____ WAS BUILT AT _____ IN _____ MONTH/YEAR _____

OR _____

_____ IS UNDER CONSTRUCTION AT _____ AND IS SCHEDULED FOR COMPLETION IN _____

HULL MATERIAL: WOOD STEEL FIBROUS REINFORCED PLASTIC ALUMINUM CONCRETE

OTHER (DESCRIBE) _____ APPROXIMATE LENGTH OF VESSEL _____

PREVIOUS NAMES, NUMBERS, OR FOREIGN REGISTRATIONS OF VESSEL _____

N. ENDORSEMENTS FOR WHICH APPLICATION IS MADE

RECREATIONAL COASTWISE - BOWTHERS ONLY (CERTIFICATE ON FILE)

FISHERY COASTWISE - OIL SPILL RESPONSE ONLY (LETTER OF QUALIFICATION ON FILE)

COASTWISE COASTWISE UNDER CHARTER TO AN ENTITY QUALIFIED TO ENGAGE IN COASTWISE TRADE (COPY OF CHARTER ON FILE)

REGISTRY

O. PRIMARY SERVICE & HORSEPOWER

HORSEPOWER: _____

COMMERCIAL FISHING BOAT OFFSHORE SUPPLY VESSEL RECREATIONAL

FISH PROCESSING VESSEL PASSENGER (6 OR FEWER) RESEARCH VESSEL

FREIGHT SHIP PASSENGER (MORE THAN 6) SCHOOL SHIP

FREIGHT BARGE PASSENGER BARGE (6 OR FEWER) TANK BARGE

INDUSTRIAL VESSEL PASSENGER BARGE (MORE THAN 6) TANK SHIP

MOBILE OFFSHORE DRILLING UNIT PUBLIC FREIGHT TOWING VESSEL

OIL RECOVERY PUBLIC TANKSHIP/BARGE UNCLASSIFIED VESSEL

OIL RECOVERY PUBLIC VESSEL, UNC

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L. CITIZENSHIP OF OWNER (CHECK THE BOXES TO SHOW THE TYPE(S) OF ENTITY(IES) THAT OWNS THE VESSEL)

ONE OR MORE INDIVIDUALS

I (WE) CERTIFY THAT ALL OWNERS OF THIS VESSEL ARE CITIZENS OF THE UNITED STATES

GOVERNMENT ENTITY (FEDERAL, STATE, TERRITORY, POSSESSION OR SUBDIVISION)

CORPORATION (SEE SECTION M, ITEM 5 WHEN APPLYING FOR A FISHERY OR COASTWISE ENDORSEMENT)

1. STATE OF INCORPORATION _____

2. CITIZENSHIP OF CHIEF EXECUTIVE OFFICER BY WHATEVER TITLE _____

3. CITIZENSHIP OF CHAIRMAN OF THE BOARD _____

4. NUMBER OF DIRECTORS NECESSARY TO CONSTITUTE A QUORUM _____

5. NUMBER OF ALIEN DIRECTORS _____

6. PERCENTAGE OF STOCK OWNED BY U.S. CITIZENS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT, WITH THE ENDORSEMENT(S) SOUGHT ON THIS APPLICATION IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART C)

LESS THAN 50% 75% OR MORE (AND, AT EACH TIER, IF APPLICABLE)

50% OR MORE: STATE EXACT 75% OR MORE (AND, AT EACH TIER AND IN THE AGGREGATE (IF FISHERY), IF APPLICABLE) PERCENTAGE _____

M. LIMITED LIABILITY COMPANY (LLC) (COMPLETE EQUITY SECTION AND CHOOSE TYPE) (SEE SECTION M, ITEM 5 WHEN APPLYING FOR A FISHERY OR COASTWISE ENDORSEMENT)

EQUITY INTEREST OWNED BY PERSONS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT SOUGHT IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART C)

LESS THAN 50% 75% OR MORE (AND, AT EACH TIER, IF APPLICABLE)

50% OR MORE: STATE EXACT 75% OR MORE (AND, AT EACH TIER AND IN THE AGGREGATE (IF FISHERY), IF APPLICABLE) PERCENTAGE _____

MEMBER MANAGED LIMITED LIABILITY COMPANY

I (WE) CERTIFY THAT ALL MEMBERS OF THIS LLC ARE CITIZENS OF THE UNITED STATES ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT.

OR

(CLICK ICON TO ATTACH LIST OF ALL MEMBERS)(REQUIRED)

2. LIMITED LIABILITY COMPANY NOT MANAGED BY MEMBERS AND NOT SIMILAR TO GENERAL PARTNERSHIP

PLEASE NOTE (A) & (B) MUST BE CHECKED FOR FISHERY AND COASTWISE ENDORSEMENTS; NOT REQUIRED FOR COASTWISE OIL SPILL OR COASTWISE UNDER CHARTER ENDORSEMENTS.

A. I (WE) CERTIFY THAT ANY PERSON ELECTED TO MANAGE THE LLC OR WHO IS AUTHORIZED TO BIND THE LLC, AND ANY PERSON WHO HOLDS A POSITION EQUIVALENT TO THE CHIEF EXECUTIVE OFFICER, BY WHATEVER TITLE, AND THE CHAIRMAN OF THE BOARD OF DIRECTORS IN A CORPORATION, AND ANY PERSONS AUTHORIZED TO ACT IN THEIR ABSENCE ARE CITIZENS OF THE UNITED STATES.

B. NON-CITIZENS DO NOT HAVE AUTHORITY WITHIN A MANAGEMENT GROUP, WHETHER THROUGH VETO POWER, COMBINED VOTING, OR OTHERWISE, TO EXERCISE CONTROL OVER THE LLC.

STATE WHERE ORGANIZED _____

N. PARTNERSHIP (COMPLETE EQUITY SECTION AND CHOOSE TYPE) (SEE SECTION M, ITEM 5 WHEN APPLYING FOR FISHERY OR COASTWISE ENDORSEMENT)

EQUITY INTEREST OWNED BY PERSONS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT SOUGHT IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART C)

LESS THAN 50% 75% OR MORE (AND, AT EACH TIER, IF APPLICABLE)

50% OR MORE: STATE EXACT 75% OR MORE (AND, AT EACH TIER AND IN THE AGGREGATE (IF FISHERY), IF APPLICABLE) PERCENTAGE _____

1. GENERAL PARTNERSHIP

I (WE) CERTIFY THAT ALL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT.

2. LIMITED PARTNERSHIP

I (WE) CERTIFY THAT ALL GENERAL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT.

(CLICK ICON TO ATTACH LIST OF ALL GENERAL PARTNERS)(REQUIRED)

CORPORATION QUALIFIED AND APPLYING UNDER 46 CFR 67.01 (BOWTHERS)

I (WE) CERTIFY THAT THE CORPORATE STRUCTURE HAS NOT CHANGED SINCE ISSUANCE OF THE CERTIFICATE OF COMPLIANCE.

VESSEL OWNED OR OPERATED BY NOT-FOR-PROFIT OIL RECOVERY COOPERATIVE

I (WE) CERTIFY THAT THE INFORMATION ON FILE WITH REGARD TO COOPERATIVE AND ISSUANCE OF THE LETTER OF QUALIFICATION REMAINS UNCHANGED.

JOINT VENTURE OR ASSOCIATION

I (WE) CERTIFY THAT ALL MEMBERS OF THIS (JOINT VENTURE) ASSOCIATION ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT(S) SOUGHT.

(CLICK ICON TO ATTACH LIST OF ALL JOINT VENTURES/MEMBERS)(REQUIRED)

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TRUST ARRANGEMENT (COMPLETE EQUITY/STOCK SECTION) (SEE SECTION M, ITEM 5 WHEN APPLYING FOR A FISHERY OR COASTWISE ENDORSEMENT)

I (WE) CERTIFY THAT ALL TRUSTEES AND ALL BENEFICIARIES WITH AN ENFORCEABLE INTEREST IN THIS TRUST ARRANGEMENT ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT.

EQUITY INTEREST OWNED BY PERSONS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT(S) SOUGHT IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART C)

LESS THAN 50% 75% OR MORE (AND, AT EACH TIER, IF APPLICABLE)

50% OR MORE: STATE EXACT 75% OR MORE (AND, AT EACH TIER AND IN THE AGGREGATE (IF FISHERY), IF APPLICABLE) PERCENTAGE _____

OR

VESSEL OWNED IN A TRUST ARRANGEMENT PURSUANT TO 46 USC 1211(c) (CROSS BORDER FINANCING)

I (WE) CERTIFY THAT THE VESSEL IS OWNED IN A TRUST ARRANGEMENT THAT QUALIFIES FOR A REGISTRY ENDORSEMENT ONLY PURSUANT TO PUBLIC LAW 104-324, SECT. 1136. ATTACHED IS AN AFFIDAVIT OF EACH TRUSTEE AND CITIZENSHIP EVIDENCE FOR THE CHARTERERS AS REQUIRED UNDER THE STATUTE.

(CLICK ICON TO ATTACH LIST OF ALL TRUSTEES AND ALL BENEFICIARIES WITH AN ENFORCEABLE INTEREST)(REQUIRED)

M. I (WE) CERTIFY THAT (MARK ALL THAT ARE APPLICABLE. ITEM 5, NOT REQUIRED FOR COASTWISE BOWTHER ONLY, OIL SPILL, OR UNDER CHARTER ENDORSEMENTS.)

1. I AM (WE ARE) A CITIZEN(S) OF THE UNITED STATES AND LEGALLY AUTHORIZED TO EXECUTE THIS APPLICATION IN THE CAPACITY SHOWN.

2. IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART I) THE VESSEL(S) TO WHICH THIS APPLICATION APPLIES:

(a) HAS (HAVE) BEEN MARKED OR WILL BE MARKED.

(b) WILL AT ALL TIMES REMAIN UNDER THE COMMAND OF A U.S. CITIZEN, UNLESS DOCUMENTED SOLELY WITH A RECREATIONAL ENDORSEMENT; WILL NOT BE OPERATED IN A TRADE NOT AUTHORIZED BY THE ENDORSEMENT(S) ON THE CERTIFICATE(S) OF DOCUMENTATION; THE NAME(S) OF THE VESSEL(S) WILL NOT BE CHANGED WITHOUT APPROVAL FROM THE NATIONAL VESSEL DOCUMENTATION CENTER, AND WE WILL PROMPTLY NOTIFY THE NATIONAL VESSEL DOCUMENTATION CENTER UPON A CHANGE IN ANY OF THE INFORMATION OR REPRESENTATIONS IN THIS APPLICATION.

