



**NOAA  
FISHERIES**

**Office of Law  
Enforcement**

# Sources of Information for Vessel Owners, Locations and Authorizations

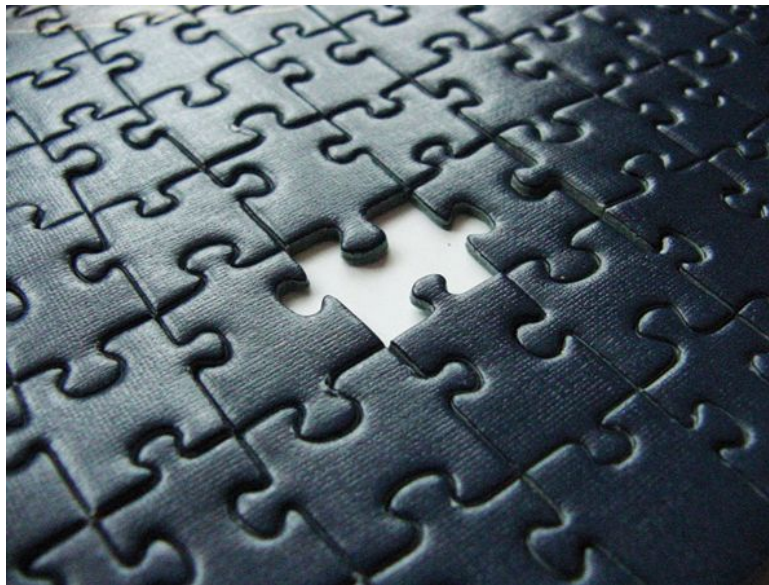
SEAFDEC MCS Workshop

David Pearl, Supervisory Investigative Analyst  
September 2024

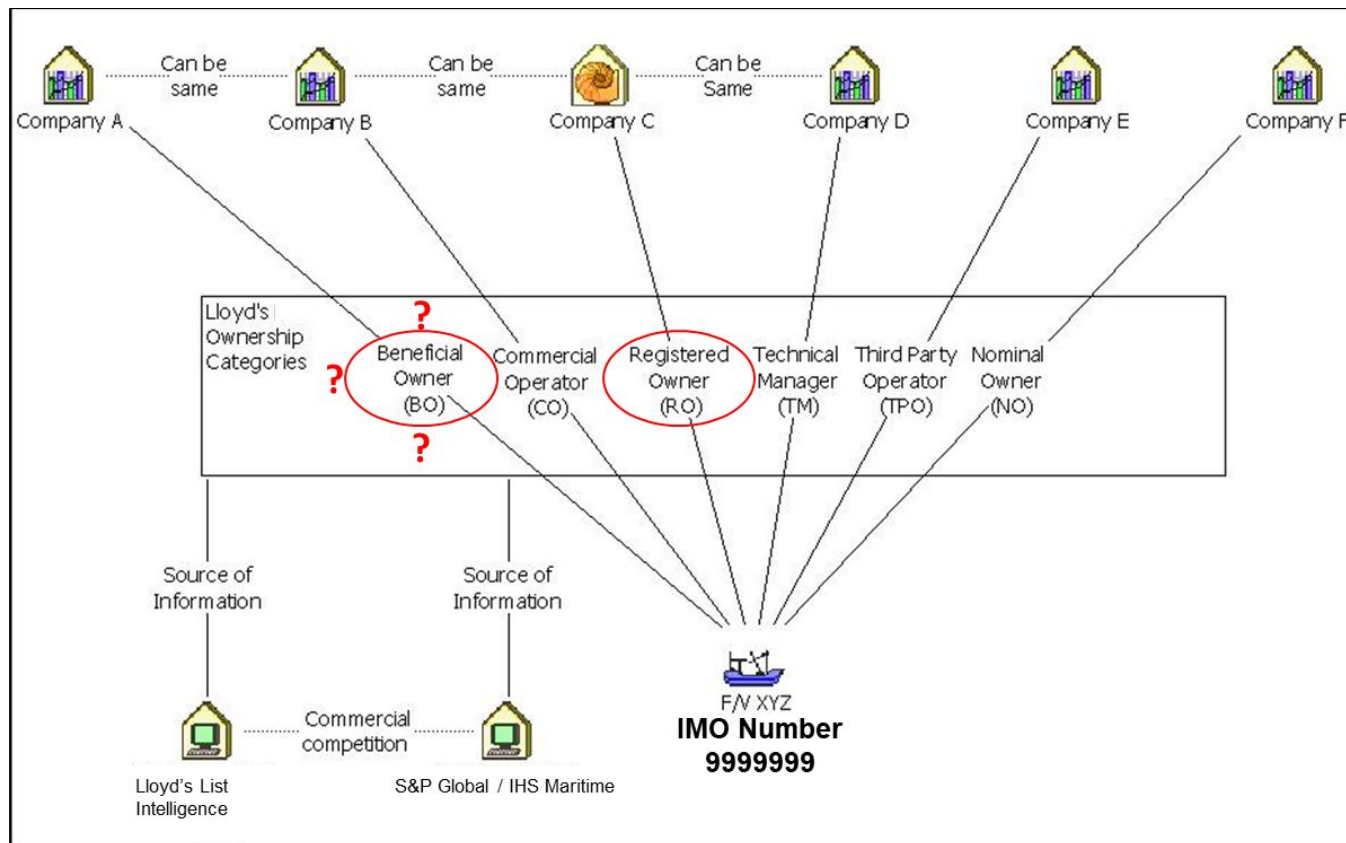
# Sources of Vessel Ownership Data and Fishing Authorizations

# 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Commercially available ownership information can be out of date and lack context but essential first step for further inquiry – System is ripe for liability cover-ups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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<https://www.lloydslistintelligence.com/>

## Lloyd's List Intelligence Ownership Definitions :

- 1) **Beneficial Owner:** <sup>?</sup> 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.

