
A PROSECUTION STORY—
RE: ALONDRA RAINBOW

[RANJEET V. SANGLE]
[ADVOCATE, SUPREME COURT, INDIA]

1. INTRODUCTION

In the present context, what is happening in the Somalia Coast with at least 70 ships having been hijacked only in the last 10 months in 2008, "piracy" has become a topic that is at least being discussed among folks associated with the shipping business. Especially, India has seen more than 20 attacks, successful, attempted and failed, by pirates on its Western Coast, either in its exclusive economic zone (EEZ) or the high seas in the first four months of 2011. I have always been sceptical about the speed at which different governments act in matters relating to shipping.

If any aircraft is hijacked, irrespective of its nationality, there are headline news all over the world not for a day but continuously till some cause is found. Here over 70 hijackings have taken place in the past 10 months and not much attention is being given. Is it because lives of seafarers are not that important or valuable?

One answer could be that in the case of an aircraft hijacking, more number of lives is involved unlike a cargo ship. But let us not forget that the 15 or 20 members of crew of a ship are equally human beings, with their families waiting for them at home.

It is in this context, the case of "Alondra Rainbow"¹ is significant for, this is the one and only case in the world where pirates have actually been caught, prosecuted according to law in a civilised country where rule of law survives and sent to jail.

This is a case of international terrorism and crime against humanity. Fourteen Indonesian nationals were tried by the Mumbai City Civil and Sessions Court along with other persons at large involved for various offences relating to "Piracy" in hijacking of the vessel Alondra Rainbow by use of criminal force. The case was assigned to the court presided over by His Honour Judge Mr R.R. Vachcha, Additional Sessions Judge at Mumbai.

The case was prosecuted, heard and decided by the Bombay City Court and Sessions Court at Bombay. The Maharashtra government appointed Mr S. Venkiteswaran, Senior Advocate as the Special Prosecutor and he was assisted by his junior Mr K.R. Shriram, Advocate. At Mr Venkiteswaran's request the government also appointed Mr P.P. Gharat, the Public Prosecutor of the court to assist him in the matter.

2. BRIEF FACTS: WHAT HAPPENED

Alondra Rainbow was a general cargo ship, owned by Imura Kisen Company Limited of Japan managed by Alondra Maritime SA, Panama, and the vessel

1. Sessions Court, Bombay, March 2003.

was flying the Panama flag. It had a Makita Mitsui B&W engine and other navigational equipments. The ship was built and registered in 1998.

Mr Ko Ikeno, a Japanese national, joined as Master of the vessel in December 1998. He was a Prosecution Witness No. 2 and the key witness. The vessel came to the port of Kuala Tanjung in Indonesia and loaded 7000 mt of aluminum ingots and sailed out at 2010 hrs. on 22 October 1999. The vessel set sail directly to Miike, Japan. Two hours after the departure from Kuala Tanjung, when the vessel was doing 10 knots ahead, the Master, who was in his cabin, heard a commotion in the bridge and when he went out to enquire, he found that there were around 10 strangers in the bridge with facemasks, knives and pistols. These persons referred to herein as "pirates" incapacitated the Master and the persons on watch at the bridge by tying both their hands at the back and systematically went to every cabin and brought out the entire 17 crew members and tied their hands at the back. They scared the Master by firing shots. Thus, by sheer physical force under threat of death, they terrorised the Master and forcefully took over the command and control of Alondra Rainbow from him and other 16 crew members, *i.e.* one Japanese Chief Engineer and 15 Filipinos. Thereafter, they looted all the valuables from all the cabins including the Master's personal cash. The incapacitated and bonded crew members were kept in the mess room for about two hours when another small general cargo vessel of about 1500 to 2000 tons (hereinafter referred to as the "pirates vessel") came and the pirates transferred all the crew members and the Master of Alondra Rainbow on to the pirates vessel. Two hours after the capture and taking control of Alondra Rainbow, a smaller vessel appearing on the scene indicated prior planning and conspiracy.

The crew members who were transferred on to the pirates vessel sailed for about six days at the end of which the life raft of Alondra Rainbow, which was transferred to the pirates vessel, was lowered and the Master and the crew members were forcefully asked to sit on the floor of the raft and the raft was set adrift. Crew only later realised that the life raft was that of Alondra Rainbow.