3. HAS (HAVE) NOT OR HAS (HAVE) BEEN RESULT OR SUBSTANTIALLY ALTERED SINCE LAST DOCUMENTATION.

4. THE VESSEL IS NOT TITLED UNDER A STATE OR TITLED UNDER THE LAWS OF _____

THE FOLLOWING ITEM IS REQUIRED FOR COASTWISE AND/OR FISHERY ENDORSEMENTS. HOWEVER, IT IS NOT REQUIRED FOR COASTWISE BOWTHER ONLY, OIL SPILL, OR UNDER CHARTER ENDORSEMENTS.

5. U.S. CONTROL CERTIFICATION: THERE IS NO CONTRACT OR UNDERSTANDING THAT PROVIDES MORE THAN 25% OF THE VOTING POWER IN THE PARTNERSHIP, LIMITED LIABILITY COMPANY, CORPORATION, OR OTHER OWNING ENTITY EITHER DIRECTLY OR INDIRECTLY ON BEHALF OF ANY PERSON NOT A CITIZEN OF THE UNITED STATES. BY NO MEANS WHATSOEVER IS CONTROL IN EXCESS OF 25% CONFERRED UPON OR PERMITTED TO BE EXERCISED BY A PERSON WHO IS NOT A CITIZEN OF THE UNITED STATES.

POTENTIAL PENALTIES FOR FALSE STATEMENTS OR REPRESENTATIONS BY OWNER OR REPRESENTATIVE: CIVIL, MONETARY, VESSEL FORFEITURE (46 USC 12151), FINE AND/OR IMPRISONMENT (18 USC 1001)

SIGNATURE: _____ DATE: _____ CAPACITY (E.G. OWNER, AGENT, TRUSTEE, GENERAL PARTNER, CORPORATE OFFICER, MEMBER)

PRINTED OR TYPED NAME: _____

APPLICATION FEES ARE NOT REFUNDABLE. (46 CFR 67.500 (e)).

PRIVACY ACT STATEMENT

PURSUANT TO 5 U.S.C. § 552(a)(2), THIS PRIVACY ACT STATEMENT SERVES TO INFORM YOU OF WHY THE U.S. COAST GUARD (USCG) IS REQUESTING THE INFORMATION ON THIS FORM.

AUTHORITY: 46 U.S.C. CHAPTERS 121, 125, 951 AND 95001.

PURPOSE: TO OBTAIN INFORMATION TO ESTABLISH THE ELIGIBILITY OF A VESSEL TO BE DOCUMENTED AS A VESSEL OF THE UNITED STATES; ENGAGE IN A PARTICULAR TRADE; AND/OR BECOME THE OBJECT OF A PREFERRED SHIP'S MORTGAGE.

ROUTINE USES: AUTHORIZED USCG PERSONNEL WILL USE THIS INFORMATION TO DETERMINE CITIZENSHIP OF THE OWNER OF THE VESSEL FOR WHICH APPLICATION OR DOCUMENTATION IS MADE, AND DETERMINE ELIGIBILITY OF THE VESSEL TO BE DOCUMENTED WITH THE TRADE ENDORSEMENT SOUGHT. ANY EXTERNAL DISCLOSURES OF DATA WITHIN THIS RECORD WILL BE MADE IN ACCORDANCE WITH DHS/USCG-013, MARINE INFORMATION FOR SAFETY AND LAW ENFORCEMENT, 74 FEDERAL REGISTER #19, 2009, JUNE 25, 2009.

DISCLOSURE: FURNISHING THIS INFORMATION IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE THE INFORMATION REQUESTED MAY RESULT IN DENIAL OF THE APPLICATION FOR DOCUMENTATION, WHICH MAY PREVENT THE OWNER FROM OPERATING THE VESSEL(S) IN A SPECIFIED TRADE.

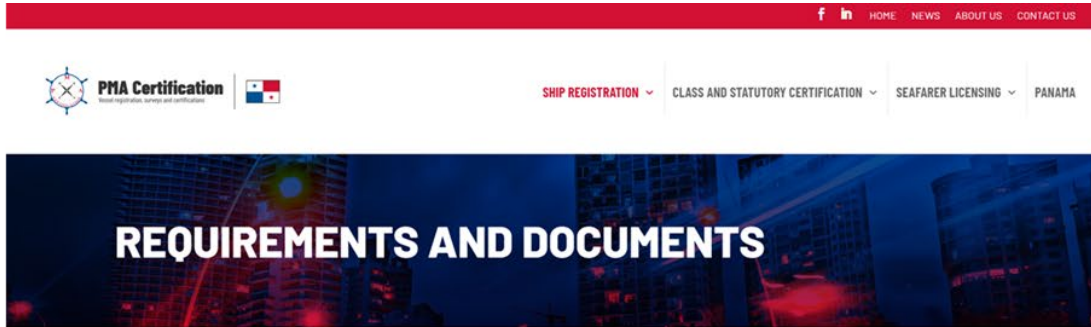
AN AGENCY MAY NOT CONDUCT OR SPONSOR AND A PERSON IS NOT REQUIRED TO RESPOND TO A COLLECTION OF INFORMATION UNLESS IT DISPLAYS A VALID OMB CONTROL NUMBER.

THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: U.S. COAST GUARD, NATIONAL VESSEL DOCUMENTATION CENTER, 70 T.J. JACKSON DRIVE, FALLING WATERS, WEST VIRGINIA 25419, OR OFFICE OF MANAGEMENT AND BUDGET, PAPERWORK REDUCTION PROJECT (1625-0027), WASHINGTON, DC 20503.

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Flag State vessel registration application documents are a great source of information to support investigations into beneficial ownership

Vessel Registration Application Forms Example: Panama



Documents Required for Provisional Registration

- Proof of ownership** (Builder's certificate, Bill of Sale, Certificate issued by the court in case of legal auctions) duly executed and authenticated by a Notary Public confirming the authenticity of the signatures and legal capacity of the signatories and legalized by a Panamanian Consul or by way of Apostille. The notary must also acknowledge in this document, that the Seller was the previous legal owner of the vessel before transference was effected; In case of a Building Certificate, there must be a declaration by the builder stating that "the vessel has been built by order and on account of the buyer".
- Original **Power of attorney** in favour of our firm duly notarized and authenticated by a Panamanian Consul or by way of Apostille.
- Deletion certificate / cancellation of previous registry** (not required for new vessels) duly authenticated to evidence the effect that the previous registry has been cancelled or closed.
- Radio application forms**, duly filled out.
- Technical certificates:** – **International Tonnage Certificate**, certificates issued by a recognized organization under the vessel's name and under the authority of the Panamanian Government.
- Upon presentation of the above documentation to the Shipping Bureau, registration of the respective Title of ownership (e.g. Bill of sale) and completion of various procedural steps, the Panama Maritime Authority will issue Statutory Navigation Patente and Statutory Radio License valid for five (5) years.

Documents Required for Provisional Registration

- Copy of a Power of attorney duly authenticated by a Notary Public and legalized (draft will be provided by our office upon your request)
- Completed **application for registration** (data in respect of technical description of the vessel)
- Payment of governmental fees; enrollment and first year annual taxes.
- Document of title (Builder's certificate, Bill of Sale, Certificate issued by the court in case of legal auctions)*

Technical certificates:

- Valid copy of the current Safety Management Certificate (SMC).

Finding National Contact Points for IMO related issues

Welcome to the Public Area

Modules

Ship and Company Particulars
Search the world fleet of ships by IMO Number and look up company particulars by IMO Company Number.

Maritime Security
Information communicated under the provisions of SOLAS regulation XI-2/13 (SOLAS chapter XI-2 and the ISPS Code).

Contact Points
Contact lists of competent authorities and authorized organizations relating to IMO matters.

Recognized Organizations
Information submitted by Member States under MSC/Circ.1010-MEPC/Circ.382.

Marine Casualties and Incidents
Data on marine casualties and incidents, as defined by circulars MSC-MEPC.3/Circ.4/Rev.1.

Port Reception Facilities
Data on the available port reception facilities for the reception of ship-generated waste.

Pollution Prevention Equipment and Anti-fouling Systems
Equipment required by MARPOL 73/78 and the BWM Convention, and anti-fouling systems compliant with the AFS Convention.

Status of Treaties
Status of ratification of IMO conventions.

Piracy and Armed Robbery
Reported incidents of piracy and armed robbery.

Facilitation of International Maritime Traffic
Information on stowaway incidents, E-Addresses of Governmental Authorities and notifications pursuant to article VIII of the FAL Convention.

Non-mandatory Instruments
Comprehensive list of non-mandatory IMO Instruments.

Simulators
Information on simulators available for use in maritime training.

Global SAR Plan
Information on the availability of Search and Rescue (SAR) Services.

Condition Assessment Scheme
Electronic database for the implementation of the Condition Assessment Scheme - Resolution MEPC.94 (46), as amended.

Cargoes
Information received from IMO members relating to containers, grain and solid bulk cargoes and dangerous goods in packaged form.

GMDSS
Global Maritime Distress and Safety System (GMDSS).

National Maritime Legislation
Texts of national laws, orders, decrees, regulations and other instruments implementing IMO conventions.

STCW-related information
National legal instruments and any relevant information required by the STCW Convention and Code.

Test Laboratories and Halon Facilities
Test laboratories recognized by administrations and halon banking and reception facilities.

Crew Change and Repatriation of Seafarers
Crew Change and Repatriation of Seafarers.

Maritime Single Window
Information of national single window systems provided by Member States.

Ship Fuel Oil Consumption
Mandatory reporting of fuel oil consumption by ships.

MARPOL Annex VI
Notifications communicated under the provisions of MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships).

Evaluation of Hooks
Reports on evaluation of hooks according to the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392).

Survey and Certification
Specimen certificate and e-certificate, exemptions and equivalents, and Voluntary early implementation.

Member State Audits
Information on audits under the IMO Member State Audit Scheme.

Ballast Water Chemicals
GESAMP-BWWG Database of chemicals most commonly associated with treated ballast water.

Ballast Water Management
Information on exemptions granted to ships, designated ballast water exchange areas, additional measures and warnings concerning ballast water uptakes.

