
**RESPONSE TO POSSIBLE INFRACTIONS FROM THAILAND UNDER THE
REGIONAL OBSERVER PROGRAMME**

Prepared by IOTC Secretariat, 26 April 2014

This paper presents the responses to the possible infractions received by Thailand on 16 May 2014. It is additional information to the Appendix III Responses received from CPCs after the deadline of 25/02/2014 of the paper “*IOTC-2014-CoC11-08c - Summary Report on possible infractions ROP*”.



No. 0505.3/ 2935

Department of Fisheries
Kaset Klang, Chatuchak
Paholyothin Road,
Bangkok 10900, Thailand
Tel/Fax: 662 5797947

14 May B.E. 2557 (2014)

Dear Sir,

Subject: Investigation on the Possible Infractions of Thai Tuna Longliners During At-Sea Transshipment in 2013

In 2013, the Thai tuna longliners, Mook Andaman 018 and Mook Andaman 028 conducted four at-sea transshipments on 21 and 23 October 2013 by the carrier vessel CHITOSE and on 26 and 26 December 2013 by the carrier vessel SHOTA MARU. These transshipments at sea were implemented in accordance with the IOTC Regional Observer Programme and procedures in which the two tuna longliners were inspected by the deployed regional observers.

The Department of Fisheries of Thailand received the IOTC observer reports from the Secretariat in December 2013 and March 2014 respectively specifying possible infractions observed by the regional observers during their at-sea transshipments as appeared in the table attached herewith. The Department of Fisheries has conducted investigation of possible infractions stipulated in the reports and would like to make the following conclusions:

1. The two tuna longliners had valid authorization to fish during the transshipments at sea.
2. The two tuna longliners are equipped with the Vessel Monitoring System (VMS) whereas the Department of Fisheries has been regularly monitoring the locations and activities of these vessels. Nevertheless, the Department of Fisheries would like to highlight the disparity occurring during the inspections of the two deployed regional observers. The observer on board the carrier vessel CHITOSE mentioned that he was not familiar with the equipment "AMEC Camino 101S" which is, in fact, not the VMS installed at the vessels. With that explanation, he identified that the vessels have no VMS on board while the other deployed observers confirmed that there were VMS on board the vessels. Attached herewith please find the details of VMS system on board the two tuna longliners.
3. The Department consulted with the owner of the two tuna longliners and requested the company to rectify the problem relating to clear name markings as specified by the two observers in order to ensure that the same problem shall not be observed again in the future inspection. In accordance with the observer report, there was a lot progress with regard to name marking of the vessel MOOK ANDAMAN 028 specifically confirmed by the observer on board the carrier vessel SHOTA MARU later in December 2013. At present situation, the Department of Fisheries would like to disclose the fact that both longliners already had clear vessel identification. Attached herewith please find two photographs of the vessels MOOK ANDAMAN 018 and MOOK ANDAMAN 028 for reference.

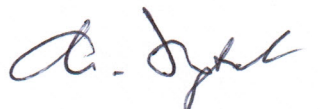
Overall...

Overall, the Department of Fisheries is very delighted with the outcome of its investigation and is of the view that no clear ground exists to stipulate that the Thai tuna longliners committed possible infraction during their at-sea transshipment in 2013.

Sir, I would like to kindly ask the IOTC Secretariat for distributing this letter to the other CPCs as well. Thank you in advance.

Please be assured of our fullest cooperation.

Yours sincerely,



(Mr. Chirdsak Vongkamolchoon)
Deputy Director-General
For Director-General

Rondolph Payet
Executive Secretary
Indian Ocean Tuna Commission
Le Chantier Mall - PO Box 1011, Victoria
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IOTC Observer Report of the Thai Tuna Longliners in 2013

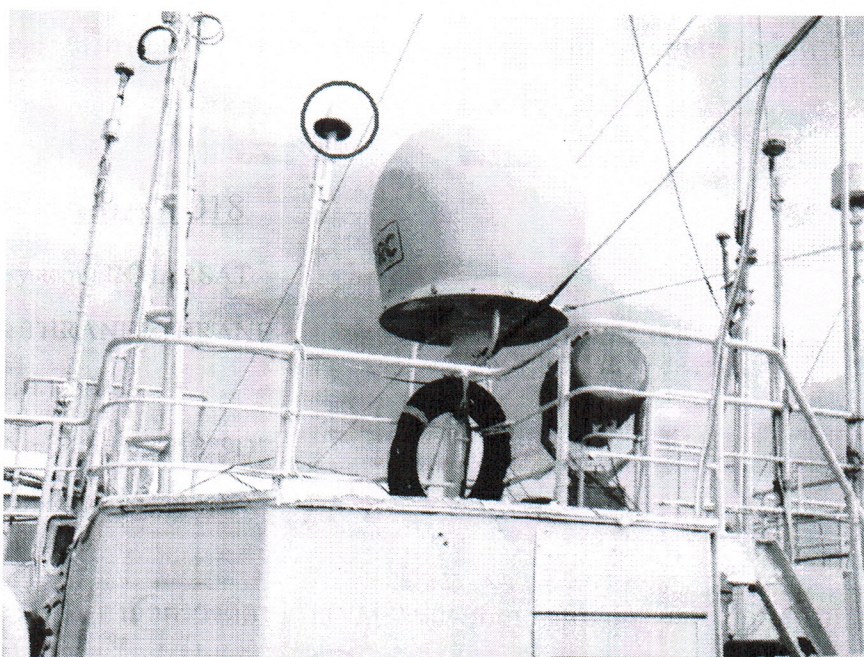
Date	CV	LSTLV	Authorization to fish	VMS	Logbook up to date and type	Fish transhipped in port	Correct name markings	Photographs taken	Note
21/10/2013	CHITOSE	Mook Andaman 018	Yes	No	Yes-PU	No	No	Yes	1. NRN not displayed 2. Vessel documents, bow and stern markings displayed "MOOK ANDAMAN No. 18 3. Not familiar with VMS unit (AMEC Camino 101S) and the unit shown was an AIS transponder
23/10/2013	CHITOSE	Mook Andaman 028	Yes	No	Yes-PU	No	No	Yes	1. Vessel documents, bow and stern markings displayed "MOOK ANDAMAN No. 28 2. Not familiar with VMS unit (AMEC Camino 101S) and the unit shown was an AIS transponder 3. NRN not visible on outside
26/12/2013	SHOTA MARU	Mook Andaman 018	Yes	Yes	Yes-PU	No	No	Yes	1. name markings altered to MOOK ANDAMAN NO. 18 (With the 18-portion not legible on the bow) 2. NRN not displayed
26/12/2013	SHOTA MARU	Mook Andaman 028	Yes	Yes	Yes-PU	No	Yes	Yes	1. NRN not displayed

