

REPORT OF THE PLANNING MEETING

Report of the planning meeting for the 2009/10 IWC/SOWER cruise

Contents

1-5. INTRODUCTORY ITEMS.....	2
6. REVIEW OF PLANNING DISCUSSIONS FOR THE 2009/10 CRUISE AT IWC61	2
7. AVAILABILITY OF RESEARCH VESSELS	2
8. PRIORITIES FOR THE CRUISE	2
9. REVIEW OF THE BUDGET	3
10. CRUISE PLAN.....	4
11. DETAILS OF THE CRUISE.....	4
12. INTERNATIONAL RESEARCHERS AND ALLOCATION OF RESEARCH PERSONNEL	7
13. GENERAL PREPARATIONS FOR THE 2009/10 CRUISE	8
14. IN TRANSIT SURVEY	8
15. TRANSPORTATION OF DATA, SAMPLES AND EQUIPMENT	8
16. COMMUNICATIONS	8
17. MEETINGS	9
18. REPORTS.....	9
19. OTHER LOGISTICS.....	10
20. CONCLUDING REMARKS.....	10

1. OPENING REMARKS AND WELCOMING ADDRESS

The meeting was held at the Ministry of Agriculture, Forestry and Fisheries, Chiyoda-ku, Tokyo, 24-25 September 2009. The convenor, Kato, welcomed the participants.

On behalf of the Japanese Government, Uoya welcomed all participants, especially visitors from overseas. He looked forward to the meeting producing fruitful outcomes for the forthcoming cruise, drawing attention to the fact that the meeting would be the last to be held for this cooperative Antarctic research programme.

On behalf of the IWC, Donovan thanked the Government of Japan for once again generously providing the vessel and crew for the SOWER programme. While for that reason it was a sad occasion, he recalled that there is a considerable body of achievement to look back upon since the beginning of the IDCR/SOWER programme 31 years ago. He looked forward to continued international cooperation in respect of research in the North Pacific.

Meeting participants are listed in Annex A.

2. APPOINTMENT OF CHAIR AND RAPORTEURS

Kato was elected Chair. Bannister, Donovan, Ensor and Sekiguchi acted as rapporteurs.

3. ADOPTION OF AGENDA

The agreed agenda is given as Annex B.

4. ORGANISATION OF THE MEETING

It was **agreed** that the first day, 24 September, would be largely devoted to discussion of Item 8, Priority for the Cruise, Item 10, Cruise Plan and Item 11, Details of the Cruise. The second day, 25 September would be devoted to the remainder of the agenda, with the final day, 26 September, being available for completion of the report.

The meeting **agreed** that a small technical subgroup under Donovan should undertake the in-depth consideration of the details of the priority items discussed at the Madeira meeting (IWC SC61: Annex G, p3 and Appendix 2). The report of that sub-group was accepted by the full group and is incorporated into this report under Items 8, 10 and 11.

5. REVIEW OF AVAILABLE DOCUMENTS

A list of documents available appears as Annex C.

6. REVIEW OF PLANNING DISCUSSIONS FOR THE 2009/10 CRUISE AT IWC61

The meeting reviewed the Scientific Committee's discussions at its Madeira meeting, in particular

IWC/60/Rep1, Item 10.8.4. The Committee had assigned highest priority to collaboration with the planned Australian aerial survey to continue the IWC's investigation of the distribution of minke whales in relation to sea ice. Should that be impractical, it was suggested that an appropriate alternative would be to collect biopsy samples and photo-identification images from humpback whales to assist in elucidating the degree of mixing on the feeding grounds. This would represent a valuable contribution to the ongoing humpback comprehensive assessment. The responsibility for developing the final plans for the 2009/10 cruise was designated to the present planning meeting.

7. AVAILABILITY OF RESEARCH VESSELS

7.1 Research vessels offered by Japan

Matsuoka drew attention to the fact that, as explained at the Madeira meeting, the usual vessel *Shonan Maru 2* was not available but that an alternative vessel with suitable research platforms, the *Kaiko Maru* would be provided.

On behalf of the IWC, Donovan thanked the Japanese Government for providing the vessel.

7.2. Aerial survey

Kelly reported that the Australian survey plane would be available as planned, as discussed in Madeira. There had been no major changes to those plans since then.

8. PRIORITIES FOR THE CRUISE

8.1 Examine the distribution and abundance of Antarctic minke whales in relation to the ice in collaboration with the Australian aerial survey

The Committee had agreed (IWC SC61: Annex G, p3 and Appendix 2) that highest priority for this year's cruise should be given to the collaborative study with the aerial survey proposed in SC/61/IA4. This will address priority item 3 from the Workshop on Future SOWER cruises (IWC, 2006; *JCRM* 8(suppl.): 303-12) with respect to providing information on minke whales in the ice. The meeting noted that the plans developed for collaboration with an aerial survey in 2007/08¹ would form a valuable basis for discussions.

Kelly reported that the aerial survey will comprise three separate components determined by the logistic constraints of the aircraft. The area between 105°E and 113°E will be surveyed from early December to late December; the survey will operate from Casey station. Survey effort will then move further west from late

¹ In the event, logistical problems related to the aerial survey meant that collaboration could not occur in 2007/08.

December to mid-January, covering 93°E-105°E (with the aircraft operating from a base in the Bunker Hills); and then back to 105°E-113°E from mid-January until mid-February (operating from Casey Station). Survey coverage will include the pack ice zone and extend up to *ca* 60 n.miles north of the pack ice edge. Effort will occur over open water and up to 5/10 ice cover. The primary search method will be double platform independent visual survey. Thus, the aircraft will survey and obtain density estimates for the number of animals both within the ice and an open water area north of the ice.