Inter-agency platform for information sharing on migrant smuggling by sea

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IMO's GISIS Contact Points module helpful for providing investigator's leads to reach out to for more information about a vessel's flag state registration; Ship and Company Particulars provides some ownership information

<https://gisis.imo.org/Public/>

Fishing Permit Example: United States

NOAA FISHERIES SERVICE

NOAA Fisheries Permits

Search Issued Permits

This facility allows you to search for NOAA issued permits. Note: We are in the process of integrating permits from all regional offices so that they will be accessible through this web site. Until this process is complete, current search results are limited to the permit types displayed in the list below.

Search Parameters

NOTE: Any option with the word "ALL" in it requires a value for "Permittee Name" and/or "Vessel Name"

Permittee Name:

Vessel Name:

Issuing Office:

Permit Program:

I'm not a robot

Search

NOAA FISHERIES SERVICE

NOAA Fisheries Permits

Search Results

Permit Type: All Permits

Permittee Name: Not Specified

Vessel Name: Friesland

Date: 20-Aug-2024

PERMIT	PERMITTEE	ADDRESS	PER. ZIP	VESSEL ID	STATUS	EXPIRATION DATE
FEZ JORDAN EEZ	FRIESLAND FISHING COMPANY LLC	SUITE 142 SAN DIEGO, CA 92161	92161	528	CURRENT	
ETP-V SHIP VESSEL	FRIESLAND FISHING COMPANY LLC	2326 NETTHER BLVD STE 142 SAN DIEGO, CA 92161-1252	92161-1252	528	CURRENT	12/31/2024
HFPCA PROP SEAS FISHING COMPLIANCE ACT	FRIESLAND FISHING COMPANY LLC	2326 NETTHER BLVD STE 142 SAN DIEGO, CA 92161-1252	92161-1252	528	CURRENT	12/30/2025
HFPCA HFPCA AREA ENDORSEMENT	FRIESLAND FISHING COMPANY LLC	2326 NETTHER BLVD STE 142 SAN DIEGO, CA 92161-1252	92161-1252	528	CURRENT	12/30/2025

NOAA FISHERIES SERVICE

NOAA Fisheries Permits

Vessel Details

VESSEL IDENTIFICATION

Vessel Name	FRIESLAND
USCG Document Number	1216624
International Radio Call Sign	WDC6789
Vessel Registration Type	CG
USCG Document Status	VALID
USCG Document Issued Date	01/10/2024
USCG Document Expiration Date	02/28/2025
IMO Number	9310953
Hailing Port City	LAS VEGAS
Hailing Port State	NV

VESSEL PHYSICAL PROPERTIES

Gross Tonn - Registered	2437
Processing Equipment	RSW AND BRINE
Vessel maximum speed	16
HOLD CAPACITY (WEIGHT)	2100
Shaft Horsepower (SHP)	4500
Length - Registered	256.3
Breadth - Registered	47
Depth - Registered	26.8
Net Tonnage - Registered	731
Hull or Construction Material	STEEL
Propulsion	DIESEL REDUCTION
Self Propelled Indicator	YES

VESSEL EXTENDED ATTRIBUTES

Refrigeration/Product Storage	BRINE
VE SSEL PHOTOGRAPH SUBMISSION METHOD	SENT ELECTRONICALLY VIA E-MAIL
DATE PHOTOGRAPH TAKEN	08/04/2023
VE SSEL PHOTOGRAPH MARKINGS	WDC6789
Hull Configuration	UNSPECIFIED
Hull Yard City	KAOHSIUNG
Hull Yard Country	TAIWAN
Hull shape	UNSPECIFIED

VESSEL CHARACTERISTICS

Fishing Vessel Type	PURSE SEINER - TUNA
SINGLE SCOBAND RADIO	YES
HG'S AN INTERNATIONAL RADIO CALL SIGN (IRC S)	YES
Service Type	COMMERCIAL FISHING VESSEL
Trade endorsement	REGISTRY
Hull Province	UNITED STATES

VESSEL CONTACT INFORMATION

VE SSEL COMMUNICATION TYPE	EMAIL
COMMUNICATION NUMBER	NAVIGATOR@FRIESLAND.COM
INMARSAT SERVICE	OTHER
OTHER INMARSAT SERVICE TYPE	VSAT

VESSEL FOREIGN FLAG INFORMATION

Effective date - Begin period	02/17/2005
Effective date - End period	05/09/2007
Previous Vessel Name	FRIESLAND
Foreign Vessel Flag Indicator	YES
Previous Vessel Flag	NETHERLANDS ANTILLES
Country Name	VANUATU

Flag State vessel fishing permit records are another good source of information to support investigations into beneficial ownership

Finding National Contact Points for Fisheries Governance Issues

Food and Agriculture Organization of the United Nations

Global Information Exchange System
Agreement On Port State Measures

English

GIES Webpage

Overview

- Dashboard
- Login
- NCP & DP
 - National contact po...
 - Search
 - Designated ports
- Settings
 - Theme
- About GIES
 - Legal Disclaimer

National Contact Points

Filter by country Search

Country name	Authority name	Authority email	Phone number
Switzerland	Federal Food Safety and Veterinary Office	iuu@blv.admin.ch	null@
Thailand	Fisheries and Fleet Management Division, Department of Fisheries	thaipsm.investigation@gmail.com , thaipsm@fisheries.go.th	66@621539351
Timor-Leste	National Directorate of Inspection for Fisheries and Aquatic Resources	pamrodrigues@maf.gov.tl	670@78496100
Togo	Direction des pêches et de l'aquaculture/Ministère de l'agriculture, de la production animale et halieutique	dpamaep_tg@yahoo.com	+228 90 00 60 11
Tonga	Ministry of Fisheries	vailalam@yahoo.com	676@7401202
Trinidad and Tobago	Fisheries Division, Ministry of Agriculture, Land and Fisheries	fisheriesmcs@gov.tt	1@868 625 9358
Türkiye	The Ministry of Agriculture and Forestry, The Directorate General of Fisheries and Aquaculture	esrafatma.denizci@tarimorman.gov.tr	90@312 258 30 73
Uganda	DIRECTORATE OF FISHERIES RESOURCES	edwardrukunya@yahoo.com	256@772482599
United Kingdom	UK Marine Management Organisation	UKIUUSLO@marinemanagement.org.uk	+44 0 330 041 6585
United States of America	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Office of Law Enforcement	NOAA.OLE.International@noaa.gov	+1 (301) 427-2300
Uruguay	Dirección Nacional de Recursos Acuáticos	direcciongeneral@dinara@mgap.gub.uy	+598 92141354
Vanuatu	Vanuatu	vupsm@vanuatu.gov.vu	678@7748506
Viet Nam	Fisheries Surveillance Department (Ministry of Agriculture and Rural Development)	trangnhungicd@gmail.com; nhungntt.htqt@mard.gov.vn	84@912153865

Showing 13 results of 93

Page 5 of 5

FAO's GIES a good source for providing investigator's leads to reach out to for more information about a vessel's fishing authorizations/permits

<https://psma-gies.fao.org/>

RFMO Fishing Authorization Example: ICCAT

8/29/24, 11:47 AM ICCAT-CICTA-CICCA

AT000NAM00096, HALIFAX Print

Reporting Flag : Namibia **Current Flag :** Namibia **Registry Number :** 2021LB001
IRCS : V5IW **Length :** 27,32 **Type of length :** LOA
GRT : 93,18 **Type of Tonnage :** GT **International Reg No :** 8529533
Type of IRN : IMO **Vessel Type :** Longliner **Gear Type :** Longlines (not specified)

Dates of Authorization (Flag State)

	From	To	Notified
Positive List (LOA >= 20 m)	19/05/2024	31/12/2024	02/07/2024
Tropical Catching Vessels	19/05/2024	31/12/2024	02/07/2024
SWO-S catching vessels	19/05/2024	31/12/2024	02/07/2024
ALB-S catching vessels	19/05/2024	31/12/2024	02/07/2024

Owner Details

Name : South Wolf Holdings (PTY) LTD **Address :** P.O.Box 305,
City : Luderitz **Postal Code :** 264
Country : Namibia **Telephone :** 26463202135
Fax : **E-Mail :** ilm@way.na

Operator Details

Name : South Wolf Holdings (PTY) LTD **Address :** P.O.Box 305,
City : Luderitz **Postal Code :** 264
Country : Namibia **Telephone :** 26463202135
Fax : **E-Mail :** ilm@way.na

History Details (*)

Vessel Details

DateToHistory	ICCATNo	RegNo	IRCS	VesName	FlagCode	VesCode	GearCode	LengthM	Tonnage	TonType
14/07/2020	AT000SEN00031	DAK1273	6WMR	MARIO N°11	SEN	LL	LL	23,8	93	GRT

Complete list of RFMOs found here:
<https://www.fao.org/fishery/en/organization/search>

RFMO vessel authorization lists can also be a good source of information to support investigations into beneficial ownership

Helpful RFMO IUU Fishing Vessel List Compilation

- Trygg Mat Tracking Combined IUU Vessel List

(<http://www.tm-tracking.org/>)

COMBINED IUU VESSEL LIST



[ABOUT](#) [SEARCH](#) [CONTACT](#) [DOWNLOAD & NOTIFICATIONS](#) [FAQ](#)

Enter current or historic name, callsign, owner, registration number, etc.
Search function will return matches with information in any field

[Reset Search](#)

- Show vessels currently on RFMO IUU vessels list
- Show vessels previously on RFMO IUU vessels list

Include Vessels listed by:

- CCAMLR
- IATTC
- ICCAT
- IOTC
- NAFO
- NEAFC
- SEAFO
- WCPFC
- SPRFMO
- GFCM
- NPFC
- SIOFA
- CCSBT

Additional Sources of Vessel Specific Information

- **UN - FAO Global Record** (<https://www.fao.org/global-record/information-system/en/>)
 - Information on fishing vessel and their support vessels provided by official State authorities
- **UN – FAO Fishing Vessel Finder**
 - (<https://www.fao.org/fishery/en/collection/fvf>)
 - Large Database that pulls from open sources
- **Equasis**(<https://www.equasis.org/EquasisWeb/public/HomePage>)
 - Safety related information on ships and companies

