

Measures adopted by Masters of SIEVs to prevent action to 'turn-around' vessel

- There have been instances where Masters of SIEVs have attempted to, or actually, self sabotaged a SIEV in order to preclude action to 'turn around' a vessel by creating a 'safety of life at sea' event requiring rescue response.
- Examples of measures adopted to self sabotage vessels include:

[REDACTED]

[REDACTED]

[REDACTED]

s 37(1)(c)

- Vessels used to transport potential irregular immigrants are often found in a poor condition, are poorly maintained and lacking in suitable equipment to conduct long voyages at sea. Poor conditions on a suspected irregular entry vessel may be the result of deliberate tampering, inadequate maintenance or extreme wear and tear. Also, the types of vessels used in these ventures are not designed nor equipped to carry large numbers of people. Therefore it is not always possible to determine whether a vessel's condition is a result of a deliberate act of sabotage or extreme wear and tear.
- The fact that a vessel is deliberately sabotaged is irrelevant to the duty to render assistance under the SOLAS convention.

Procedures adopted by BPC crews in SIEV interception operations.

- In the interests of preserving operational security, and to maintain the safety of our crews and irregular maritime arrivals, Customs and Border Protection will not discuss the procedures and techniques utilised by Customs and Border Protection and Navy crews to effect maritime security operations.