<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  
Coudsdon, Surrey CR5 2YH  
United Kingdom  
Tel: +44 01334 328300  
Email: ship\_imo@shs.com

TO ENABLE UNIQUE IDENTIFICATION OF SHIPS FOR ASSIGNMENT OF AN IMO NUMBER IN ACCORDANCE WITH IMO RESOLUTION A.1078 (28), SOLAS XI 1/3 and 1/5, 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

**APPLICATION FOR INITIAL, EXCHANGE, OR REPLACEMENT OF 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)

H. NAME(S) OF OTHER OWNER(S)

I. SOCIAL SECURITY OR TAX ID NUMBER(S) OF OTHER OWNER(S)

J. ENDORSEMENTS FOR WHICH APPLICATION IS MADE

K. PRIMARY SERVICE & HORSEPOWER

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

1. ONE OR MORE INDIVIDUALS

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

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

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

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

6. OTHER

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TRUST ARRANGEMENT (COMPLETE EQUITY/STOCK SECTION) (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(S) SOUGHT IN ACCORDANCE WITH 46 CFR PART 67 (SUBPART C)

OR

VESSEL OWNED IN A TRUST ARRANGEMENT PURSUANT TO 46 USC 12116(g) (CROSS BORDER FINANCING)

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

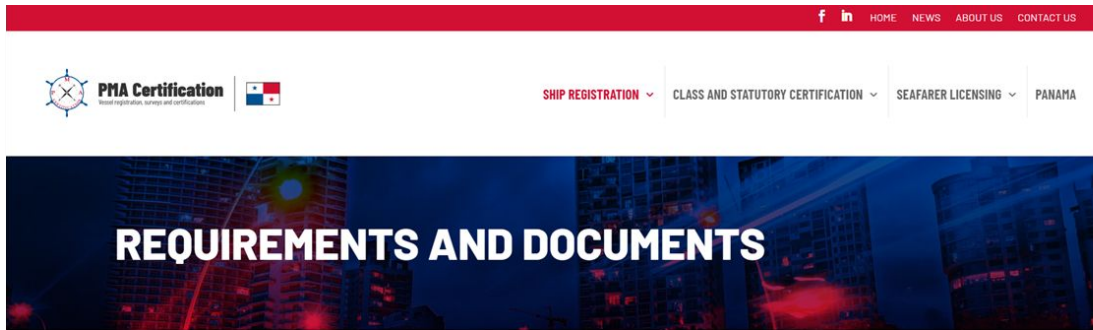
POTENTIAL PENALTIES FOR FALSE STATEMENTS OR REPRESENTATIONS BY OWNER OR REPRESENTATIVE: CIVIL, MONETARY, VESSEL FORFEITURE (46 USC 12151), FINE AND/OR IMPRISONMENT (18 USC 1001)

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

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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

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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

Permits Found: 4

Permit Type: -- All Permits --

Permittee Name: Not Specified

Vessel Name: Friesland

PERMIT	PERMITTEE	ADDRESS	STATE	ZIP	VESSEL ID	STATUS	EXPIRATION DATE
FEZ FOREIGN EEZ	FRIESLAND FISHING COMPANY LLC	2355 KETNER BLVD STE 142 SUITE 142 SAN DEGO, CA 92101	CA	92101	0203	CURRENT	
ETP V-SIV ETP VESSEL	FRIESLAND FISHING COMPANY LLC	2355 KETNER BLVD STE 142 #10 SAN DEGO, CA 92101-1252	CA	92101-1252	0208	CURRENT	12/31/2024
HSFCA SHIP SEAS FISHING COMPLIANCE ACT	FRIESLAND FISHING COMPANY LLC	2355 KETNER BLVD STE 142 #10 SAN DEGO, CA 92101-1252	CA	92101-1252	0208	CURRENT	12/05/2025
HSFPC HSFC AREA ENDORSEMENT	FRIESLAND FISHING COMPANY LLC	2355 KETNER BLVD STE 142 #10 SAN DEGO, CA 92101-1252	CA	92101-1252	0208	CURRENT	12/05/2025

Search Again

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

NOAA FISHERIES SERVICE

NOAA Fisheries Permits

Vessel Details

VESSEL IDENTIFICATION

Vessel Name	FRIESLAND
USCG Document Number	1218624
International Radio Call Sign	WDC6789
Vessel Registration Type	CG
USCG Document Status	VALID
USCG Number Issued Date	01/10/2024
USCG Document Expiration Date	02/28/2025
IMO Number	9310963
Hailing Port City	LAS VEGAS
Hailing Port State	NV