The meeting welcomed this information and **agreed** that the timing and location of the ship-based survey should be synchronised to the extent possible with the aerial survey. The vessel will have approximately 30 days in the research area from the end of the first week in January. The amount of ship time to be allocated and the planned aerial survey coverage was similar to that proposed for the 2007-08 cruise in this area when it had been determined by examination of the average encounter rates from previous SOWER and JARPA cruises that there should be a reasonable chance of potentially 40 minke whale sightings being obtained (to enable reasonably precise density estimates to be obtained for comparison with the aerial survey results) – and see Item 10.1. It was not feasible to consider vessel operations in a northern stratum given the available time.

It was **agreed** therefore that the vessel should survey between 100°E-115°E in a single southern stratum extending from the ice edge to 60 n.miles north.

8.2 Survey mode

BT mode Option-II survey has been used successfully as one of the main survey protocols on recent SOWER cruises since the first trials of the method in 2006-07. The meeting **agreed** that BT Option-II will also be undertaken on the 2009-10 cruise as one of the main survey methods and in combination with SS-II mode.

8.3 School size estimation

As for last year, given the relative lack of research time available, the meeting **agreed** that, over and above the information obtained when in SS-II mode, this work will be given low priority on the cruise.

8.4 Visual dive time

Given the lack of research time available, the meeting **agreed** that this work will be given low priority on the cruise. However, at the Cruise Leader's discretion, should time become available and the opportunity arise, priority should be given to obtaining information from single animals in good conditions.

8.5 Biopsy sampling/photo id

For the 2009/10 cruise, provided that time is available, the meeting **agreed** that the priority species for biopsy

studies and photo-identification/videotaping will be southern right, blue, humpback and fin whales.

8.6 Acoustic studies

It was noted a supply of 51 sonobuoys remained in Benoa from last year. However, the meeting was informed that the vessel available for this cruise was not equipped to conduct acoustics research. It will therefore **not** be possible to conduct acoustic research this year.

8.7 Direct data entry

As this was the last Antarctic cruise in the series it was **agreed** that it is better to postpone development of a direct data entry system until such time as standardised methods have been adopted for the planned North Pacific cruise series.

8.8 Contingency plan

The meeting welcomed the updated information provided by Kelly on the aerial survey plans and agreed that it seemed unlikely that it would not take place. However, it noted that it had been asked by the Committee to develop a contingency plan in case the aerial survey did not take place, with an emphasis on providing information that would assist the ongoing Comprehensive Assessment of humpback whale Breeding Stocks D and E and in particular their distribution and possible overlap on the feeding grounds. After examining the current sample sizes available for humpback and blue whales, and taking into account the logistical constraints in terms of transit/research time, the meeting **agreed** that the southern stratum between 120° and 135°E should be the focus of photo-identification and biopsy sampling efforts, with priority being allocated to humpback, blue and southern right whales. Should this option be undertaken, the vessel would begin operations following normal southern stratum track design. If priority species are sighted the vessel will close with and obtain photo-identification data and biopsy samples as usual.

9. REVIEW OF THE BUDGET

Donovan reported that the original proposal totalling £71,000 (SC/61/Annex G, Appendix 2) had been approved by the Commission. Two options had been developed at the Scientific Committee meeting, since the new Japanese vessel does not have the requisite license to enter foreign ports. One involved the embarkation of the scientists in Japan (thus having to spend considerable additional time on the vessel outside the research area) and one involving the transportation of researchers and equipment to the vessel outside the 12n.mile zone of Indonesia with the associated costs. In this regard, the Secretariat has been liaising with the Agents in Benoa, as have Kaikou Senpaku. The meeting was informed that the preliminary estimated cost of transporting researchers and equipment between Benoa and the vessel and *vice-versa* was \$US20,000. That is more than allowed for in

the budget, but not excessively so and if it is not an underestimate then the costs can be accommodated within the budget. However, should budgetary problems occur, Donovan will inform the Steering Group. In that event, it was suggested that the possibility be explored that some or all of the costs of the Japanese scientist (*ca* £10000) are met by the Japanese side. In recent years, the IWC has met those expenses. Brownell asked that the report record his objection to the IWC in effect paying the salary of the Japanese scientist when that was already being met by his normal employer.

10. CRUISE PLAN

10.1 General priorities, including allocation of research effort

The meeting reviewed the general priorities for the cruise in light of the priority items developed at the 2009 Annual Meeting and the discussions under Item 8.

A provisional cruise track to be used by the ship during the collaborative survey with the aircraft was developed in relation to an approximate mean ice edge for the area 100°-115°E (see Fig. 1). The area covered by the ship will be the same as the 'normal' SOWER southern stratum (extending *ca* 60 n.miles north of the ice edge).

Based on an average trackline coverage achievable per day (about 50-53 n.miles based on previous SOWER data) and the same longitudinal distribution of trackline segments as for the standard SOWER southern stratum trackline design, this should allow the trackline spanning longitudes 100°-115°E to be entirely surveyed during approximately 12 days. Following initial coverage, the research area will be re-surveyed using the same cruise track construction principles (see Fig. 2).

It was agreed that this plan for the ship survey could only be regarded as provisional due to the substantial inter-annual variability of the ice edge location and concentration of the pack ice in this region as indicated by satellite imagery.