Ship Sale and Purchase Documentation

Example: Memorandum of Agreement for Ship Sale and Purchase

SHIPSALE 22

BIMCO
STANDARD FORM

MEMORANDUM OF AGREEMENT FOR SHIP SALE AND PURCHASE

PART I

1. Name of Vessel	2. Date of Agreement
3. Sellers (name and address)	4. Buyers (name and address)
5. Sellers' Guarantor (if any) (name and registered office address)	6. Buyers' Guarantor (if any) (name and registered office address)
7. Vessel details: (i) IMO number; (ii) GT/NT; (iii) Year, builder and place of build; / / (iv) Vessel's Flag Registry; (v) Bamboo registry (if any); (vi) Classification Society; (vii) Class notation.	8. Inspection Select subclause 602, 603, 604 or 605. Choose an item. If subclause 602 or 603 is applicable, insert place and date / date range of vessel inspection and Classification Society records inspection as applicable.
9. Purchase Price (amount and currency)	10. Deposit (state percentage of the Purchase Price)
11. Deposit Holder (name and address)	12. Sellers' Account (name of bank, branch location and account details)
13. Banking Days (places/countries)	14. Earliest date for giving Notice of Readiness
15. Cancelling Date	
16. Delivery place/range	
17. Underwater Inspection/Drydock Inspection (state if Clause 8 or 9 shall apply) Choose an item	18. Bunkers, Oils and Greases (i) Bunkers Choose an item (ii) Oils and Greases Choose an item
19. Documentary closing (state location or electronic method)	20. Validity of classification certificates
21. Notices to Sellers (name and contact details)	22. Notices to Buyers (name and contact details)

Working Copy

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23. Email address for receipt of arbitration notices and communications on behalf of Sellers	24. Email address for receipt of arbitration notices and communications on behalf of Buyers
25. Buyers' Flag Registry	26. Numbers of any additional clauses
27. Subjects (state subjects, if any, and latest date within which all subjects must be filed)	
28. Law and Arbitration (a) English law/London arbitration, (b) US law/New York arbitration, (c) English law/Singapore arbitration, (d) Singapore law/Singapore arbitration, (e) Hong Kong law/Hong Kong arbitration, (f) English law/Hong Kong arbitration, (g) Other. Choose law and arbitration venue. If alternative (g) (Other) is chosen, Clause 26 must be appropriately filled in or replaced, failing which alternative (a) (English law/London arbitration) shall apply (EC 26). Choose an item	

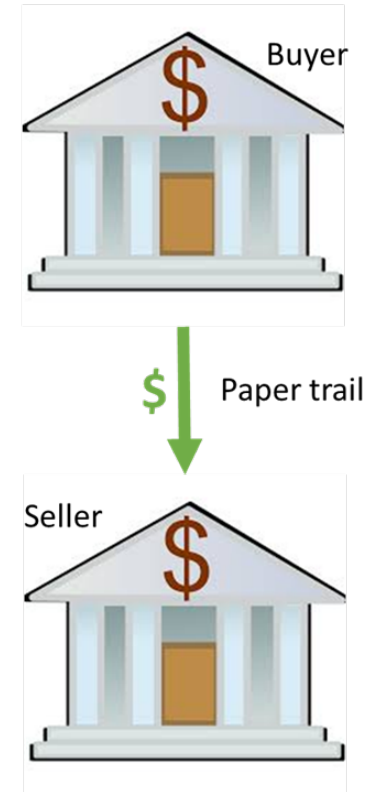
In the event of a conflict of terms and conditions, the provisions of PART I of this Agreement and any Annexes shall prevail over those of PART II of this Agreement to the extent of such conflict but no further.

The party responsible for issuing the final execution version of this Agreement warrants that it is an Authentic BIMCO Template procured from a properly authorised source and that all modifications to it are clearly visible. "Authentic BIMCO Template" means a BIMCO approved standard contract in an editable electronic format.

Authorized Signatures: Sellers (print name and sign): Sellers' Guarantor, (if any) (print name and sign): By its signature to this Agreement the Sellers' Guarantor identified in Box 5 guarantees the performance of the Sellers' obligations in accordance with this Agreement.	Authorized Signatures: Buyers (print name and sign): Buyers' Guarantor (if any) (print name and sign): By its signature to this Agreement the Buyers' Guarantor identified in Box 6 guarantees the performance of the Buyers' obligations in accordance with this Agreement.
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Working Copy

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Ship sale and purchase documentation is excellent source of information to support investigations into beneficial ownership – challenging to obtain

Real World Example: F/V Mario 11



Ships [Search History](#) [Refine Search](#) [Have Your Say](#)

MARIO 11

Fishing Vessel

IMO 8529533 MMSI 663212000 Callsign 6WMR
 In Service/Commission 📍 Dakar 🇸🇳 Senegal [Watch](#) Deadweight 0 t Gross Tonnage 93 Built 2002

Owner & Registration ⓘ

- Ownership
- Ownership History**
- Registration

Show extended history

Date	Name	Flag	Group Owner	Shipmanager	Operator	DOC Company	Registered Owner	Technical Manager	Bareboat Charterer	Price	Seq
2018-07						Unknown					00
2017-00		Senegal									00
2011-00	MARIO 11										00
2011-00		Tanzania									94
2002-00								Unknown			00
2002-00							Global Marine Service Ltd				00
2002-00				Global Marine Service Ltd							00
2002-00					Global Marine Service Ltd						00
2002-00			Unknown								00
2002-00		Vanuatu									95
2002-00	Yuh Pao No. 11										95

Originally Yuh Pao No. 11

- Show
- Locate
- Print
- Rel's
- Correct

Updated: 2024-08-27

Ship Particulars / IMO 8529533

MARIO 11

1 Name:	MARIO 11 <i>(effective 2011)</i> Yuh Pao No. 11 <i>(effective 2002)</i>
1 IMO Number:	IMO 8529533
1 Flag:	Senegal <i>(effective 2017)</i> United Republic of Tanzania <i>(effective 2011)</i> Vanuatu <i>(effective 2002)</i>
1 Call sign:	6WMR
1 MMSI:	663212000
1 Ship UN Sanction:	Not on list
1 Owning/operating entity under UN Sanction:	Not on list

Characteristics

1 Type:	Fishing Vessel <i>(effective 2002)</i>
1 Date of build:	2002
1 Gross tonnage:	93

Companies

1 Registered owner:	Global Marine Service Ltd <i>(effective 2002)</i> <i>IMO Company Number</i> 5561618 <i>Nationality of registration</i> Tanzania <i>Address</i> PO Box 4585, Zanzibar, Tanzania. <i>Company status</i> Active
---------------------	--

Information on ship and company particulars is made available under the terms of the Shipping Information Agreement between IHS Maritime and the IMO Secretariat.

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HALIFAX
LUDERITZ



Purchasing Entity

Jason Burgess (Director)
Southern Wolf Holdings PYT Ltd
PO Box 305, Insel St.
Lderitz, Namibia

Sale of IUU F/V Mario 11

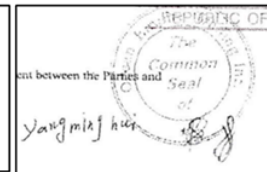
Source: Vessel Sale and Purchase Contract

\$150,000 USD
10/28/2020

Selling Entities

Company:
Hsin Fei Trading and Investment Co Ltd
11 Rue Malan x Bld Djily Mbaye
Dakar Ponty, Senegal

Attorney-in-fact:
Yang Ming Hui (President)
Ocean Empire Trading Inc.
PO Box 1019, Port Vila
Vanuatu, South West Pacific



Installment Payment for IUU F/V Mario 11

Source: SWIFT document

Southern Wolf Holdings PYT Ltd
ERF 85 Mabel St
9000 Lderitz, Namibia

Ocean Empire Trading Inc.
Esun Commercial Bank
Kaohsiung Branch, Taiwan
Act. NO: xxxx-xx-xxxxxxx

Key Questions:
Who is Yang Ming Hui?
Who owns bank account
No. xxxx-xx-xxxxxxx?

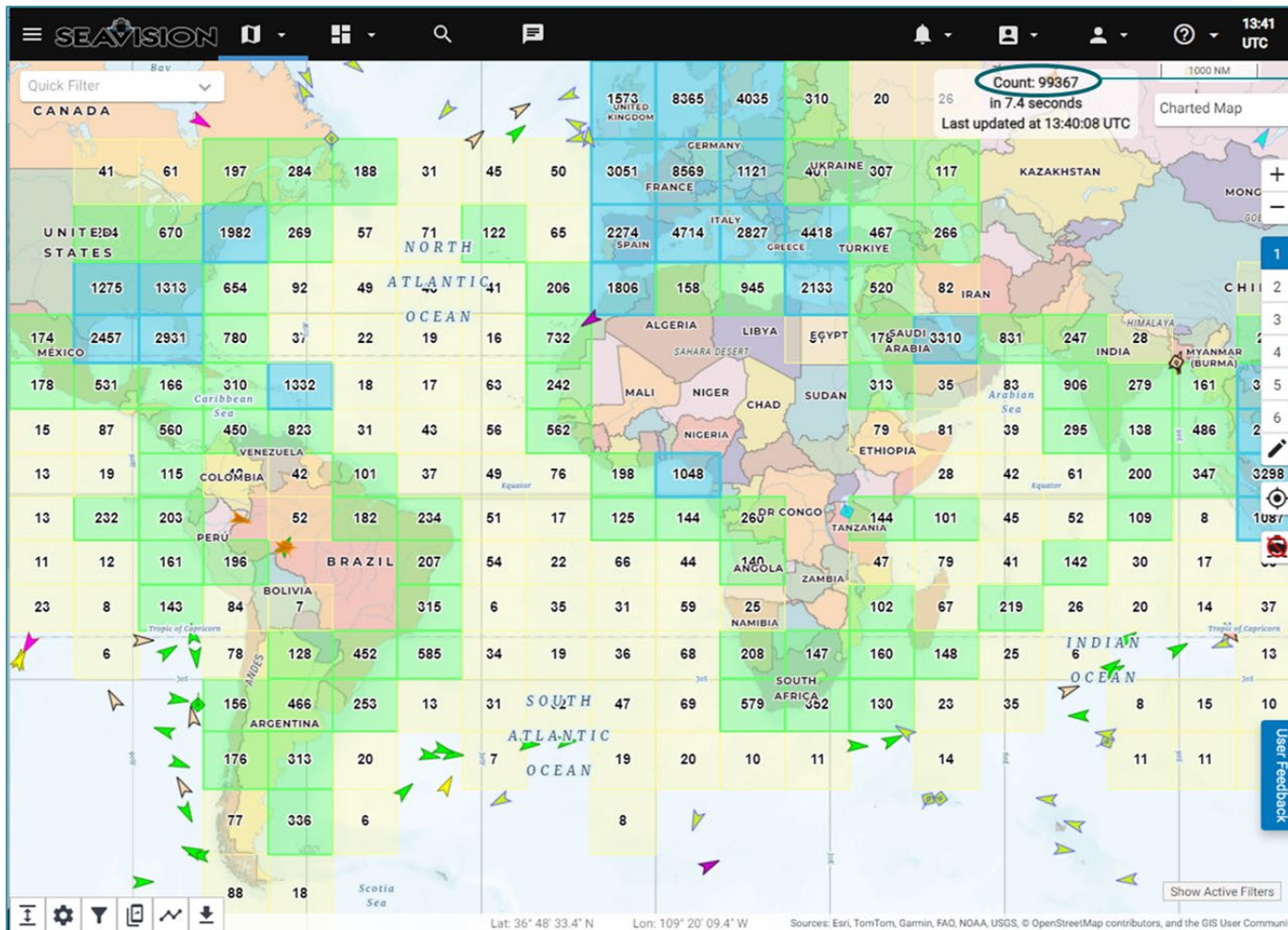
Bank Windhoek Limited
Windhoek, Namibia

\$30,000 USD
09/06/2022
SWIFT
Standard Chartered Bank
New York, NY, USA

Taiwan Shin Kong Commercial Bank Co. Ltd
Kaohsiung Foreign Exchange Processing Unit
SWIFT Code: xxxxxxxxxx