VESSEL PHYSICAL PROPERTIES

Gross Tonnage - Registered	2437
Processing Equipment	RSW AND BRINE
Vessel maximum speed	16
HOLD CAPACITY (WEIGHT)	2100
shaft horsepower (SHP)	4500
Length - Registered	255.3
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
VESSEL PHOTOGRAPH SUBMISSION METHOD	SENT ELECTRONICALLY VIA E-MAIL
DATE PHOTOGRAPH TAKEN	08/04/2023
VESSEL PHOTOGRAPH MARKING \$	WDC6789
Hull Configuration	UNSPECIFIED
Hull Yard City	KAOHSLUNG
Hull Yard Country	TAIWAN
Hull shape	UNSPECIFIED

VESSEL CHARACTERISTICS

Fishing Vessel Type	PURSE SEINER - TUNA
SINGLE ECHO-SOUND RADIO	YES
HA & AN INTERNATIONAL RADIO CALL SIGN (IRCS)	YES
Service Type	COMMERCIAL FISHING VESSEL
Trade endorsement	REGISTRY
Hull Province	UNITED STATES

VESSEL CONTACT INFORMATION

VESSEL COMMUNICATION TYPE	EMAIL, INMARSAT ADDRESS
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

# 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

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National contact po...  
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Designated ports

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Theme

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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

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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@lway.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@lway.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) Bareboat registry (if any); (vi) Classification Society; (vii) Class notation.	8. Inspection Select subclause 6(a), 6(b) or 6(c). Choose an item If subclause 6(d) or 6(e) 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 (place/s/tourtime)	14. Earliest date for giving Notice of Readiness
16. Delivery place/range	15. Cancelling Date
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)

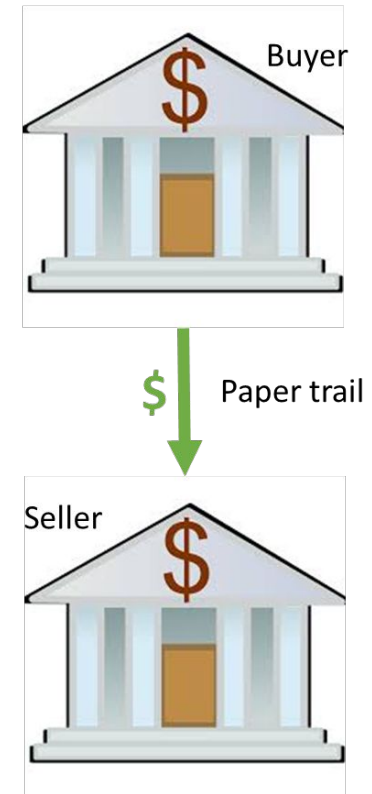
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23. Email address for receipt of arbitration notices and communications on behalf of Sellers	24. Email address for receipt of arbitration notices and communications on behalf of Buyers
25. Buyers' Flag Registry	26. Numbers of any additional clauses
27. Subjects (state subjects, if any, and latest date within which all subjects must be lifted)	
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 (CL 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 executed 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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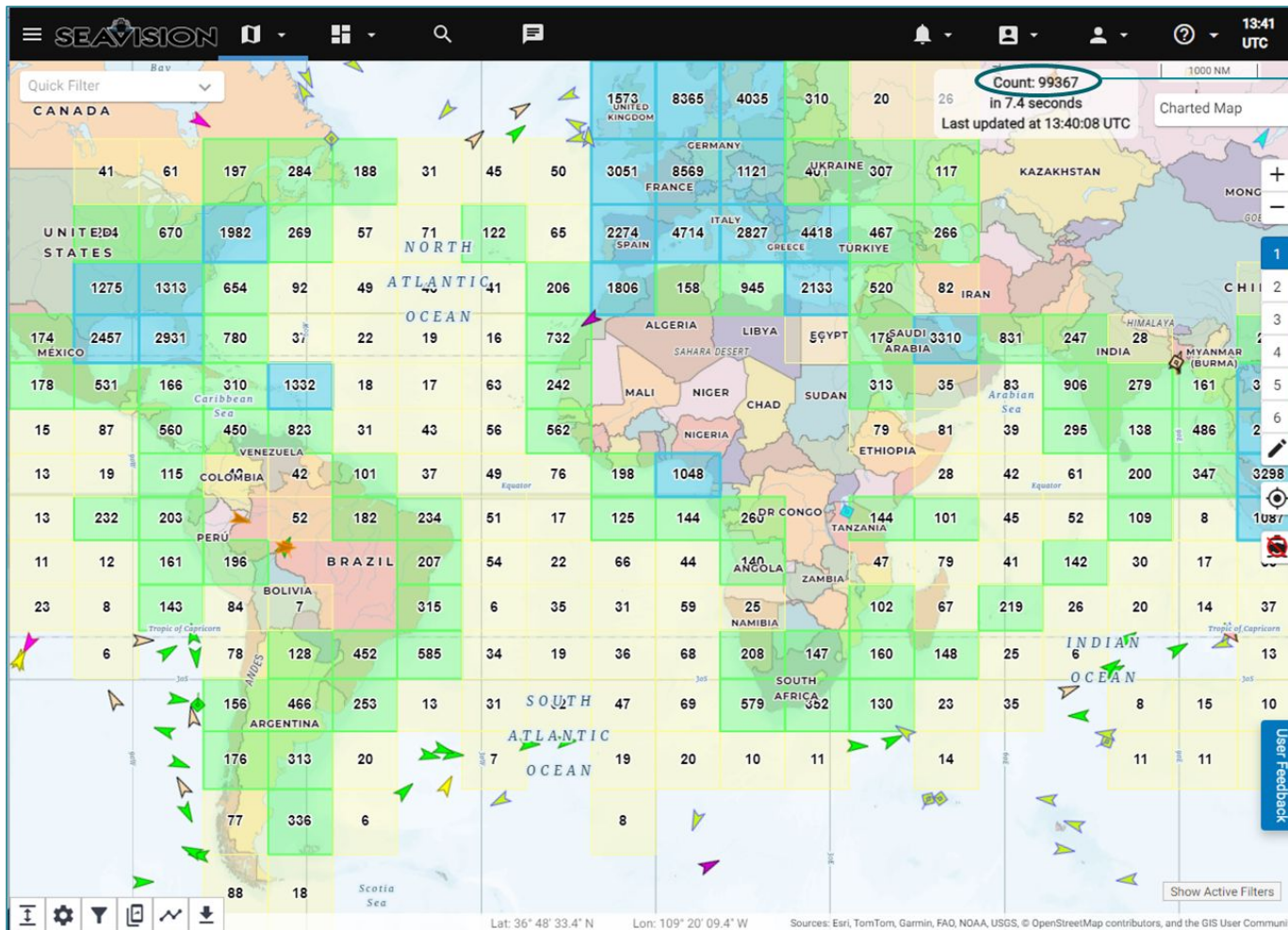
Copyright © 2022 BIMCO. All rights reserved. Any unauthorized copying, duplication, reproduction or distribution of this BIMCO Standard Form document will constitute an infringement of BIMCO's copyright. For Explanatory Notes and more information, visit [www.bimco.com](https://www.bimco.com). First published in 2022.