The 30 days in the research area were allocated as follows:

- 24 days to the collaborative survey with the aircraft (12 days for initial coverage and 12 days for re-survey)
- 4.5 days for biopsy and photo-identification studies (subject to conditions in Item 11.9)
- 1 day for refuelling and re-supply
- 0.5 days for angle and distance estimation experiments

In addition, at the discretion of the Cruise Leader, biopsy sampling and photo-identification may be undertaken on other species (see Item 12.2.3).

10.2 Itinerary

The following itinerary was confirmed:

DATE	EVENT
09 December 2009	Depart Shioyama, Japan
23 December 2009	Arrive Benoa, Indonesia
23 December 2009	Depart Benoa
07 January 2010	Arrive at ice edge to commence research
08 February 2010	Complete research and transit to Benoa
22 February 2010	Arrive Benoa
22 February 2010	Depart Benoa
08 March 2010	Arrive Shioyama, Japan

10.3 Survey area

As discussed under Item 8.1, the research area for the vessel will be in Area IV between longitudes 100°E and 115°E, extending from the ice edge to approximately 60 n.miles north; under average conditions, this should provide approximately 60 n.miles overlap with the aerial survey.

11. DETAILS OF THE CRUISE

11.1 Cruise track design and Itinerary

The provisional cruise track based on an approximate estimated ice edge for the area 100-115°E is shown in Fig. 1. The survey will commence at 100°E and proceed eastward to 115°E. The vessel will then resurvey the area in the reverse direction.

The northern boundary of the research area will be constructed in relation to the ice edge to ensure a consistent stratum width of 60 n.miles. The northern boundary will be constructed either on a line of latitude (if the ice edge is oriented roughly east-west) or as a locus of points equidistant from the ice edge (if the ice edge line has a large north-south variation). The cruise track will be a zigzag design with survey coverage spread as evenly as possible by longitude (see the provisional trackline shown in Fig. 1. A similar process will be used to design the return tracklines. A suggested strategy for the re-survey was for the vessel to move from the end point of the first survey to the northern boundary of the research area and commence re-survey from there (see Fig. 2). If sufficient time remains on completion of the second coverage, further coverage could be undertaken at the discretion of the Cruise Leader. Ice recession may also result in polynyas south of the main ice edge becoming confluent with ice-free waters further north and thus potentially accessible to the ship. If accessible for survey, such areas will be covered as separate strata.

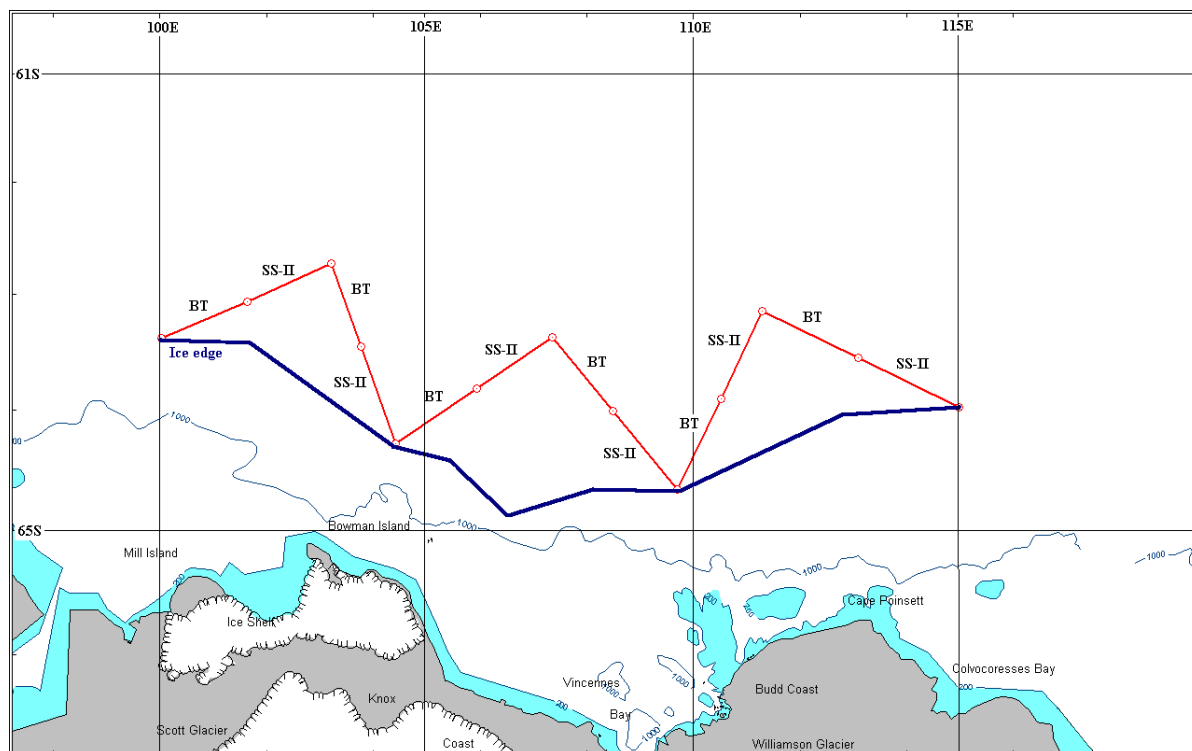


Fig.1. Provisional cruisetrack design and pattern of mode alternation for the *Kaiko Maru* during the collaborative research with the aerial survey. In this example the cruisetrack is constructed in relation to a locus Northern Boundary.