Sources of non-VMS Vessel Locations

Maritime Domain Awareness (MDA)



→ Last 6 hours

More dots
does not
always equal
better MDA

Common MDA Data Layers:

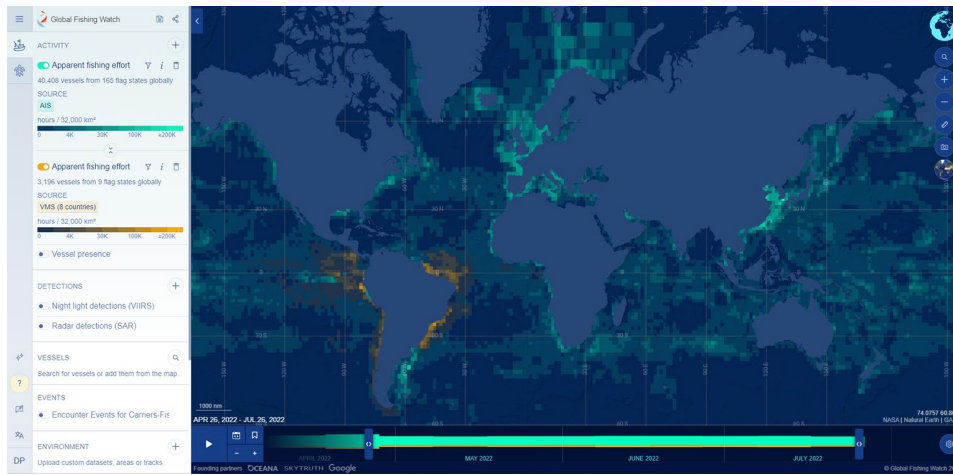
- AIS (Anti-collision)
- SAR (Space Radar)
- Shore Radar
- EO (Space Photos)
- VIIRS (Night lights)
- RF (Radio Frequency)
- Sightings (human eyeball)

MDA Tool Example: SeaVision (USG)

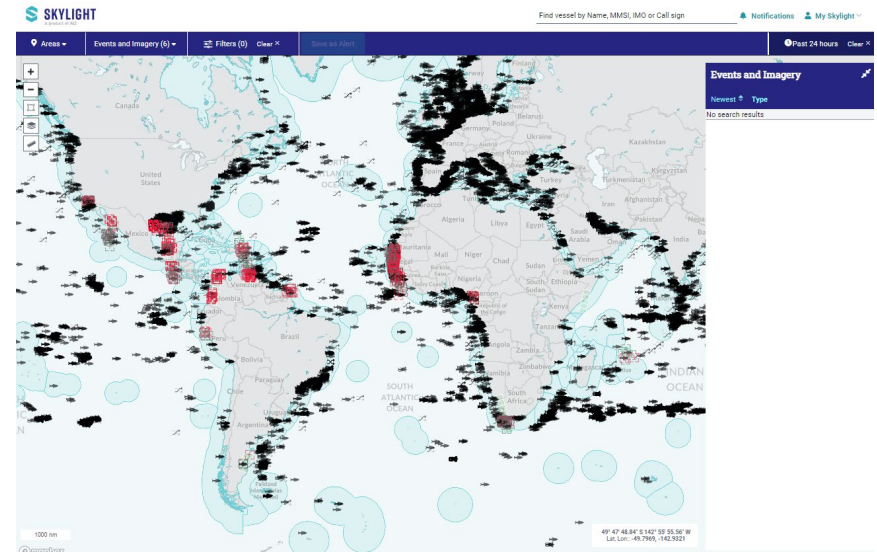
Automatic Identification System (AIS)

Primary Function = Collision Avoidance

No International Mandate for Fishing Vessels to Carry/Transmit



Global Fishing Watch



Skylight

Both great free sources of AIS and associated analytics
(plus other MDA data layers)

Fishing and Rendezvous Events from Global Fishing Watch and Seavision Available in SeaVision

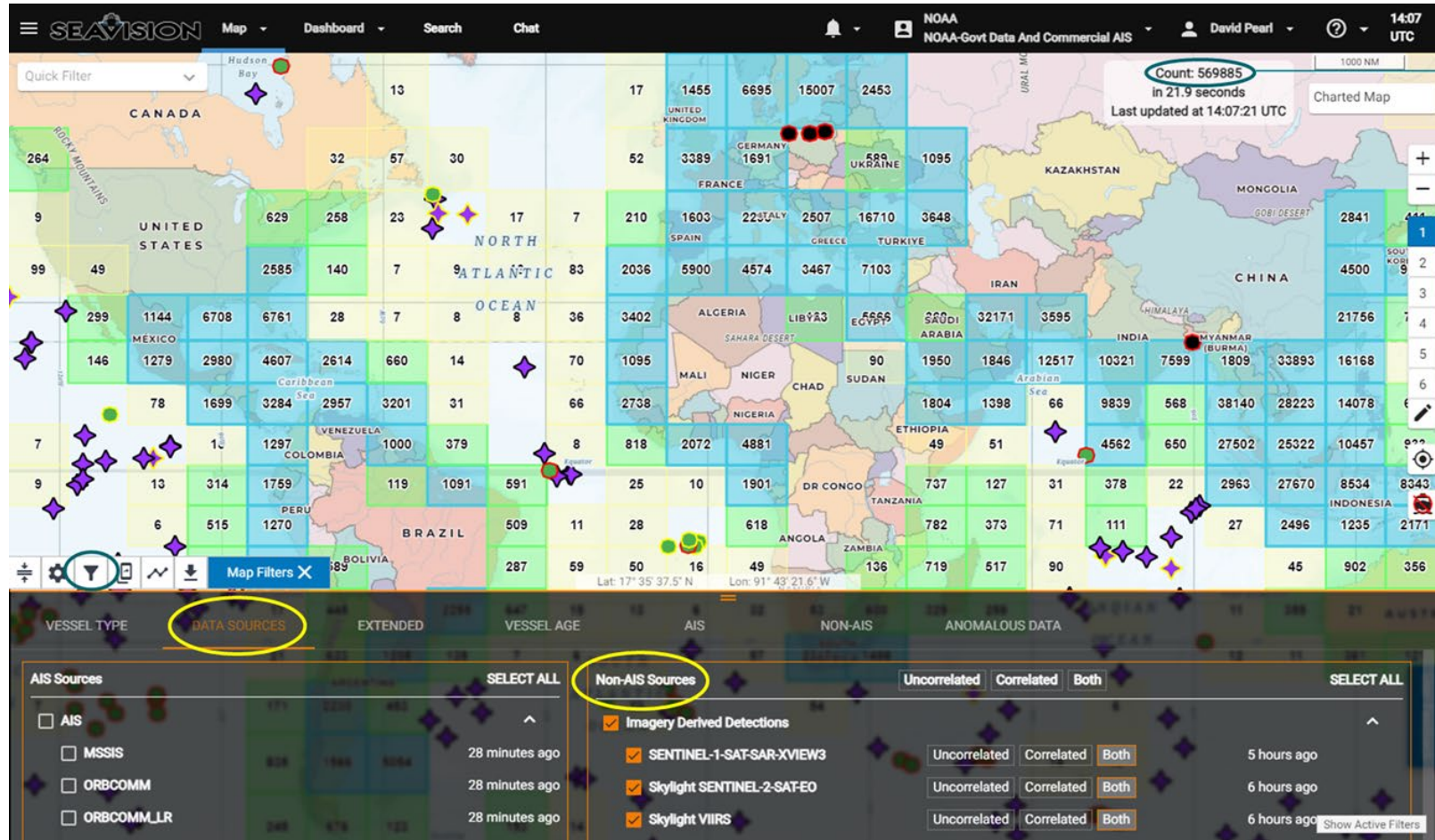
The screenshot displays the SeaVision web application interface. On the left sidebar, the 'EVENT' layer is selected and highlighted with a yellow circle. The main map area shows a vessel icon with a yellow arrow pointing to it. Below the map, two filter panels are open, both highlighted with yellow boxes. The 'Rendezvous' panel has the following settings: 'Unselect All' checked, 'Type' with four checked options: 'One Vessel Maneuvering - Global F', 'Two Vessel Encounter - Global F', 'One Vessel Maneuvering - Skylight', and 'Two Vessel Encounter - Skylight'; 'Status' with 'In Progress' and 'Complete' checked; 'Flag' set to 'None Selected'; and 'Vessel Type' set to 'None Selected'. The 'Fishing' panel has the following settings: 'Unselect All' checked, 'Type' with 'Fishing - Skylight' checked; 'Flag' set to 'None Selected'; and 'Vessel Type' set to 'None Selected'. At the top right, a status box shows 'Count: 0 in 0.1 seconds' and 'Last updated at 18:07:01 UTC'. The bottom right corner contains filter controls: 'Source: USER_VESSEL_REPORT', 'Min Vessel Age: Now', 'Max Vessel Age: 6 hours', 'Remove All Filters', and 'Hide Active Filters'.