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

# 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:

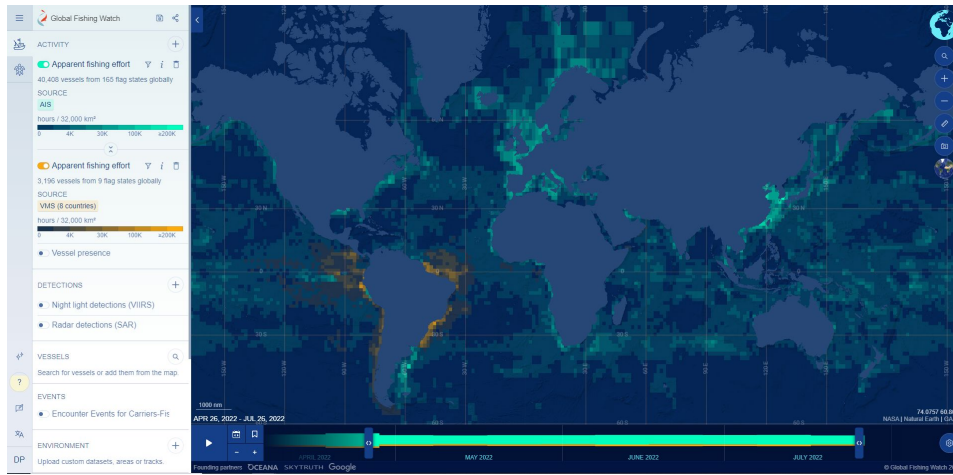
- AIS (Anti-collision)
- SAR (Space Radar)
- Shore Radar
- EO (Space Photos)
- VIIRS (Night lights)
- RF (Radio Frequency)
- Sightings (human eyeball)

## MDA Tool Example: SeaVision (USG)

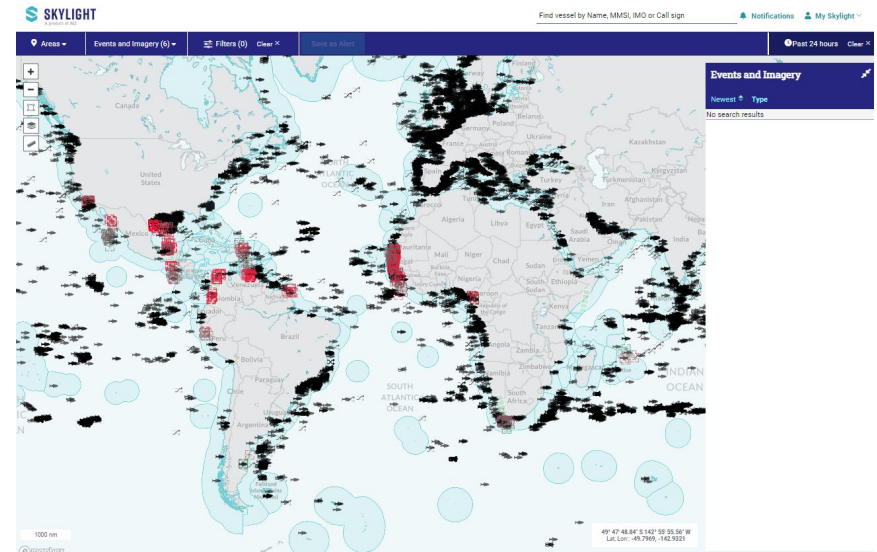
# Automatic Identification System (AIS)