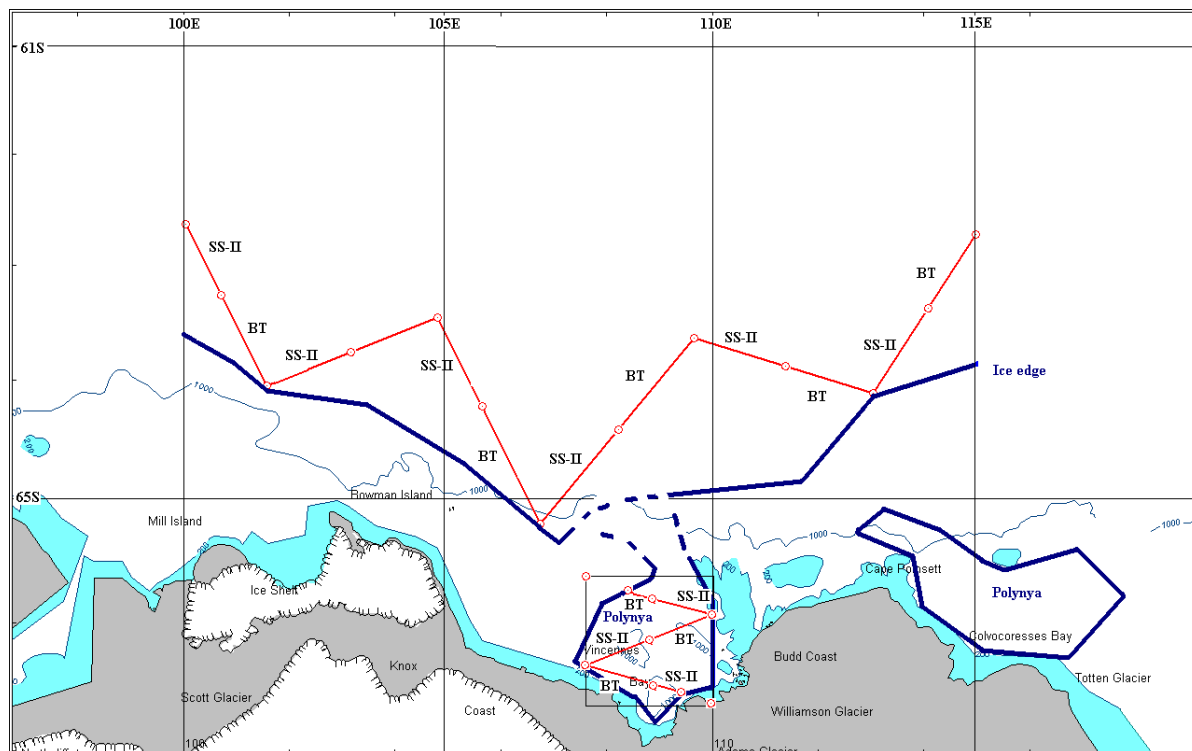


Fig. 2. Provisional cruisetrack design for the *Kaiko Maru* during the resurvey including example coverage of a polynya.

11.2 Survey mode and research hours

The SOWER vessel will survey in alternating BT Option-II mode and SS-II mode during the collaborative survey using the normal guidelines for construction of mode change waypoints (including *inter alia* no more than 100 n.miles surveyed continuously).

During survey in SS-II mode, normally closure will only be completed to whales that are believed to be minke whales.

For survey in BT Option-II the duties of the TOP and IOP observers will be essentially the same as for normal IO mode. Therefore, with respect to the amount of time for continuous survey in this mode, normal IO mode guidelines will apply. During survey in BT Option-II mode, normally only whales that are believed to be minke whales will be tracked.

Research hours during the cruise will be the same as on recent SOWER cruises. During days when survey is conducted in BT Option-II, research will be scheduled between 0600-1900 hours and there will be provision for two meal breaks each of 30 minutes duration. If conditions are unsuitable for survey and this causes the vessel to wait on a BT Option-II mode segment of the trackline, meal breaks will be treated in the same manner as if the vessel is surveying.

When surveying in SS-II mode is the only activity of the day, research will be conducted between 0600-1800 hours.

For priority species (such as right and blue whales), it may be beneficial to extend research outside the normal research hours (as has occurred during recent cruises). The basis for such special extension of research hours should again involve mutual agreement between the Captain and Cruise Leader and an allocation of equivalent time-off the following morning or evening.

Limited night steaming may be conducted. Night steaming will be restricted to a maximum of 30 n.miles per day and should always be completed prior to midnight.

The research day in transits will begin 30 minutes after sunrise and end 30 minutes before sunset, with a maximum of a 12-hour research day. If necessary, time-zone changes will be in 30-minute intervals, coming into effect at midnight.

11.3 Number of crew on effort

Two crewmembers will be in the barrel whenever full searching effort is conducted.

One crewmember will be at the helm on the Upper Bridge, regardless of the research mode. Also present on the Upper Bridge, whenever the sighting survey is conducted, will normally be the captain and chief

engineer (or an alternate). This is the same number of observers per platform as on previous cruises and again, in the interests of standardised data collection, the number of observers on the Upper Bridge is to be limited as above. As last year, observers should not search from the Upper Bridge during their scheduled rest periods. They may visit the Upper Bridge on a casual basis during their rest periods, but must not inform the on-effort observers of any sightings they may make, until such sightings have passed abeam, unseen by any of the on-effort observers.

There will be four researchers on the vessel. During survey, the number of researchers searching from the Upper Bridge should be standardised at three.

During the BT option-II mode, there should be two observers in the IOP, one crew observer and one researcher.

11.4 Navigation and research speeds

The optimum research speed for the *Kaiko Maru* is 10.5 knots (compared to 11.5 knots for the vessels previously available for IDCR/SOWER). Research during transit will be conducted at an average speed of 10.5 knots.