เอกสารแนบ ๒ : เครื่องมือตรวจติดตามเรือ(VMS) ของมุกอันดามัน ๐๑๘ และ มุกอันดามัน ๐๒๘



MOOK ANDAMAN 018

- VMS System : INMARSAT
- Brand : THRANE&THRANE
- Model : TT-3026S
- Serial No. : 4TT089E6B29D
- IMN NO. : 424400456



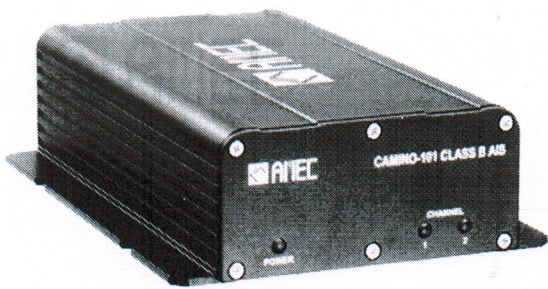
MOOK ANDAMAN 028

- VMS System : INMARSAT
- Brand : THRANE&THRANE
- Model : TT-3026S
- Serial No. : 4TT089CC001C
- IMN NO. : 424426553



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[Class B AIS] CAMINO-101



FEATURES

- Fully compliant with IEC 62287-1 standard
- Receives both Class A and Class B AIS messages
- Compatible with major AIS-ready Navigation Systems
- Greatly improves the level of the situational awareness, even in bad weather, worse vision or congested waterways
- Robust housing design, easy for installation
- Innovative wireless design and optional built-in Bluetooth
- Friendly AIS Viewer software for PC (Standard supply)
- Graphical display with two viewing modes: Radar & Alphanumeric View
- Transmission Off Function

Specifications

STANDARDS		POWER SUPPLY	
	IEC60945 (2002)	Supply Voltage	12V / 24V DC
	IEC61108-1 (2003)	Power Consumption	Less than 7W
	IEC61162-1 (2007)		
	IEC61162-2 (1998)		
	IECS2287-1 (2006)		
	BSH Certificate		
VHF RECEIVER		LED INDICATION	
Frequency Range	156.025 MHz ~ 162.025 MHz	3 LED Indicators	1 Power, 2 Channel Indicators
Channel Bandwidth	25 KHz		
Number of AIS Receivers	2 Receiver (one time shared between AIS and DSC)		
CH-1	Default CH 87B (161.975 MHz)		
CH-2	Default CH 88B (162.025 MHz)		
Number of DSC Receiver	1		
RX DSC	CH 70 (156.525 MHz)		
Sensitivity	PER ≤ 20% at -107dBm		
VHF TRANSMITTER		INTERFACE	
Number of AIS Transmitters	1	GPS Antenna (Optional)	TNC (Female)
Power Output	2 Watt (33 dBm ± 1.5 dB)	VHF Antenna (Optional)	PL-259 (Female)
Modulation	GMSK / FM	NMEA0183	IEC 61162-1 / 61162-2, Default Baud rate 38,400, Programmable
Data Rate	9,600 bps	RS-232	Default Baud rate 115,200, Programmable
Transmission Spectrum	IEC 62287	Alarm Output	Relay
DSC RECEIVER		WIRELESS CONNECTION	
Modulation	1,300 Hz / 2,100 Hz FSK	Bluetooth (Optional)	
Data Rate	1,200 bps ± 30 ppm		
Spurious Response Rejection	≥ 70 dB for signal @ -104 dBm; BER ≤ 1 %		
Blockin g	≥ 84 dB for signal @ -104 dBm; BER ≤ 1 %		
GPS RECEIVER		ALARM SYSTEM	
Receiving Channels	12 channels	BIIT alarm message on indicators	
Accuracy	Compliant with IEC 61108-1	Relay alarm output	
Output Rate	1 Hz		
		ENVIRONMENT	
		Operating Temperature	-15°C~55°C
		Storage Temperature	-25°C~70°C
		Operating Humidity	95% RH at 40°C
		Vibration, EMI, ESD	IEC 60945
		Waterproof	IP 65
		PHYSICAL	
		Size in mm (w)	140mm
		Size in mm (h)	50mm
		Size in mm (d)	220 mm (with connector)
		Weight	870 g