The intention to commit murder was patently obvious on the facts and circumstances: 1) the crew was left in a life raft rather than a lifeboat, which would have an engine, communication and navigation equipments; 2) they were left in a raft in the middle of the sea with nothing to navigate with; 3) the pirates could have at least sent an anonymous SOS that the raft was drifting, etc., if the intention was not to kill the crew. Every vessel is equipped with lifeboats. Instead of choosing a lifeboat, the very fact that the pirates chose a life raft was enough circumstantial evidence to prove that their object was to let the crew members face the natural and imminent consequences of the perils and dangers of drifting into sea. Only Providence saved them from imminent death. They exhausted water and provisions and were drifting for almost 10

days before they reached close to Thailand Coast and were rescued by a fishing trawler and taken to Phuket, Thailand (days mentioned here are approximations by the Master). All food rations and water in the raft got exhausted and the crew drifted for a few days without food and water.

On receipt of a request message from the Piracy Reporting Centre at Kuala Lumpur of "The International Maritime Bureau (IMB)", (thanks to late Capt. Abhyankar who then dealt with the matter for IMB) an Indian coast guard vessel (CGV) Tarabai set sail from Cochin towards Alondra Rainbow which was reported to be in and around that area. Tarabai sighted the suspect vessel about 40 miles near Indian Coast but the vessel refused to answer the calls on a normal communication frequency, but instead increased the speed when the CGV fired in the air. Tarabai asked for support vessels from the navy and the coast guard. Several hours later when they were far away from the Indian Coast, when confronted by an aircraft of the coast guard, they claimed that they were vessel "Mega Rama" going from Manila to Fujairah.

However, when confronted by CGV Tarabai, they fired at Tarabai. When they got heavy artillery fire from Tarabai and other coast guard and naval vessels that had also joined the scene by then, the pirates showed white flag and surrendered but not before they set fire to the documents of Alondra Rainbow, both in the engine room and bridge, and not before they opened the sea chest valves to fill the engine room with seawater. In fact the vessel developed a list. It was found that on the top of the name Alondra Rainbow which was visible, they had painted the name Mega Rama. Fifteen crew members, all Indonesians, were found in the vessel, all of whom were arrested by the coast guard.

The articles and documents seized from Alondra Rainbow including the engine plate, bell, ship's documents proved beyond doubt that the vessel masquerading as Mega Rama was indeed Alondra Rainbow.

Alondra Rainbow was towed to Bombay and the crew and the vessel were handed over to the police by the coast guard along with a first information report (FIR). The police arrested the accused and took charge of the ship and all the articles and documents and brought all the accused for trial under various provisions of Indian law.

Out of the 15 crew members of Alondra Rainbow who were arrested by the coast guard, one died of AIDS and the other 14 only were prosecuted.

3. PROSECUTION

In all 24 witnesses were examined by the prosecution, 143 articles were produced and 138 exhibits were produced.

During the pre-trial stage, the Indonesian government through the Indonesian Consulate at Mumbai rendered assistance including engagement of lawyers to defend the accused. Once the trial commenced, legal support was withdrawn and the State of Maharashtra had to arrange for their defence engaging lawyers from the Legal Aid Cell. Each lawyer was assigned five accused but in the end, only one carried the brief for all the 15 accused.

Though the Indonesian government did not arrange for lawyers to defend the 15 accused, Ms Irzani Ratni, the then Vice Consul was attending the trial as an observer and at times also acted as an interpreter to the accused. The Vice Consul, however, mid-way stopped coming to court.

The issues that arose were:

1. Whether Alondra Rainbow was subjected to piracy and whether Alondra Rainbow was taken over by pirates by use of force from the Master and the crew appointed by the legal owners?
2. Whether the vessel, which was seized by coast guard, which bore the name Mega Rama was indeed Alondra Rainbow?
3. What was the role of the accused in regard to the piracy of Alondra Rainbow?
4. Whether the persons accused were guilty of the offences charged and if so what?
5. Jurisdiction to prosecute.

For the purpose of establishing these, of the 24 witnesses examined by the prosecution, three were police officers who had recorded various statements. There were four independent seizure witnesses, who in Indian legal parlance are called Panch witnesses. There were five video/still photographers cum independent witnesses. One was the Master of Alondra Rainbow. There were eight witnesses from coast guard and Indian Navy. One was the local agent at Bombay of Alondra Rainbow. One was the chemical analyser of the government and one was from the IMB, *i.e.* Late Capt. Abhyankar.