In general, surveying in the research area will be conducted at an average speed of 10.5 knots.

11.5 Acceptable conditions

Search effort for minke whales will be conducted only when the Cruise Leader believes that sighting conditions are acceptable. The usual Guidelines for acceptable conditions apply, i.e. visibility (to see a minke whale) is greater than 1.5 n.miles and wind speed is <25 knots (in the vicinity of the ice-edge) and <20 knots (remote from the ice-edge); the sea state should be <Beaufort 6.

11.6 Estimated angle and distance training and experiment

The meeting **agreed** that it was valuable to conduct the 'traditional' estimated distance and angle training and experiment. The experiment is designed to calibrate and identify any biases in individual observers' estimation of angle and distance.

The number of trials shall be at the discretion of the Cruise Leader. Observers should be tested from platforms where they normally conduct sighting effort and should use the same procedures and equipment as in their normal sighting procedures. The experiment should be conducted during weather and sea conditions representative of the conditions encountered during the survey.

The detailed protocol can be found in the Guide for Researchers.

11.7 School size estimation

As on the 2008-09 cruise, the only work on school size estimation will be undertaken during SS-II mode; the detailed protocol is given in the Guide for Researchers.

11.8 Data format

The survey will be conducted using the same data forms as on the last cruise. Donovan will provide to ICR the Data Records and Usage notes as soon as possible.

11.9 Biopsy sampling/photo-id/videotaping studies

As appropriate and decided by the Cruise Leader, up to 4.5 days of research time has been allocated to biopsy sampling and photo-identification of right, blue, fin and humpback whales. While a total of 4.5 days have been allocated to biopsy and photo-id; within the period allocated to survey and re-survey of the research area, a maximum of two days can be spent on photo-identification, biopsy sampling on right and blue whales, at the discretion of the cruise leader.

Later in the cruise, when survey and re-survey have been successfully completed, additional priority is also to be allocated to fin and humpback whales, depending on time available; this is because humpback whales are known to be abundant throughout the area.

Videotaping of blue whales will occur in accordance with the protocol given in the Guide for Researchers, which also provide further information on biopsy sampling and photo-identification protocols.

Photographs will become the sole property of the IWC and are available under the standard IWC Guidelines.

11.10 Acoustic studies

As noted no acoustics research will be conducted on this cruise.

11.11 Oceanographic studies

As in previous years, the meeting is pleased to be able to assist with the *Argo* oceanographic programme. It was agreed that the vessel will deploy two floats at the target latitudes in the vicinity of latitude 55°S during transit (exact deployment locations to be provided by JAMSTEC). The floats will be placed on board in Japan.

11.12 Use of SCANS equipment

After consultation with Leaper, the meeting **agreed** that as last year, SCANS equipment should be used (logistics permitting) to assist in measuring angles and distances and investigating search patterns. Ensor and Donovan will ensure that the Guide for Researchers will contain all of the appropriate information to allow this to be carried out efficiently; relevant manuals will be available on board. Particular attention should be paid to obtaining video of minke whale blow cues across the range of distances at which they are detected.

11.14 Cooperative strategy with JARPA

The SOWER and JARPA vessels have operated in the same general area in previous years (in 2002/03 and 2007-08). The general principles and guidelines developed for those cruises still apply. The meeting therefore **agreed** that the primary rule is that the SOWER vessel always precedes the JARPA vessel. If there are circumstances that arise where that is not possible the JARPA vessel will not operate in the same area as the SOWER vessel within seven days of the SOWER vessel or *vice versa*. For this general protocol to be applied successfully, close co-operation is needed between the SOWER and the JARPA vessels.

12. INTERNATIONAL RESEARCHERS AND ALLOCATION OF RESEARCH PERSONNEL

12.1 Number of researchers

The single vessel available this year can accommodate four researchers.

12.2. Nomination and allocation of researchers

Ensor had informed the Steering Group after the Madeira meeting that he would be unable to participate this year. The Steering Group **agreed** that Sekguchi, who has a number of years of SOWER experience, should be the new Cruise Leader. A subgroup under Bannister (Brownell, Donovan, Ensor, Matsuoka, Sekiguchi) reviewed possible candidates on the basis of their experience and expertise; 11 high quality applications were received.

In considering the applications, the subgroup took the following factors into account:

- (1) that the Japanese Government wished to appoint a Japanese researcher to one of the positions – this was Fukotome who had performed well on a previous SOWER cruise;
- (2) that there would be no acoustic research this year;
- (3) that as this was Sekiguchi's first year as Cruise Leader, previous experience of SOWER cruises would be given high priority – in the event, only one of the applicants had previous SOWER experience i.e. Morse;
- (4) that the highest priority for the cruise was obtaining good density/abundance estimates of minke whales from line transect data – thus knowledge of both field and analytical methods would be rated highly.

The quality of the applications meant that the subgroup had a difficult task. However, given the above factors it proposed, and the meeting **accepted**, the following:

Sekiguchi (Japan) - Cruise Leader
 Fukutome (Japan) – previous SOWER experience
 Morse (USA) - previous SOWER and NOAA surveys
 Oedekoven (Germany) – ETP surveys, SPLASH, distance sampling modelling
 Reserve : Reeb (South Africa) - NOAA surveys, N. Atlantic and N. Pacific

Donovan undertook to inform all applicants of the outcome immediately, asking the appointees to forward necessary personal details, including passport numbers and dietary requirements, where these were not already available. Researchers will need to bring their own protective clothing, as in previous years. As in past years, letters of appointment will emphasise the need to follow the previously adopted technical and personal guidelines.