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. The top navigation bar includes 'Map', 'Dashboard', 'Search', and 'Chat'. The user is logged in as 'David Pearl' and the time is 18:07 UTC. The map shows a region of the Indian Ocean with several event markers. A yellow circle highlights the 'EVENT' layer in the 'MY LAYERS' panel on the left. Another yellow circle highlights the pencil icon next to it. Two yellow arrows point from these circles to the 'Rendezvous' and 'Fishing' filter panels. The 'Rendezvous' panel has 'Unselect All' checked and includes filters for Type (One Vessel Maneuvering - Global, Two Vessel Encounter - Global, One Vessel Maneuvering - Skylight, Two Vessel Encounter - Skylight), Status (In Progress, Complete), Flag (None Selected), and Vessel Type (None Selected). The 'Fishing' panel also has 'Unselect All' checked and includes filters for Type (Fishing - Skylight), Flag (None Selected), and Vessel Type (None Selected). The map shows a 'Count: 0 in 0.1 seconds' and 'Last updated at 18:07:01 UTC'. The map is titled 'NORTHERN CAPE' and has a scale of 50 NM. The map shows a region of the Indian Ocean with several event markers. The map is titled 'NORTHERN CAPE' and has a scale of 50 NM. The map shows a region of the Indian Ocean with several event markers. The map is titled 'NORTHERN CAPE' and has a scale of 50 NM.

# AIS Data Issues

The screenshot displays the SEA VISION interface for NOAA-Govt Data And Commercial AIS. The map shows vessel counts across the Atlantic Ocean, with a 'Count: 21001 in 34.8 seconds' highlighted in a blue circle. A red arrow points to the 'Last 30 days' filter. The 'ANOMALOUS DATA' filter panel is open, showing various criteria for identifying vessel anomalies.

**Map Data:**

- Count: 21001 in 34.8 seconds
- Last updated at 18:22:46 UTC
- Charted Map

**ANOMALOUS DATA Filter Panel:**

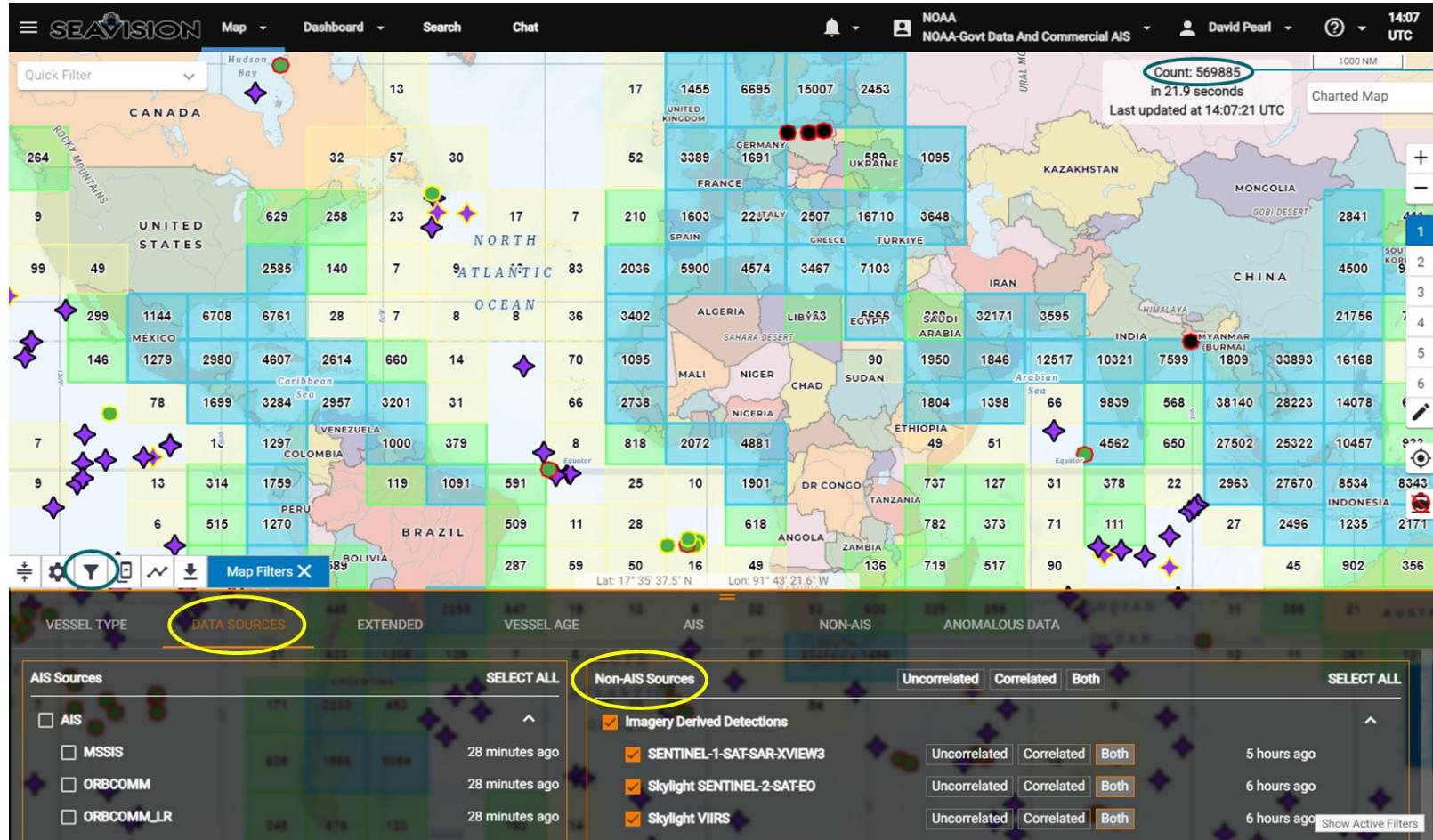
- Anomalies
- Vessels can meet any condition
- Vessels must meet all conditions
- Invalid MMSI
- Invalid IMO
- Duplicate IMO within the last 90 days
- Duplicate MMSI within the last 1 day
- Name changed within the last 1 day
- Vessel location change was impossible within last 1 day