The crux of the evidence which brought home the guilt of the accused was that of the Master of Alondra Rainbow, who dealt with the incident of hijacking until the 17 crew members of Alondra Rainbow were left to the mercy of wind, weather and sea, and the coast guard/Naval Officers, who took charge of Alondra Rainbow/Mega Rama and the accused persons from outside Indian territorial waters and brought them to Bombay to face trial.

In the first instance, the Master was so scared to come before the pirates fearing attacks but eventually agreed to travel and appear in court with full police protection.

4. EVIDENCE

The evidence of the Master.—Capt. Ko Ikeno, in his evidence, stated that from December 1998 he was the Master of the vessel Alondra Rainbow till he was deprived control by pirates and that the vessel was owned by Imura Kisen Company Limited, Japan flying the Panamanian flag and registered in 1998 in the name and style of Alondra Maritime SA, Panama. The vessel reached Kuala Tanjung, Sumatra Islands, Indonesia to load a cargo of approximately 7000 mt of aluminum ingots. The loading commenced on 18 October 1999 and was completed on 22 October 1999 at about 1700 hrs.

The aluminum ingots consisted of 44 pieces in one bundle, each ingot weighing about 50 pounds. The total weight of one bundle was about one ton. A total of 7000 bundles were loaded. Each of the ingots had the marking "INAL". After completion of loading, the vessel sailed at about 2010 hrs, on 22 October 1999, towards Miike, Japan where the cargo was to be discharged. The vessel was to go directly to Miike.

Other than the Japanese Master, there were 16 others on board—one Chief Engineer who was also Japanese and the other 15 being Filipino. The Master also stated in his evidence, after looking at the 15 accused who were sitting in the dock of the court, that none of them were members of his crew on board the ship Alondra Rainbow.

After the course of the vessel was decided at 113 degrees, the Master went to his cabin. In the cabin, he prepared messages to be sent to the owners and charterers. After about half an hour, he heard some abnormal sounds over the public address system. He then rushed to the bridge and in the bridge, he saw about 10 strangers who were brandishing pistols and knives. The 10 strangers were masked and were bare foot. The third officer and the able bodied seaman who were on duty at the bridge were found with their hands tied at the back. The strangers snatched the Master's watch and the keys. One of the strangers armed with pistol and the other armed with knife accompanied the Master, who was asked to lead them to the crew cabins and made all the crew to come out of the cabin. Each of the crew was blindfolded and their hands were tied behind the back. All of them were taken to the mess room and asked to sit down there. The third officer and the able bodied seamen were also taken to the mess. The strangers forcefully took over the vessel. The Master then was taken to his cabin where the strangers opened the safety box with the keys which they had taken earlier from the Master and they stole his spare watch and the cash from the safety box along with his passport and passports of all the crew and ship's documents. The cash included about \$2500 and Japanese Yen 380,000 of the ship and Master's personal money, Japanese Yen 800,000. Subsequently the Master was also taken to the mess room where he was also blindfolded.

The Master further stated that two hours later, he heard a thud and sound of a different engine. Half an hour later, the Master and his crew, all the 17 of them were taken to the poop deck and when his blindfold was removed, he found one 1500 to 2000 tonner dirty cargo ship on the starboard side to which all of them were transferred one by one. He further stated that in the pirates' vessel, all of them were made to go down the stairs where they were again blindfolded and separated into two groups and kept in different rooms. He and the others who were with him were told not to stand up or look out and not to speak and were threatened that they would be killed if they made any trouble. He and the rest of the crew were on this dirty ship for about six days. He went on to state that after about six days around midnight, the vessel's engine was stopped and all the crew of Alondra Rainbow including himself were asked to get into a life raft that was tied on the starboard side of the dirty ship. After all the crew got into the life raft, he was the last to board the life raft. The pirates cut off the rope of the life raft and the life raft was set adrift in mid sea to the mercy of the sea. He further stated that he found that the life raft belonged to Alondra Rainbow and it was made of rubber and that the life raft had no engine but had only two paddles and, therefore, they were only drifting. The life raft had no navigation equipment or communication equipment or motor or engine. Though the life raft came from the manufacturers equipped with some canned food and fresh water, the same was not enough for the 17 crew and, therefore, they had very little food to eat and very little water and exhausted the provisions and fresh water in a few days.