13. GENERAL PREPARATIONS FOR THE 2009/10 CRUISE

13.1 Identification of home port organiser

The IWC Secretariat will organise accommodation for researchers and transshipment of researchers and equipment to and from the vessel off Benoa.

13.2 Entry and other permits

It was **agreed** that there is no requirement for any permit to enter Australian or Indonesian waters (see also Item 14.2).

13.3 Review of recommendations from the 2008/09cruise (SC/61/IA19, p18)

Donovan reported that there had been two sets of recommendations:

- (1) those related to acoustics - given that this work cannot be undertaken from the vessel, these were not considered further;
- (2) those related to photo-identification - the recommendations for purchase of equipment would be adopted.

14. IN TRANSIT SURVEY

14.1 Japan to Benoa

In the absence of researchers, and given the time constraints, off effort passing mode sightings operations will be conducted by the crew. The meeting was informed that the crew would not use the barrel for this.

14.2 Benoa to research area

Given the time constraints, normal passing mode only will be adopted.

14.3 Research area to Home Port

Passing mode will be adopted. However, should any of the priority species be encountered, if time is available and at the cruise leader's discretion, the opportunity for

photo-identification and/or biopsy sampling may be taken.

14.4 Benoa to Japan

See Item 14.1.

14.5 Necessary permits

It was **agreed** that all specimens should be retained on board until Japan.

It was noted that researchers will need to obtain transit visas to join the vessel in Benoa and to return after the cruise, obtainable from the Indonesian Embassy in their country of residence. The IWC Secretariat will develop an appropriate letter of introduction.

15. TRANSPORTATION OF DATA, SAMPLES AND EQUIPMENT

15.1 Details

The meeting reviewed an equipment list (SOWER/09/WP15) prepared by Matsuoka. As in past years ICR and The Institute of Far Seas Fisheries will supply a number of the essential items for the cruise. The IWC Secretariat will ensure transportation of other necessary equipment (including those in bond in Benoa) in conjunction with Sekiguchi.

15.2 Necessary permits

See Item 14.5.

The meeting noted that the Japanese Government would provide the necessary permits for import of specimens into Japan from the high seas.

As in previous years, samples would be transferred to the La Jolla laboratory as soon as possible.

In discussion it was noted that blue, humpback, right and killer whale biopsy samples had been sent to the La Jolla laboratory within the past week. Brownell reported that this completes the transfer of all available samples to the La Jolla Laboratory, apart perhaps from some minke and fin whale samples.

15.3 Responsible persons

The meeting noted the following: in Benoa - the necessary arrangements will be made by the IWC Secretariat; at sea – Cruise Leader.

The Cruise Leader and Japanese researcher will be responsible for data transport after the cruise.

16. COMMUNICATIONS

16.1 Safety aspects

The Australian research vessel *Aurora Australis* will be in the vicinity of the research area from mid-December to mid-January, transiting between Casey Station and further west; Kelly will provide further details to Matsuoka.

The *Kaiko Maru* will be in communication with the *Polar Star* (US Coast Guard) safety system in the event of any emergency.

There will be a daily report from *Kaiko Maru* to the Institute of Cetacean Research and thence to the Fisheries Agency of Japan. The *Nisshin Maru* will be operating under the JARPA II programme in Areas III, IV and V west this year, but not be at the same time as the *Kaiko Maru*; the meeting **draws attention** to Items 11.14 and 16.8 in this regard.

A refuelling tanker will also be in the area; the *Kaiko Maru* will be notified of the time and place of refuelling during the survey.

16.2 Between Cruise Leader and IWC

The Cruise Leader will send a weekly progress report to the IWC Secretariat and to the Steering Group (Bannister, Best, Bravington, Brownell, Clark, Donovan, Ensor, Hedley, Kato, Matsuoka, Palka). A report will also be sent after the completion of each phase of research as appropriate. Matsuoka will forward copies of those reports to The Institute of Cetacean Research, the Fisheries Agency of Japan, the National Research Institute of Far Seas Fisheries and Kaikou Senpaku Co. Ltd.

16.3 Ice information

When required, SSM/I ice data, obtained by the radio operator from the internet, will be transformed using computer programs on board the vessel. The meeting was pleased to note that transformed ice data will also be made available from the Australian Antarctic Division, by Kelly, as last year.

16.4 Other official communication

Email, telephone and facsimile will be available. The vessel's email address will be available at a later date.

All official communications by the Cruise Leader will be paid for by the IWC. Communications can be by radio, telephone, email, or fax.

16.5 Private communications

Researchers and crew may send and receive private communications, including email, at their own expense.

16.6 Terms of payment of communication cost

Accounts must be paid by researchers before leaving the vessel at the home port. Payment is required in US dollars. Payment may be made by credit card (except email is paid in cash). The researchers are requested to make payment if possible on the day prior to port entry.

16.7. Coordination with the aerial survey

There is a need for the Cruise Leader and the survey plane to be able to communicate; a mechanism has yet to be developed although in the past it has been achieved via email. Similarly, communication between the vessel

and Casey Station has previously been by email. Kelly undertook to provide email addresses, and to inform Casey Station of the vessel's operations.

16.8. Other matters

As necessary for safety (see Item 16.1) or scientific (see Item 11.14), communication between the vessel and *Nisshin Maru*, will be by Inmarsat, using the same protocol as in previous years.