AIS Data Issues

The screenshot displays the SEA VISION interface for NOAA-Govt Data And Commercial AIS. The top navigation bar includes 'Map', 'Dashboard', 'Search', and 'Chat'. The user is logged in as 'David Pearl' and the time is 18:23 UTC. A 'Quick Filter' dropdown is visible on the left. The map shows vessel counts across various regions, with a callout box indicating a 'Count: 21001 in 34.8 seconds' last updated at 18:22:46 UTC. A blue arrow points from this callout to the text 'Last 30 days' on the right. The bottom panel shows filter settings for 'ANOMALOUS DATA', which is circled in yellow. The filter panel includes options for 'Anomalies' (selected), 'Vessels can meet any condition' (selected), and 'Vessels must meet all conditions' (unselected). Specific filters include 'Invalid MMSI', 'Invalid IMO', and 'Duplicate IMO within the last 90 days' (all checked), and 'Duplicate MMSI within the last 1 day', 'Name changed within the last 1 day', and 'Vessel location change was impossible within last 1 day' (all unchecked). A note at the bottom states: '*Name change and impossible location must both occur for vessel to be marked as anomalous on static layer'. A legend on the right lists sources like MSSIS, ORBCOMM, and USER_VESSEL_REPORT, and anomalies like Invalid MMSI and Invalid IMO.

Last 30 days

Imagery from Satellites: SAR, EO, VIIRS



Last 30 days

Electro Optical & VIIRS Examples

The screenshot displays the SEAVISION web application interface. At the top, there is a navigation bar with 'SEAVISION', 'Map', 'Dashboard', 'Search', and 'Chat'. The user is logged in as 'David Pearl' and the time is '18:40 UTC'. The main map area shows a cluster of vessels in the North Pacific Ocean. Two pop-up windows provide detailed information for selected vessels.

Left Pop-up Window (S2B_MSIL1C_20240412T000609_N0510):

	SAT-EO	AIS	Delta
Time	2024 Apr 12 00:10:25 UTC	2024 Apr 12 00:16:58 UTC	06:33
Age	90h 30m 8s ago	90h 23m 35s ago	06:33
Position	58° 20' 35" N, 167° 1' 54" E	58° 20' 33" N, 167° 1' 52" E	73 m
Heading	—°	24.5°	—°
Width	—m	16 m	—m
Length	—m	120 m	—m

Source: CORRELATED SENTINEL-2-SAT-EO
Sensor: Sentinel-2

Possible Correlation with AIS

History Trail

Name: Andromeda
MMSI: 273378130
IMO Number: 9000364
Flag: Russian Federation
Vessel Type: 7-Cargo
Length: 120m
Beam: 16m
Draft: 7.3m

Attributes ▾

Bottom Pop-up Window (S2B_MSIL1C_20240323T000609_N0510):

Source: SENTINEL-2-SAT-EO
Time: 2024 Mar 23 00:10:09 UTC
Age: 570h 30m 24s ago
Position: 59° 23' 22" N, 169° 21' 30" E
Heading: —°
Sensor: Sentinel-2

Attributes ▾

Right Pop-up Window (VNP02DNB_NRT.A2024095.1312.002.20):

	VIIRS	AIS	Delta
Time	2024 Apr 04 13:12:00 UTC	2024 Apr 04 13:16:12 UTC	04:12
Age	269h 28m 33s ago	269h 24m 21s ago	04:12
Position	59° 45' 35" N, 170° 46' 12" E	59° 45' 18" N, 170° 45' 51" E	633 m
Heading	—°	64°	—°
Width	—m	9 m	—m
Length	—m	57 m	—m

Radiance: 120.06

Possible Correlation with AIS

History Trail

Name: Gorin
MMSI: 273611130
IMO Number: 8661202
Flag: Russian Federation
Vessel Type: 30-Fishing
Length: 57m
Beam: 9m
Draft: 5.4m

Attributes ▾

Map Filters X

Count: 1564 in 0.2 seconds Last updated at 18:40:19 UTC

Charted Map

50 NM

Remove All Hide Active Filters Filters

Lat: 54° 57' 19.9" N Lon: 159° 07' 33.5" E

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Synthetic Aperture Radar (SAR) Examples

SEAVISION Map Dashboard Search Chat NOAA NOAA-Govt Data And Commercial AIS David Pearl 18:58 UTC

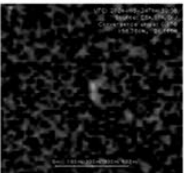
Quick Filter

74036ba048e2e07b1778c42e


xView3 - beta version. Image should be analyzed for validity to rule out it is possible land.

	SAT-SAR	AIS	Delta
Time	2024 Mar 24 04:39:38 UTC	2024 Mar 24 04:41:27 UTC	01:49
Age	542h 18m 41s ago	542h 16m 52s ago	01:49
Position	20° 39' 52" N, 158° 46' 47" W	20° 39' 48" N, 158° 46' 44" W	153 m
Heading	—°	231.55°	—°
Width	—m	6 m	—m
Length	—m	22 m	—m

Source: CORRELATED SENTINEL-1-SAT-SAR-XV



Possible Correlation with AIS



History Trail

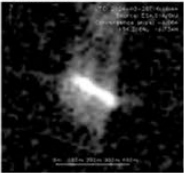
Name: Sea Moon I
MMSI: 367128430
IMO Number: 0
Flag: United States of America
Vessel Type: 30-Fishing
Length: 22m
Beam: 6m
Draft: —

cedce7d1a2a836a2ec593c3c


xView3 - beta version. Image should be analyzed for validity to rule out it is possible land.

	SAT-SAR	AIS	Delta
Time	2024 Mar 28 16:16:44 UTC	2024 Mar 28 16:13:43 UTC	03:01
Age	434h 41m 35s ago	434h 44m 36s ago	03:01
Position	19° 44' 3" N, 156° 12' 27" W	19° 44' 20" N, 156° 12' 22" W	524 m
Heading	—°	125.5°	—°
Width	—m	50 m	—m
Length	—m	289 m	—m

Source: CORRELATED SENTINEL-1-SAT-SAR-XV



Possible Correlation with AIS



History Trail

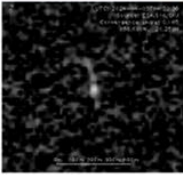
Name: Emerald Princess
MMSI: 310531000
IMO Number: 9333151
Flag: Bermuda - United Kingdom of Great Britain and Northern Ireland
Vessel Type: 6-Passenger
Length: 289m

cf4a780a1dbe45dd26074592

xView3 - beta version. Image should be analyzed for validity to rule out it is possible land.

Source: SENTINEL-1-SAT-SAR-XVIEW3

Time: 2024 Apr 05 04:39:38 UTC
Age: 254h 18m 41s ago
Position: 20° 15' 32" N, 158° 41' 24" W
Heading: —°



Attributes

Beam Mode: IW
Documentation: <https://iuu.xview.us/detections>
Fishing Prob: 0.709
Flight Direction: ASCENDING
Object Prob: 0.698
Object Type: Fishing vessel
Platform: Sentinel-1A
Polarization: VV&VH
Predicted Length (m): 31
Processing Level: IW_GRDH_1S
Resolution: 20 meters
Scene Name: S1A_IW_GRDH_1SDV_20240405T043938_20240405T044007
Start Time: 2024-04-05T04:39:38.789Z
Stop Time: 2024-04-05T04:40:07.797Z
Vessel Prob: 0.923

Map Filters

Lat: 16° 03' 04.5" N Lon: 162° 14' 22.9" W

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

User Feedback

Remove All Filters Hide Active Filters

Chat Feature

The screenshot displays the NOAA chat interface. On the left is a dark sidebar with navigation and settings. The main area shows a chat window for the 'NOAA Community Channel' with a search bar at the top right. The chat history includes messages from 'NOAA Marine Pollution Desk' (Dec 16, 2019), 'Joseph Sienkiewicz' (Apr 16, 2020), and an anonymous user (May 16, 2020). A yellow highlight is placed around the 'Language: Spanish' dropdown in the 'Translation Settings' section of the sidebar.

NOAA
David Pearl
Online
Chat Settings
Translation Settings
Language: Spanish
Disclaimer
Cross Community Settings
Chat with users across all communities
Public mode enabled. Users from other communities may discover and contact you
Chat Download Settings
Export Chat History
Cross Community
David Pearl
Community
NOAA
Persona
NOAA-Govt Data and Commercial AIS
Direct Messages

NOAA
Community Channel
Search Chat Messages
Mon Dec 16 2019
NOAA Marine Pollution Desk Monday, Dec 16, 2019, 1:05PM
Paul Lee at Satellite Analysis Branch (Marine Pollution Desk) with NESDIS here!
Thu Apr 16 2020
Joseph Sienkiewicz Thursday, Apr 16, 2020, 5:52PM
Hello. My team and I are attempting to create custom polygon boundaries using the SeaVision API tool and specific latitude and longitude points. However, we do not know what input format is needed to enter in the points to create the shape successfully in the API. The boundary example in the API tutorial only includes a single corner point, but we will have several (10-20 points).
Also, we want to know if this custom boundary/polygon we make will become a shape listed within our account? We are hoping to be able to add it to our map and set up alerts for it once it is made. Thank you.
Sat May 16 2020
Saturday, May 16, 2020, 7:41AM
Hey Joseph, Brendan here from NCCOS Biogeography Branch. I was able to generate a shape polygon for Grays Reef NMS and other Sanctuaries by looking at the specific boundary coordinates of GIS .shp files in ArcPro. Under the My layers tab, make sure Shapes are on, then select the edit tool and draw a rough outline of the polygon. GR only has four points so it was fairly easy. Next, double click the new shape to open up shape properties. You will be able to edit the dimensions of your shape here and enter DMS lat/long coordinates. there is a settings function that allows you to change units including just displaying degrees, degrees/minutes or DMS, however it is not capable to change to decimal degrees. You can also add points to change your polygon from their if you need to be more accurate. The more complex sanctuary boundaries are tedious. Once you have your shape created you can use it in the rules, alerts, and warnings, but make sure you remember to turn on the shapes in order to see it on the map view.
Hola Joseph, soy Brendan de la Subdivisión de Biogeografía del NCCOS. Pude generar un polígono con forma para Grays Reef NMS y otros santuarios observando las coordenadas límite específicas de los archivos.shp de SIG en ArcPro. En la pestaña Mis capas, asegúrese de que las formas estén activadas y, a continuación, seleccione la herramienta de edición y dibuje un contorno aproximado del polígono. GR solo tiene cuatro puntos, así que fue bastante fácil. A continuación, haga doble clic en la nueva forma para abrir las propiedades de la forma. Aquí podrás editar las dimensiones de tu forma e introducir las coordenadas de latitud y longitud del DMS. Hay una función de configuración que te permite cambiar las unidades, incluida la visualización de grados, grados/minutos o DMS, pero no puede cambiar a grados decimales. También puedes añadir puntos para cambiar tu polígono con respecto a los suyos si necesitas ser más preciso. Los límites más complejos del santuario son tediosos. Una vez que haya creado la forma, podrá utilizarla en las reglas, alertas y advertencias, pero asegúrese de no olvidar activar las formas para poder verla en la vista del mapa.
Saturday, May 16, 2020, 7:44AM
I am currently trying to add in kml, csv, and geoJSON files as well but have not had any luck and just get an error message. If I figure out how to resolve this I can provide my notes on here so that it will be easier to add boundary polygons. if anyone has run into this problem and found a solution please feel free to reach out via brendan.guthrie@noaa.gov. Joseph, I hope that answers your question and please reach out if you would like any more help! Cheers, BG
Write a message...
📎