On or about 8 November 1999 in the afternoon, after drifting for about 10 days in the sea, they were rescued by a fishing boat and taken to Phuket in Thailand.

It was obvious that the accused knew that when a vessel goes missing and dead bodies are found, there will be immediate search of the vicinity and the vessel Alondra Rainbow would be caught. They did not want the authorities immediately to be alerted and they needed sufficient time to deal with the cargo and the vessel.

None of these facts were controverted in the cross-examination. On the contrary, the Master had also corroborated this by stating that even though the name Mega Rama was written on the ship, he could immediately identify the vessel as Alondra Rainbow 1) because he took delivery of the ship at the yard and he was on board the ship for 10 months; and 2) the name Alondra Rainbow was embossed in raised letters of steel and he could read the name, even though the paint on it had been over painted with the name Mega Rama. The Master further stated that when he was taken on board by the police, he identified the washbasin in his cabin which was broken and he had pasted the breakage with gum. The Master also identified each and every item that were seized from the vessel, in particular, the blank form in which the name of Charterer of Alondra

Rainbow was written, the blank stowage plan of Alondra Rainbow, requisition slip of Alondra Rainbow, blank stability calculation form, blank payroll form, the telegraphic message received by him on Alondra Rainbow, etc. In fact, some of the requisition slips also contained his name.

The Master also identified the brass bell with the name Alondra Rainbow 1998 embossed on it, and a brass board on which the name of the manufacturer/builder Shin Kurushima Dockyard Company Limited and the year of manufacture March 1998 were embossed. He also identified the aluminium ingot as the cargo loaded at Kuala Tanjung, the book Makita Mitsui B&W, and further stated that there was a date 24 March 1998 stamped on the book and that was the date on which Alondra Rainbow was launched. When the video cassette of the vessel was played in the court, the Master after viewing the video cassette identified each and every part mentioned therein. From the cassette, he has also identified his own room in the ship.

5. SEIZURE OF ALONDRA RAINBOW

Soibam Mahendra Singh, the complainant, who was also the Commanding Officer of the CGV Tarabai, that intercepted Alondra Rainbow, stated that the coast guard received a fax from the Piracy Reporting Centre stating that one merchant vessel Alondra Rainbow, after departing from Kuala Tanjung on 22 October 1999, lost contact and is suspected to be hijacked and the whereabouts of the 17 crews was unknown. He further stated that subsequently another fax was received stating that the vessel was proceeding towards one of the Indian Ports to discharge the cargo. On 13 November 1999, a merchant ship by the name Al-Shuhada sent a message reported sighting of the missing vessel at about 50 nautical miles west of Kerala Coast doing course of 330 and a speed of eight knots. On sailing orders given by the Coast Guard District Headquarters at Cochin, on 14 November 1999, the coast guard ship (CGS), Tarabai sailed to intercept the vessel sighting of which was informed by Al Shuhada and on the same night, at about 2000 hrs. Tarabai intercepted the vessel, which was later identified as Alondra Rainbow about 40 nautical miles, west of Cochin. When they asked for identification of the vessel Alondra Rainbow on VHF channel 16, the vessel did not acknowledge. The said vessel when contacted again on VHF channel, increased speed and altered course to 310. When an attempt to contact them was made and shots were fired to attract their attention, the accused increased the speed. Throughout the night, they maintained contacting the vessel in channel 16 with absolutely no response. In the early morning of 15 November 1999, they visually sighted the vessel and a Coast Guard Dornier aircraft was dispatched from Daman to once again call upon the vessel to identify itself. The vessel finally replied and identified herself as Mega Rama and stated that the last port of call was Manila and the next port of call was Fujairah. When the vessel was ordered to stop for investigation,

the vessel refused saying that she was in international waters and she was in a hurry to reach Fujairah and the coast guard may do whatever they want but they will not stop. The vessel was unwilling to respond so long as they were nearer to the Coast of India, but they were happy to respond once the vessel had gone far away from the Indian Coast. When CGS Tarabai closed in, the persons on board Alondra Rainbow fired at Tarabai. In response, Tarabai also fired at Alondra Rainbow. Thereafter, in the morning of 16 November 1999, the persons on board the ship surrendered. The complainant along with others boarded the vessel Alondra Rainbow and apprehended 15 persons. Once inside the ship, the coast guard found fire on board the vessel and they recovered documents pertaining to Alondra Rainbow, which was handed over to the police. The evidence of complainant proved beyond any shadow of doubt that the accused persons were found on board the vessel carrying the name of Mega Rama which was later proved to be Alondra Rainbow.