17. MEETINGS

17.1 Pre-cruise Meeting

The meeting **agreed** that a formal pre-cruise meeting would be held on board the vessel after transshipping the researchers and equipment off Benoa. An informal meeting involving solely the researchers could be held in Benoa before their transshipment, in which case arrangements would need to be made for their arrival there on time (researchers will be asked to arrive one day before the day of departure)

Japanese translations of the Planning Report and the Data Records Usage Notes will be made available to the ship's crew before the meeting.

17.2 Post-cruise Meeting

It should be possible to complete the Cruise Report during transit from the Antarctic to the home port, and a post-cruise meeting can be held on board if necessary.

17.3 Home port arrangements

Arrangements in Benoa for the researchers, their pre-cruise and post-cruise accommodation, the equipment and transshipment of it and personnel to and from the vessel will be made by the IWC Secretariat.

The possibility of transporting the equipment to Japan rather than transshipping it back into bond in Benoa was raised. That may not be legally possible, particularly in the case of the firearms and ammunition, but Uoya undertook to investigate the matter including possible precedents. The matter could be of concern if, for example, the equipment was required for use in the North Pacific. Donovan undertook to arrange for the IWC Secretariat to look into the matter also.

17.4 Responsible persons

The meeting noted that the IWC Secretariat (Lynch) would be responsible for contact with the agent in Benoa, especially with respect to transshipment of researchers and equipment. It was **agreed** that relevant correspondence between the Secretariat, Kaikou Senpaku and ICR (Matsuoka) would be shared.

18. REPORTS

18.1 Planning meeting report

A copy of the final version will be emailed by the IWC Secretariat to the Steering Group, the Chairman of the

Scientific Committee, ICR (through Matsuoka), all researchers including the reserve, and the Australian Antarctic Division (through Kelly). It will also be made available on the expanded SOWER page of the IWC website².

18.2 Cruise report

A draft of the cruise report will be prepared, in accordance with the guidelines documented in IWC (1993), prior to arrival in the home port and, as necessary, the draft will be reviewed during the Post-cruise Meeting. The Cruise Leader will email the final report to IWC as soon as possible. It will also be made available on the IWC website.

Copies of the final report will be forwarded by the IWC Secretariat to all Steering Group members, all researchers, the captain, the Indonesian Government and the Australian Antarctic Division (Gales).

19. OTHER LOGISTICS

19.1 Press release

Donovan undertook to arrange for a press release to be prepared before the cruise by the IWC Secretariat, to be copied to the Cruise Leader and the Steering Group, and to be posted on the IWC website at the appropriate time. The Japanese Fisheries Agency would use the material available on the IWC website as required. Before the vessel arrives back off Benoa, a press release would be prepared by Donovan and the Cruise Leader, also to be posted on the IWC website and circulated as above.

19.2 Security

As the vessel will not be entering Benoa, there is no requirement for special security measures, but the Indonesian Government should be notified of the vessel's activities as a matter of courtesy.

19.3 Accommodation and food costs

The daily subsistence charge aboard the vessel will be ¥2500 per day for each researcher. The IWC will make direct payment of these fees to the Institute of Cetacean Research for the IWC-funded researchers in the usual manner.

As last year, a charge for alcoholic drinks will be made except on special occasions.

19.4 Other matters

The meeting noted that any change of plan should be communicated to the Japanese authorities by the Cruise Leader through Kato, with a copy to Matsuoka by email beforehand.

20. CONCLUDING REMARKS

On behalf of the IWC, Donovan thanked all those people who have contributed to the success of the IDCR and SOWER cruises over the 31 years of their operation. He expressed appreciation of the many researchers who had taken part in the cruises over the years, but in particular he wanted to recognise the considerable contribution and leadership over many years of Paul Ensor, who has participated as a scientist since 1980/81 and been Cruise Leader since 1991/92. On behalf of the IWC, its Scientific Committee, and the scientists present at this meeting, he noted that without the enthusiastic and extremely competent support of the officers and crew of the research vessels, the cruises would not have been so successful. He thanked all those involved for their contributions to the meeting, especially to Kato as meeting chairman. He thanked the scientists who had come to the meeting and who put in much time on the cruise's behalf between meetings. Lastly, and in particular, he thanked the interpreters for undertaking their most difficult task so cheerfully and efficiently.

Captain Shinyashiki responded on behalf of his colleagues. It was an honour for him and his colleagues to be present at the meeting, and they were glad to be able to assist in such an important project. He undertook to ensure that all on *Kaiko Maru* will work enthusiastically during the forthcoming cruise to ensure its success.

The meeting concluded at approximately 1530 hrs on 25 September 2009.

² <http://www.iwcoffice.org/conservation/sower.htm>

Annex A

List of Participants

John Bannister	Western Australian Museum, Australia
Robert Brownell	Southwest Fisheries Science Center, U.S.A.
Greg Donovan	Head of Science, IWC, United Kingdom
Paul Ensor	New Zealand
Natalie Kelly	Australian Antarctic Division, Australia
Keiko Sekiguchi	Cruise Leader
Hidehiro Kato	Tokyo University of Marine Science and Technology
Toshinori Uoya	Fisheries Agency of Japan, MAFF
Tomio Miyashita	National Research Institute of Far Seas Fisheries
Akeo Yoshizaki	Kaikou Senpaku K.K.
Hiroshi Sakamoto	Kaikou Senpaku K.K.
Takumi Ikeshima	Kaikou Senpaku K.K.
Hirohisa Shigemune	Kyodo Senpaku Co., Ltd.
Kenichi Hosone	Kyodo Senpaku Co., Ltd.
Kazuki Fukutome	Kyodo Senpaku Co., Ltd.
Shigetoshi Nishiwaki	The Institute of Cetacean Research
Koji Matsuoka	The Institute of Cetacean Research
Hiroto Murase	The Institute of Cetacean Research
Saeko Kumagai	The Institute of Cetacean Research
Yoshinori Shinyashiki	Captain
Yoshiyuki Yamauchi	Chief Officer
Kaoru Shigetomo	Chief Operator
Haruyoshi Ohmura	Boatswain
Michitoshi Kaseda	Jr.Boatswain
Yoko Yamakage	Interpreter
Hiroko Yasokawa	Interpreter