Rules/Alerts

Create New Rule

1 Name Your Rule

2 Choose How To Evaluate Your Conditions

- Vessels must meet all conditions
- Vessels can meet any condition and will accumulate a score associated with the condition

3 Set Up Your Conditions

Pick a field *

- IDENTIFICATION
- CHARACTERISTICS
- MOVEMENT
- POSITION
- HISTORY
- DERIVED PROPERTIES
- LIST
- ANOMALIES

ADD CONDITION

Every 12 Hours

5 SAVE YOUR RULE

Examples: Commercial MDA Tools



DARK VESSEL DETECTION

WINDWARD^o



 **Solutions & services** ▾ **Developers** ▾ **Company** ▾

Marine AIS Data

Maritime AIS Data for vessel tracking

 **Who We Serve** **Solutions** **News & Insights**

Maritime Intelligence Risk Suite (MIRS)

Lloyd's List Intelligence 

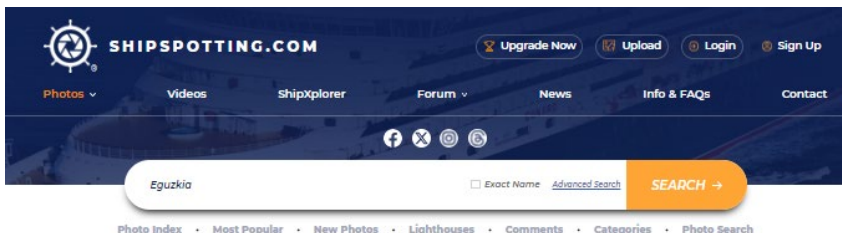
Who We Help **Services** **Knowledge Hub**

Seasearcher Advanced Risk & Compliance

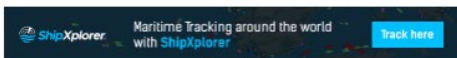
Access the new standard in sanctions compliance risk analysis. Seasearcher Advanced Risk & Compliance gives you insight previously unattainable, enabling you to save time and effort completing sanctions compliance checks, investigations and monitoring vessels for illicit activity.

Vessel Hobbyist Site Example

- ShipSpotting.com (<https://www.shipspotting.com/>)



EGUZKIA - IMO 7905443



< Previous Photo Next Photo >



Photo details

Photographer: [FARAMAYO](#) [View profile]
 Title: [Eguzkia](#)
 Photo Category: [Reefers Built 1980 Onwards](#)
 Added: Jul 14, 2020
 Views: 199
 Image Resolution: 3,941 x 2,876

Description:
 UNLOADING TUNA AT POBRA DO CARAMIÑAL (A CORUÑA-GALICIA)- 90's.
 SCANNED FROM MY COLLECTION.

Vessel particulars

Current name: [KOOSHA 4](#) Current flag: [Iran](#)
 Former name(s): [Eguzkia \(Until 2007 Nov\)](#) Home port: [Bander Abbas](#)
 Callsign: [9BQK](#) Vessel Type: [Reefer](#)
 IMO: [7905443](#) Gross tonnage: [2,359 tons](#)
 MMSI: [422734000](#) Summer DWT: [2,536 tons](#)
 Build year: [1980](#)
 Builder: [Astilleros Reunidos Del Nervion - Bilbao, Spain](#) Photos: [8 photos by 7 photographers](#)
 Manager: [Pars Daye Seyd Industrial Fish - Tehran, Iran](#)
 Owner: [Pars Daye Seyd Industrial Fish - Tehran, Iran](#)

AIS Position of this ship

There is no AIS Position Data available for this ship!

Would you like to add AIS Coverage?

[Add AIS Coverage](#)



Photo Categories

This ship exists in the following categories:

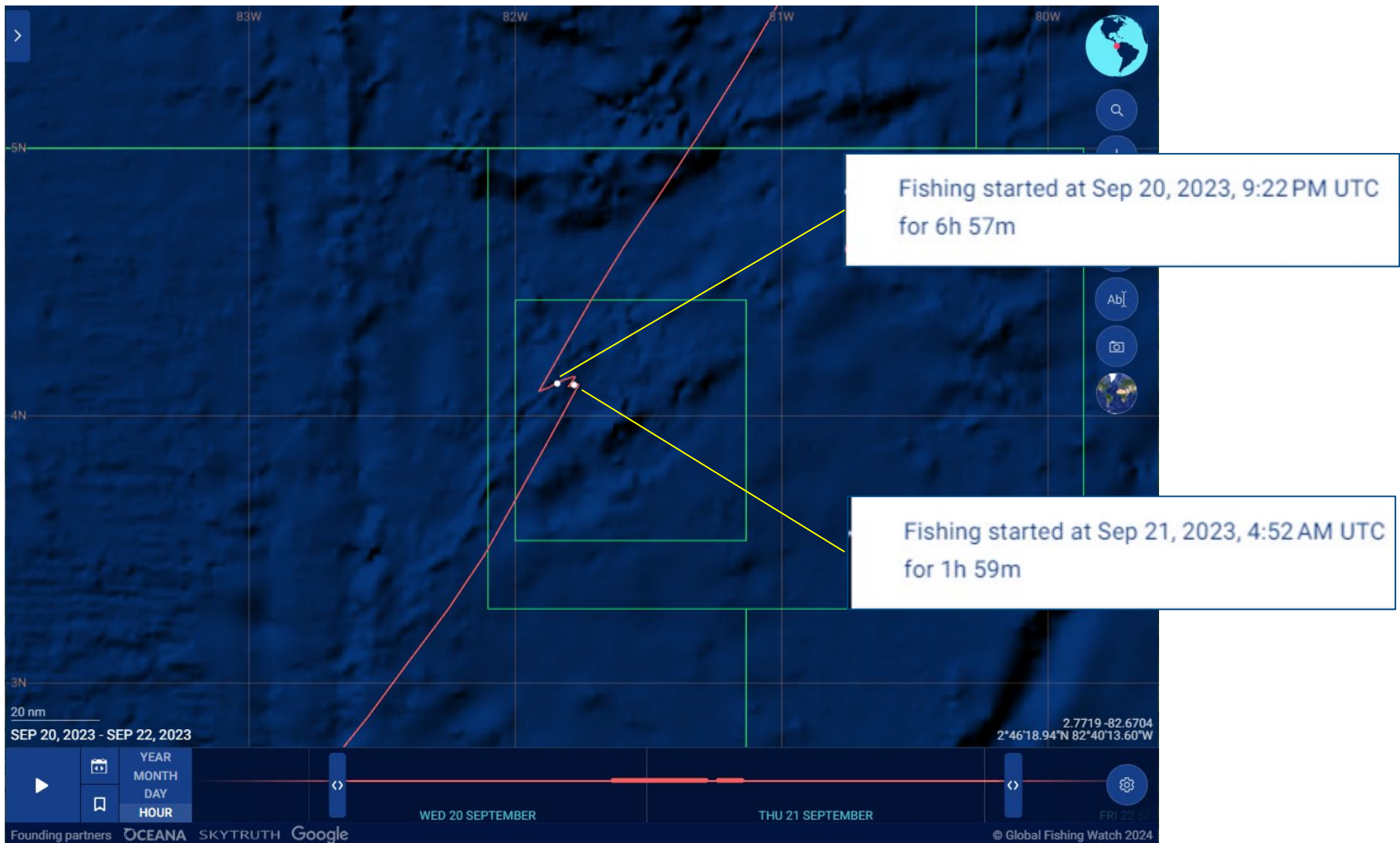
[Reefers built 1980 onwards](#) - 8 photos

Photographers of this ship (7)

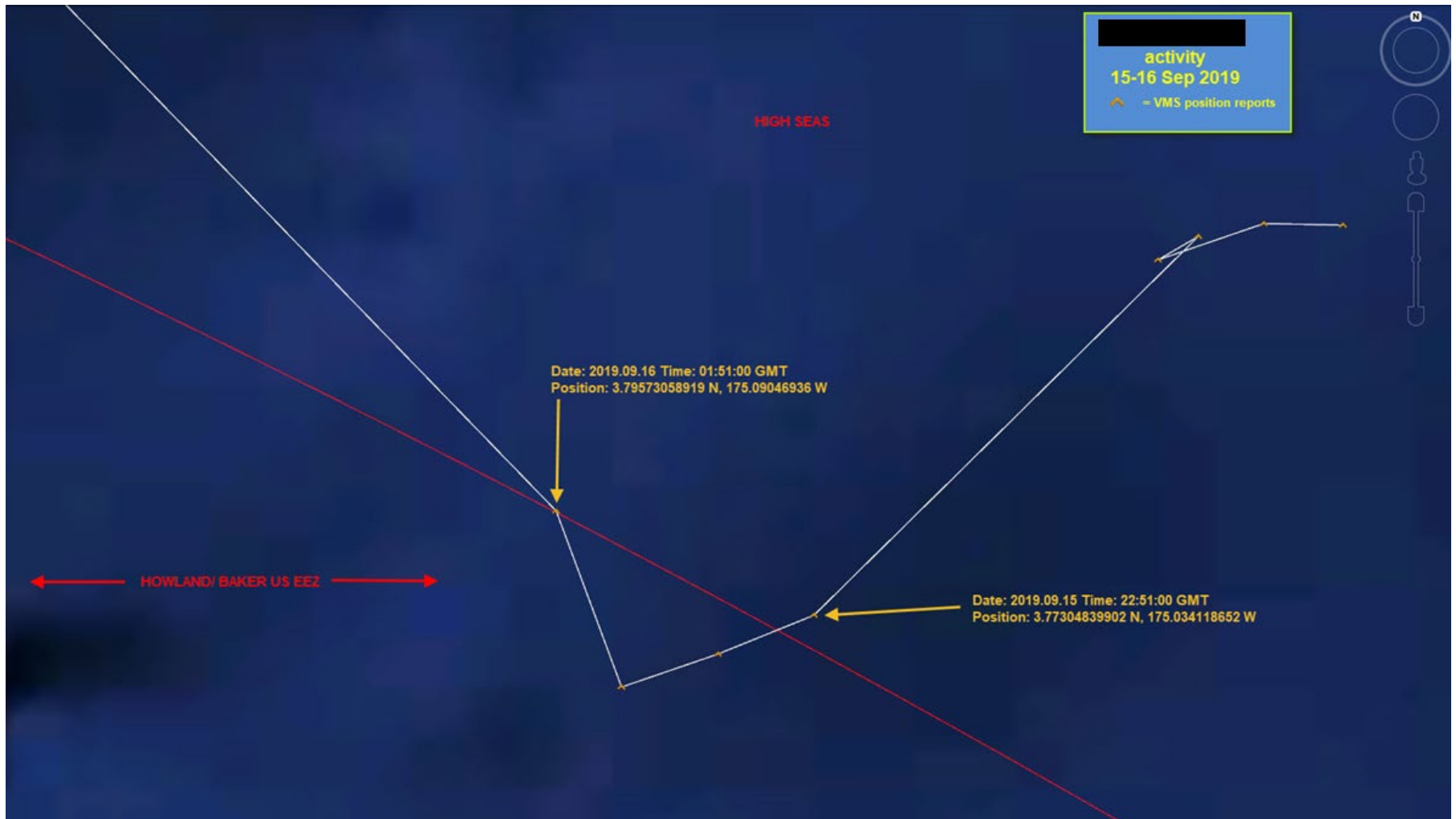
Juan B 1 photos	Andreas Schlietter 1 photos	Miquel N 1 photos
Luis G Herrera 1 photos	bvdm 1 photos	Domingo Reyes 2 photos
FARAMAYO 1 photos		