Before the complainant and his team boarded Alondra Rainbow, other CGVs Veera and Annie Besant and a navy vessel INS Prahar, also arrived at the scene. An accused who identified himself as the Chief Engineer confessed that they had tried to scuttle the ship, which was the reason for flooding in the engine room and that they entered the vessel forcibly and took charge of it and that they disposed part of the cargo.

The CGV Veera towed Alondra Rainbow to Mumbai. The towing started on 17 November 1999 and Alondra Rainbow arrived on 20 November 1999 in the evening, and the FIR was filed on 21 November 1999.

From the above discussions, the following facts were incontrovertibly established:

- The vessel, Alondra Rainbow, with its cargo of 7000 tonnes of aluminium ingots, was forcibly seized by certain pirates on 22 October 1999 from the control and possession of the Master and 16 other crew members.
- In the seizure, force was used, shots were fired and pistols and knives were used. The aluminium ingots, cash and personal belongings of the ship, its Master and crew were robbed by the pirates.
- Not only that the pirates got into the ship immediately after it loaded and left the port but, in two hours after they got control of the ship, another ship (pirates' ship) made a rendezvous with Alondra Rainbow, and the 17 crew members were transferred on to the said pirates' ship. It is pertinent to note that when they were two hours away from the shore, the crew members could have been left on a life boat, so that they could slowly get on to the shore. As against that, they were deliberately taken far away from the scene, which was evidently with an intention to kill them.

- The 17 members of the crew were put in a life raft, without motor, without navigational equipment and without any communication equipment; and they were let loose to drift, with the imminent danger of perils of the sea and they survived only by Providence.
- The crew was rescued by the Thai fishermen, around 8 November 1999.
- A vessel with the name of “Mega Rama” was intercepted by the CGV, Tarabai, and the 15 persons therein, who were accused before the court, including one accused who died during the trial, were found on board. The accused did not offer any tangible explanation for their presence on board the said ship. They did not have any document of the ship or the cargo; they did not carry any travel papers, either passports or continuous discharge certificates (CDCs). No basis could exist for the argument that they were innocent crew employed without knowledge of piracy.
- Initially, when contacted, they failed to reply and when a shot was fired in the air, they increased speed and increased distance from Tarabai, which showed “flight”—evidence of guilt. Even at the time of apprehension, the accused fired, from Alondra Rainbow, on the coast guard officials. This was evidence of guilt.
- The papers of Alondra Rainbow were burnt by the accused, both in the engine room and in the bridge, and an effort was made to sink the ship and its cargo, by flooding the engine room showing guilty mind.
- Voluminous evidence showed that the seized vessel was Alondra Rainbow, which had been hijacked earlier.
- All the above evidence indicated that the accused were part of the group of original or their associate pirates, who seized the vessel, Alondra Rainbow, and managed to dispose of about 3000 tonnes of cargo, before they were intercepted. Accused who were found on the hijacked ship had no documents for the ship or cargo, no travel documents for themselves and therefore the inescapable conclusion is that the accused were either the original hijackers who continued with the ship or abettors associated with them. In any event, they are a substantial part of the gang of conspirators. Why would any innocent person get into Alondra Rainbow without any documents or travel papers?
- The accused had not made even a feeble attempt to explain why they were found in Mega Rama.
- The accused had changed the name of Alondra Rainbow to Mega Rama and, in fact, paint was also found on board the vessel.

In the circumstances, it was proved beyond doubt that the accused, along with others, had allowed the 17 crew members of Alondra Rainbow to drift in the high seas, with the knowledge that it was imminent that death would be the result.

6. JURISDICTION OF THE BOMBAY COURTS

There was some cross-examination in regard to the coordinates where the vessel was, when it was seized. The prosecution had made it clear that it was not their case that the vessel was hijacked from Indian territorial waters. The Hon'ble Sessions Court at Bombay had jurisdiction to try any accused person who is responsible for international terrorism or piracy and he could be prosecuted as if all the offences, in association with the said piracy, have been committed in India, and prosecution can be by the applicable provisions of the Penal Code 1860 (IPC).