**Legend:**

- Source: MSSIS
- Source: ORBCOMM
- Source: ORBCOMM\_LR
- Source: ORBCOMM\_T
- Source: USER\_VESSEL\_REPORT
- Anomaly: Invalid MMSI
- Anomaly: Invalid IMO
- Min Vessel Age: Now
- Max Vessel Age: 30 days

\*Name change and impossible location must both occur for vessel to be marked as anomalous on static layer

# Imagery from Satellites: SAR, EO, VIIRS



→ Last 30 days





# Synthetic Aperture Radar (SAR) Examples

**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

**cf4a780a1dba45dd26074592**

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 X

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

# Chat Feature

The screenshot displays the NOAA chat interface. On the left is a dark sidebar with navigation options: NOAA (David Pearl, Online), Chat Settings (Translation Settings with 'Language: Spanish' circled in yellow, Cross Community Settings, Chat Download Settings), Cross Community, Community (NOAA), Persona (NOAA-Govt Data and Commercial AIS), and Direct Messages. The main chat area shows a message from NOAA Marine Pollution Desk on Dec 16, 2019, and a message from Joseph Sienkiewicz on Apr 16, 2020. A highlighted yellow box contains a Spanish translation of the message from Joseph Sienkiewicz. The bottom of the chat area features a text input field with a placeholder 'Write a message...' and an attachment icon.

# Rules/Alerts

**Create New Rule**

- 1 Name Your Rule**  
[Empty text field]
- ✓ 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
- ✓ 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<sup>®</sup>



Solutions & services ▾ Developers ▾ Company ▾

## Marine AIS Data

Maritime AIS Data for vessel tracking



Market Intelligence

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.



NOAA FISHERIES

# Vessel Hobbyist Site Example

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



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

### 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

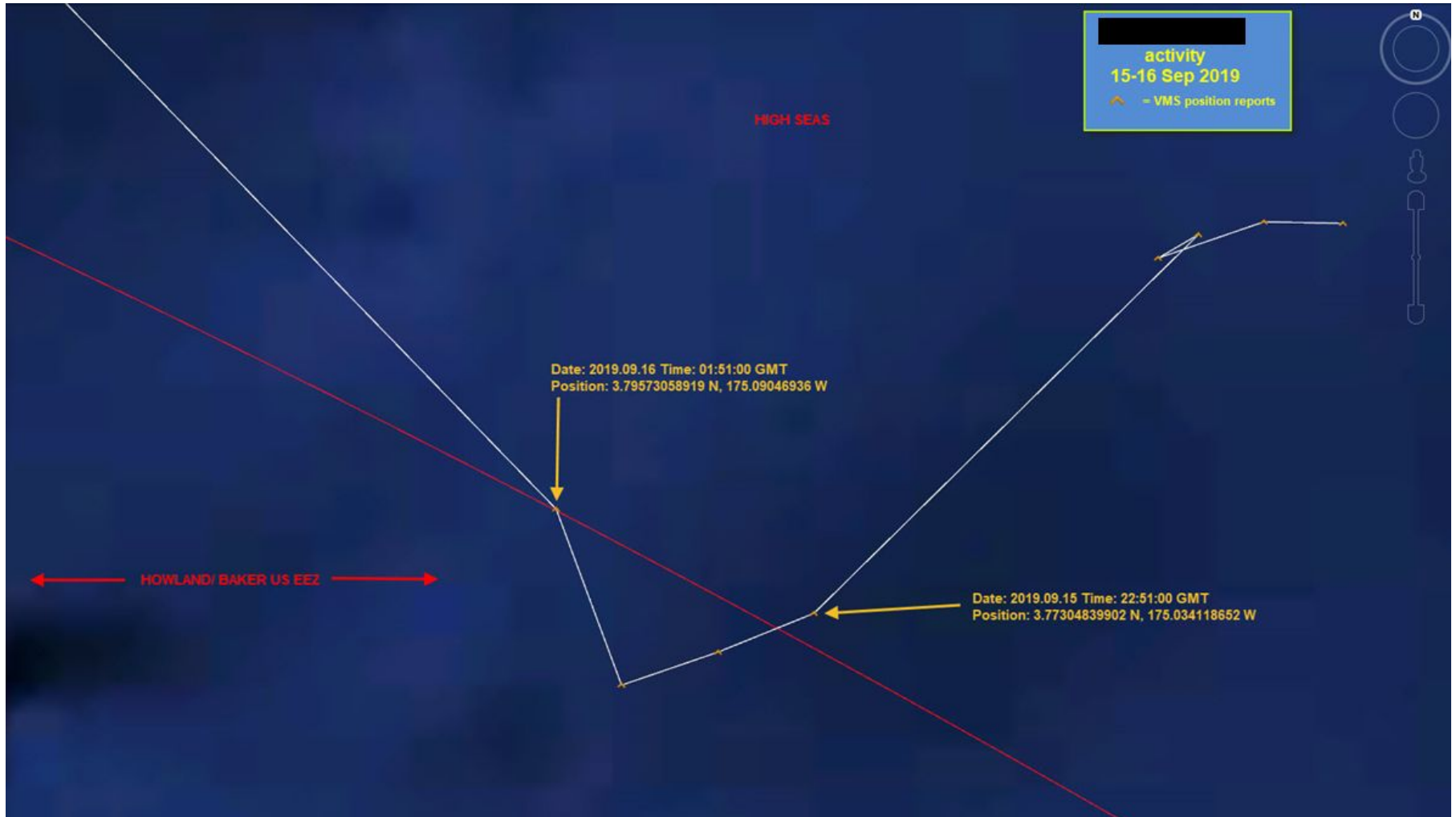
This ship exists in the following categories:

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

### Photographers of this ship (7)

<a href="#">Juan B</a> 1 photos	<a href="#">Andreas Schlietter</a> 1 photos	<a href="#">Miquel N</a> 1 photos
<a href="#">Luis G Herrera</a> 1 photos	<a href="#">bwdm</a> 1 photos	<a href="#">Domingo Reyes</a> 2 photos
<a href="#">FARAMAYO</a> 1 photos		

# Real World Example - Unauthorized Fishing in US EEZ



VMS data layer = 1st red flag

# Real World Example - Unauthorized Fishing in US EEZ

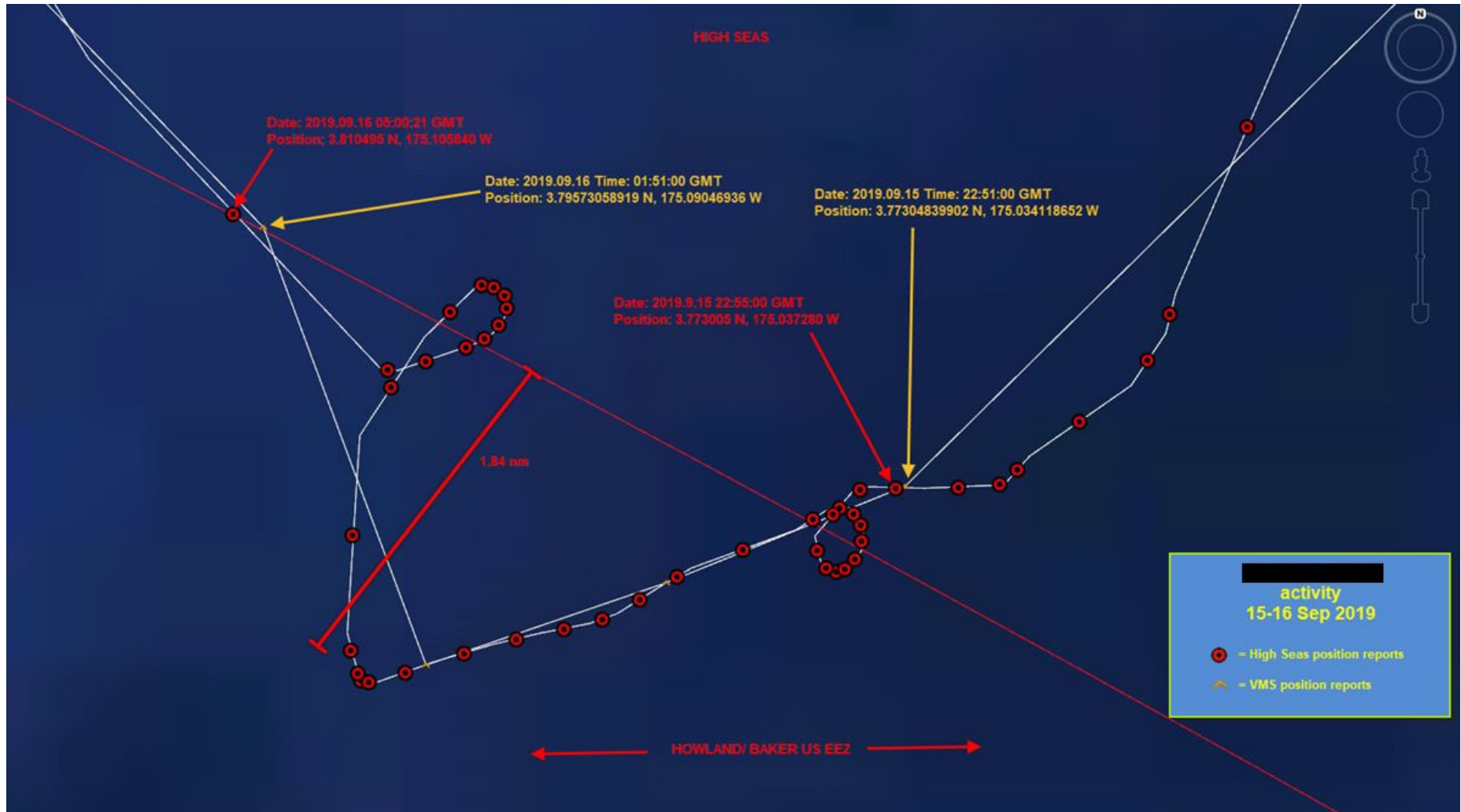


AIS data layer = 2nd red flag



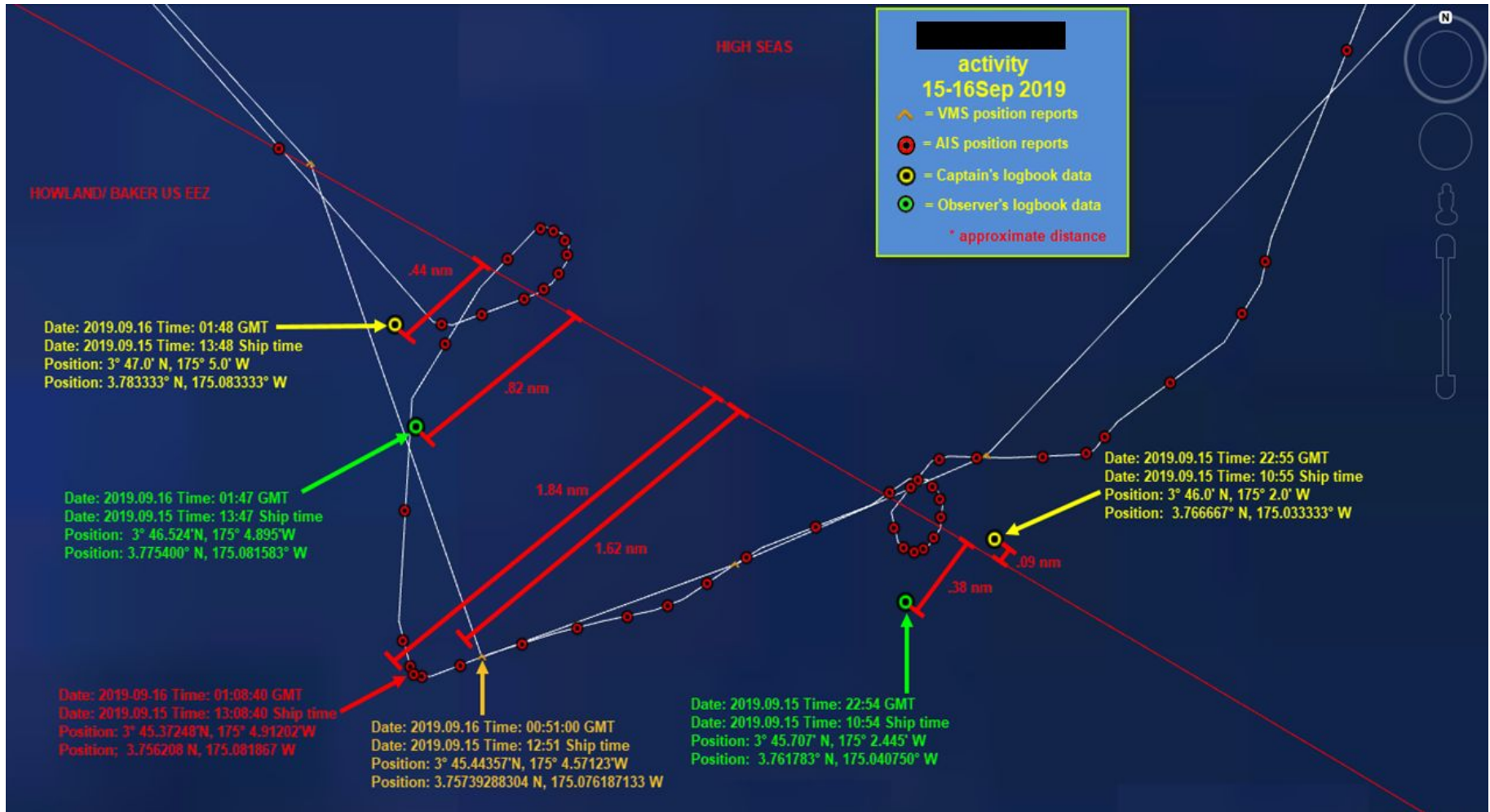


# Real World Example - Unauthorized Fishing in US EEZ



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

# Quick reference guide:

TMT Combined IUU Vessel List: <https://www.iuu-vessels.org/iuu>

S&P/IHS SeaWeb:

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

Lloyd's List Intelligence: <https://www.lloydslistintelligence.com/>

IMO GISIS: <https://gisis.imo.org/Public/Default.aspx/>

Equasis: <https://www.equasis.org/EquasisWeb/public/HomePage>

UN FAO Global Info Exchange System: <https://psma-gies.fao.org/>

UN FAO Global Record: <https://www.fao.org/global-record/information-system/en/>

UN FAO Fishing Vessel Finder: <https://www.fao.org/fishery/en/collection/fv>

RFMO/RFB Links: <https://www.fao.org/fishery/en/organization/search>

Consolidated List of Authorized Tuna Vessels: <https://tuna-org.org/vesselpos.htm>

SeaVision: <https://info.seavision.volpe.dot.gov/>

Global Fishing Watch: <https://globalfishingwatch.org/>

Skylight: <https://www.skylight.global/>

# The End