Annex B

Agenda

1. OPENING REMARKS AND WELCOMING ADDRESS
2. APPOINTMENT OF CHAIR AND RAPPORTEURS
3. ADOPTION OF AGENDA
4. ORGANISATION OF THE MEETING
5. REVIEW OF AVAILABLE DOCUMENTS
6. REVIEW OF PLANNING DISCUSSIONS FOR THE 2009/10 CRUISE AT IWC61
7. AVAILABILITY OF RESEARCH VESSELS
 - 7.1 Research vessels offered by Japan
 - 7.2. Aerial survey
8. PRIORITIES FOR THE CRUISE
 - 8.1 Examine the distribution and abundance of Antarctic minke whales in relation to the ice in collaboration with the Australian aerial survey
 - 8.2 Survey mode
 - 8.3 School size estimation
 - 8.4 Visual dive time
 - 8.5 Biopsy sampling/photo id
 - 8.6 Acoustic studies
 - 8.7 Direct data entry
 - 8.8 Contingency plan
9. REVIEW OF THE BUDGET
10. CRUISE PLAN
 - 10.1 General priorities, including allocation of research effort
 - 10.2 Itinerary
 - 10.3 Survey area
11. DETAILS OF THE CRUISE
 - 11.1 Cruise track design and Itinerary
 - 11.2 Survey mode and research hours
 - 11.3 Number of crew on effort
 - 11.4 Navigation and research speeds
 - 11.5 Acceptable conditions
 - 11.6 Estimated angle and distance training and experiment
 - 11.7 School size estimation
 - 11.8 Data format
 - 11.9 Biopsy sampling/photo-id/videotaping studies
 - 11.10 Acoustic studies
 - 11.11 Oceanographic studies
 - 11.12 Use of SCANS equipment
 - 11.14 Cooperative strategy with JARPA
12. INTERNATIONAL RESEARCHERS AND ALLOCATION OF RESEARCH PERSONNEL
 - 12.1 Number of researchers
 - 12.2. Nomination and allocation of researchers
13. GENERAL PREPARATIONS FOR THE 2009/10 CRUISE
 - 13.1 Identification of home port organiser
 - 13.2 Entry and other permits
 - 13.3 Review of recommendations from the 2008/09cruise (SC/61/IA19, p18)
14. IN TRANSIT SURVEY
 - 14.1 Japan to Benoa
 - 14.2 Benoa to research area
 - 14.3 Research area to Home Port
 - 14.4 Benoa to Japan
 - 14.5 Necessary permits
15. TRANSPORTATION OF DATA, SAMPLES AND EQUIPMENT
 - 15.1 Details
 - 15.2 Necessary permits
 - 15.3 Responsible persons
16. COMMUNICATIONS
 - 16.1 Safety aspects
 - 16.2 Between Cruise Leader and IWC
 - 16.3 Ice information
 - 16.4 Other official communication

16.5 Private communications

16.6 Terms of payment of communication cost

16.7. Coordination with the aerial survey

16.8. Other matters

17. MEETINGS

17.1 Pre-cruise Meeting

17.2 Post-cruise Meeting

17.3 Home port arrangements

17.4 Responsible persons

18. REPORTS

18.1 Planning meeting report

18.2 Cruise report

19. OTHER LOGISTICS

19.1 Press release

19.2 Security

19.3 Accommodation and food costs

19.4 Other matters

20. CONCLUDING REMARKS

Annex C

List of documents

SOWER/09/WP

1.	Report of the Planning Meeting for the 2008/2009 IWC/SOWER Cruise and future cruises
2.	2008-2009 International Whaling Commission - Southern Ocean Whale and Ecosystem Research (IWC-SOWER) Cruise (SC/61/IA19)
3.	Extract from 61st IWC/SC report
4.	Extract from Report of the Sub-committee on In-depth Assessments (IA) (IWC/61/Rep 1, Annex G with Appendix 2)
5.	Proposed itinerary of 2009/10 SOWER cruise and information on Kaiko Maru
6.	An aerial survey for Antarctic minke whales in sea ice off east Antarctica: pilot study (SC/61/IA3)
7.	A planned aerial survey for minke whales in east Antarctica during summer 2009/10 (SC/61/IA4)
8.	Aerial Survey for Minke Whales off Eastern Antarctica (SC/59/IA2)
9.	No paper
10.	Report of the Planning Meeting for the 2007/2008 IWC/SOWER Cruise and future cruises
11.	Extract from IWC SOWER 2007/08 Information for Researchers (page 1-6)
12.	Agent List
13.	2009/10 IWC-SOWER Crew List
14.	International Whaling Commission equipment landed in Benoa, Bali, Indonesia from the Research Vessel Shonan Maru No.2 (By Ensor)
15.	Required equipment (by Matsuoka)
16.	Proposed trackline (By Ensor)
17.	Summary of small group discussion on details of the survey (By Donovan)
18.	Email from Russell Leaper
19.	Humpback whale experiments