Reliance was placed on the British Act, "Admiralty Jurisdiction (India) Act, 1860 (23 and 24 Vict. C. 88)", as framed to extend the provisions of the admiralty jurisdiction in the colonies of Her Majesty's territories in India. The said Act provides that the Admiralty Offences (Colonial) Act, 1849, shall apply to British India, as it applies to colonies. This is a Victorian Act and had not been repealed.

Under Article 372 of the Constitution of India, all laws which were current and valid prior to 1950 would be continued to be valid, unless specifically repealed. Since, the Admiralty Offences (Colonial) Act, 1849 is not repealed, it is applicable in India. The Act, in Section 1, very specifically says:

If any person in a colony shall be charged with the commission of any treason, piracy, felony, robbery, murder, conspiracy or other offence committed upon the sea or if any person charged with the commission of any such offence upon the sea shall be brought for trial to any colony, then and in every case all judges, courts shall have and exercise jurisdiction and authorities for inquiring, trying, hearing, determining and adjudging such offences, as if such offences had been committed and such person had been charged with having committed the same, upon any waters situate within the limits of any colony, and within the limits of the local jurisdiction of the Courts of Criminal Justice of such colony.

What is piracy is defined under Article 101 of the United Nations Convention on Law of the Sea, 1982 (UNCLOS, 1982) and Articles 101 to 105 cover piracy. India is a signatory to the convention.

In the circumstances, it was submitted that even though offences of piracy and other related offences have been committed in the international waters, once the accused are brought to India and charged, they can be prosecuted, tried and convicted in accordance with the legal provisions in India, viz. the IPC as if the offences were committed in Indian territory. This was accepted by the court and the accused were later sentenced to seven years rigorous imprisonment on various counts.

The prosecution relied on various minor offences but the main provision of law was Section 307 of the IPC, namely, "attempt to commit murder". Section 307 reads as under:

Whoever does any act with such intention or knowledge, and under such circumstances that, if he by that act caused death, he would be guilty of murder, shall be punished with imprisonment of either description for a term which may extend to ten years, and shall also be liable to fine; and if hurt is caused to any person by such act, the offender shall be liable either to imprisonment for life, or to such punishment as is hereinbefore mentioned.

There are no specific offences defining piracy under the IPC and, therefore, the charges could be levelled only under available provision, namely, attempt to murder on the basis that the crew members would eventually have been dead but for the intervention of Thai fishing trawler which happened due to circumstances beyond the control of the pirates. The intention of the pirates to commit murder, making the offence an attempt to commit murder was also established by circumstantial evidence. Attempt is defined as under:

Attempt is an intentional preparatory action which fails in its object—which so fails through circumstances independent of the person who seeks its accomplishment.

Here was a case where 17 crew members were left adrift in the middle of the sea without communication or navigational facilities, and the pirates were certainly presumed to know the nature and consequences of their act that the crew members would face the perils of the sea.

This entire case was based on the maxim "Piracy Jure Gentium" meaning, piracy is an offence against humanity.

After a long saga of trial on 25 February 2003, His Honour, Judge Mr R.R. Vachcha was pleased to deliver his judgment running into 246 pages convicting all the 14 accused guilty of offence under Section 307 (attempt to commit murder) read with Section 120(B)(1) (conspiracy to commit murder), Section 34 (common intention) of the IPC and sentenced them to suffer rigorous imprisonment for a period of seven years and imposed a fine of ₹ 3000 each. The accused were also convicted under various other provisions of the IPC and all the sentences were to run concurrently.

The learned judge also held that the accused were entitled to set-off under Section 428 of the Criminal Procedure Code for the period they were in custody for the purpose of the present case.

All the accused were shifted to Yerawada Central Prison, Pune where they were lodged. Nearly two years and two months of sentence had already been served by the accused persons by being in jail during trial.

The pirates had preferred a criminal appeal in the Bombay High Court against the sentence passed by the Sessions Court. The said appeal came to be partly allowed by an order dated 7 March 2005, and the sentence of imprisonment imposed on the accused came to be reduced to the period undergone by them which was over five years. In the said order, four weeks time to deport the convicts to their country was also granted. They were deported to Indonesia on or about 28 March 2005.

Innocent seafarers who go to sea are attacked and left to die and normally in such cases, accused never get caught and this was only a very rare instance.

Maritime Security and Piracy

(Global Issues, Challenges and Solutions)

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Foreword

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