Real World Example: AIS Track in Sanctuary

(Longline Fishing Vessel)



Real World Example - Unauthorized Fishing in US EEZ



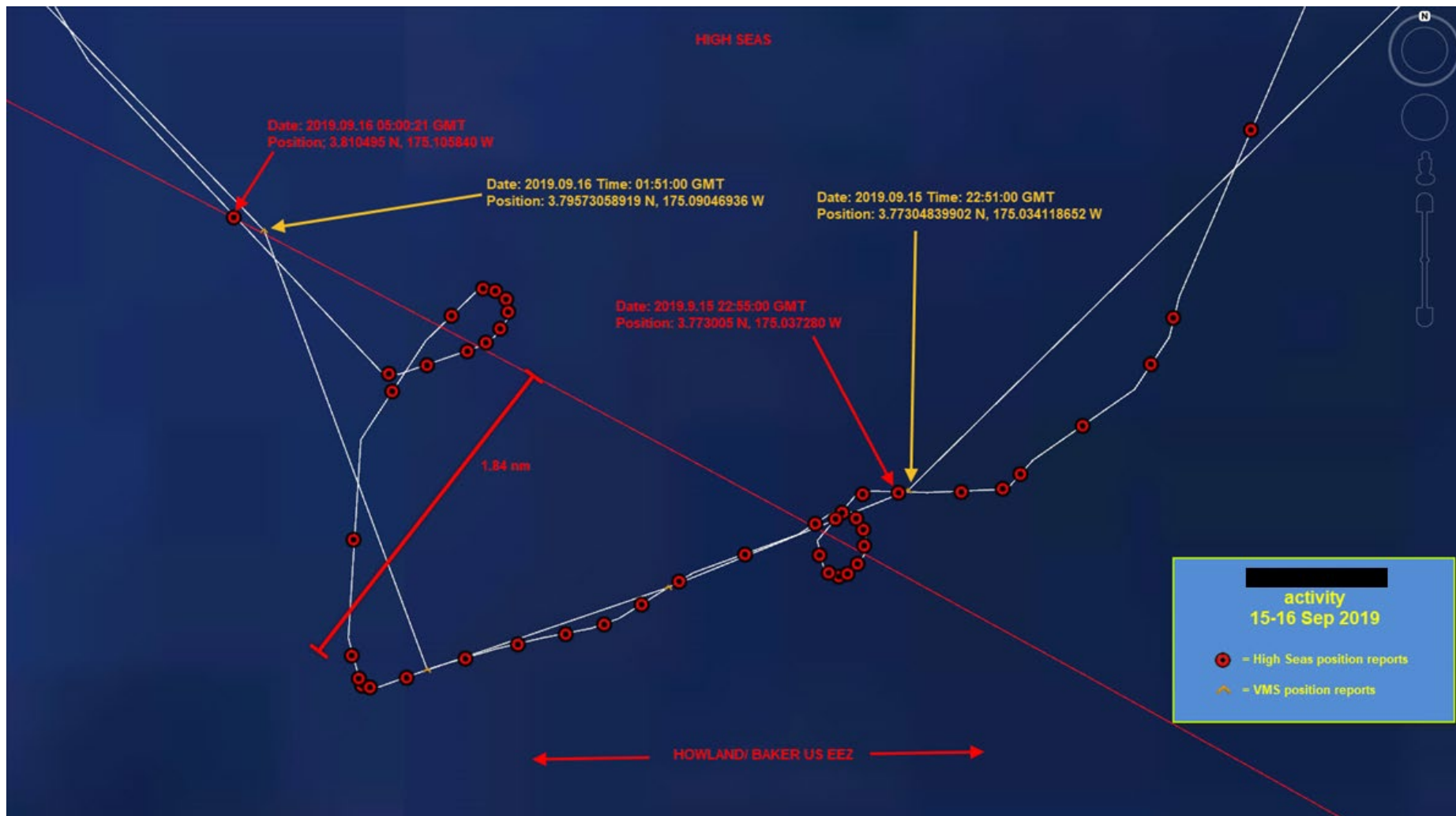
VMS data layer = 1st red flag

Real World Example - Unauthorized Fishing in US EEZ



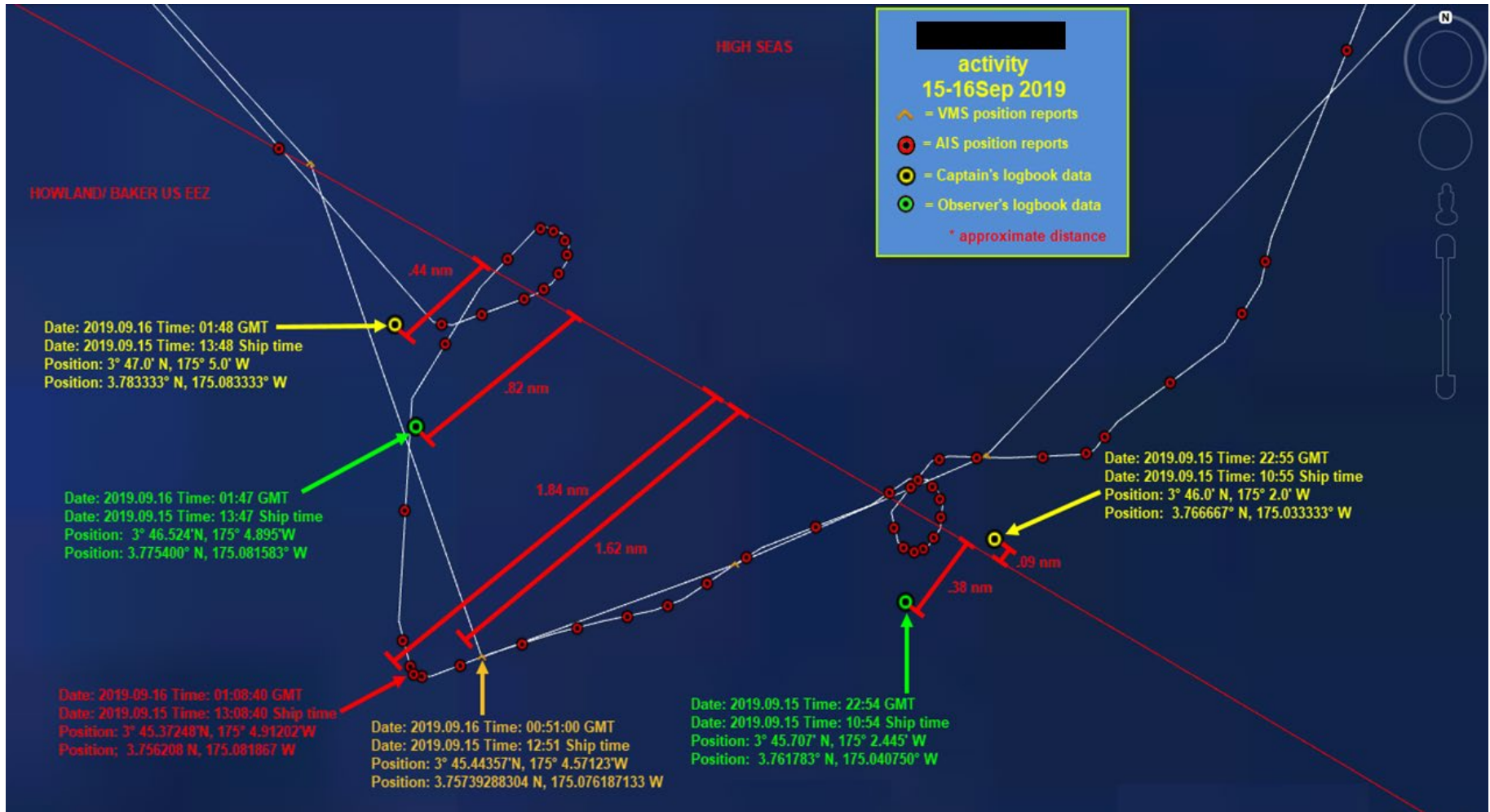
AIS data layer = 2nd red flag

Real World Example - Unauthorized Fishing in US EEZ



VMS + AIS data layers = Big **RED** Flag: Further investigation needed!

Real World Example - Unauthorized Fishing in US EEZ



MDA data + Strong Investigation + Legal Framework = \$\$\$ Fine

Summary: Vessel Information Sources

- No single “magic” source
 - Need to check information from multiple sources
 - Need to combine information to reveal new insights
- Intellectual rigor
 - Need to consider factors that contribute to false impressions (alternative hypothesis)
- Need for information sharing
 - Between partner countries
 - Between different agencies within countries

The End

