



WWJMRD 2018; 4(6): 161-166  
www.wwjmr.com  
International Journal  
Peer Reviewed Journal  
Refereed Journal  
Indexed Journal  
Impact Factor MJIF: 4.25  
E-ISSN: 2454-6615

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## Knowledge of the pirates and prevention

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### Abstract

Crews always want to work on ships and the sea is safe. Losses due to piracy attacks on ships can leave both physically and emotionally unbearable injuries to them. Today's piracy is a bloody act of violence, a very cruel practice, done in various forms, and makes some victims feel alone and unprotected. Pirates attack the ship, steal property, injure and even kill the crew. They are dangerous in the ocean because they allow the vessel to continue without a driver (including tankers). This may cause the ship to run aground or to crash, resulting in catastrophic consequences for the environment. There are a lot of references to this issue as well as many guides for crew members. Some measures were taken by the shipowner and the crew and some measures were taken by the authorities. However, these measures are sometimes complex, especially in the maritime boundary between countries.

**Keywords:** maritime. Crew, piracy, maritime safety

### Introduction

Under the United Nations Convention on the Law of the Sea (UNCLOS 1982), "piracy" includes:

Any unauthorized use of force or seizure or of any robbery by a seamen or passenger on a private ship or aircraft, for personal purposes, and to:

1. i, Against another vessel or aircraft, or against persons or property on the ship aircraft landing at sea;
2. ii, Against another vessel or aircraft, person or property, in a place not under the jurisdiction of any State;

Any voluntary participation in the use of a vessel or aircraft when the participant knows from the facts that the ship or aircraft is a robber or aircraft sea;

c, Any attempt to incite other persons to commit the acts identified under (a) or (b). The International Maritime Bureau (IMB) defines piracy as follows: "Act on any vessel with intent to commit theft or any other offense and with intent or ability to use force to perform such action"

The history of piracy is closely linked to the history of the maritime industry. Pirates have also appeared since about 2000 BC. When the Phoenicians were dominating the Mediterranean area, a group of them became greedy, starting to split. to attack ships or even small towns in the coastal area to make a living. They are known as the first pirates.

In 500 BC, Greek pirates took the Lipari Islands (north of Sicily) as bases. On one occasion, the group attacked the convoys loaded with grain from the Romans into the Adriatic Sea in the Mediterranean region. As a consequence, they were punished by two Roman attacks, wiping out the bandits. Then, around 150 BC, piracy in the Cilicia coast of Turkey took control of the Mediterranean until 67 BC. When the Roman government then gave power to one of the most powerful generals, Pompey came to a standstill, and in just three months, the Mediterranean was peaceful.

The most violent of the ancient period was the Cilicia gang which operated mainly at the trade route between Italy and Greece. This group in 78 BC had arrested Julius Caesar, a great man of Roman history. In that year, Julius Caesar on his way across Rhodes Island to improve his eloquence was arrested by the Cilicia gang, demanding ransom. Julius Caesar on

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the other side with bandits waiting for ransom sent, on the other still calm chat with them. When the ransom was paid off, he returned to Miletus, hired some warships, and led the troops back to attack the hiding places of the bandits. He took all the nails and took all the ransom money back. In the Middle Ages (4th-15th centuries), piracy became even more awe-inspiring. As the crusades, holy war broke out on the land, off the coast, rapes raging most violently. The object of their attack is that boats are sourced from the French camp. They may be oil tankers, cargo ships, etc. Not only do they steal their property, they also arrest anyone on board, sell them into slavery or take ransom.

The heyday of piracy has existed for 250 years, since 1494, when Pope Alexander VI issued the New World decree between Spain and Portugal. By 1660, England, France, and the Netherlands had become a powerful force in the New World, and the constant wars between these empires left Europe in ruins in the last decades of the seventeenth century. In the Caribbean region of Central America, countries such as Britain, the Netherlands, France ... due to the exhaustion of the war should bring very little military reinforcement to the colony, so the colonial governors in the Caribbean Use pirates as mercenaries and search forces to defend the colony or attack the enemy of the country.

Period 1690-1730, the paradise of pirate gangs concentrated in the Caribbean and Madagascar. The Port Royal (commonly known as Port Royal) in the Caribbean, Tortuga Harbor and New Providence Island in the Bahamas (West Indies) are the most pirate places. In Madagascar, East Indian ships, Muslims or Mongolian vessels, most are in the Red Sea or the Indian Ocean. Other areas where piracy concentrated:

- The Barbary Pirates are based in Algiers (capital of Algeria), Morocco, Tripoli (capital of Libya), and Tunis (the capital of Tunisia). One of the reasons for this gang is to protect the North African community from invasion from Europe. The most active period of this gang is the fifteenth and sixteenth centuries. During the fifteenth and nineteenth centuries of this gang, thousands of boats were attacked; about 1.25 million were captured for sale.
- Since the nineteenth century, in the third largest island in the world, Borneo (South East Asia), Malaysian pirates and dayak pirates targeted ships moving between Singapore and Hong Kong (China).
- The Balanini Group operating on Jolo Island (Southern Philippines) attacked Spanish tankers, captives of slaves.
- Another pirate paradise on the Indonesian island of Sumatra is attacking a cargo ship in the Sunda Strait (between Java and Sumatra) or the Malacca Strait (located on extremely important transport routes, by water from Europe, Africa, South Asia, Middle East to Southeast Asia).
- In the nineteenth century, the Chui Apoo pirate from China chose Bias Bay (also known as Daya Bay in Guangdong Province, China) to seize ships passing through the area. The development of steam-powered and later-iron-armored ships, together with more effective naval forces, ended the pirate era. However, the problem of piracy was still worth it. Fears caused great damage to the maritime industry. Currently, pirates continue to attack merchant ships in the Pacific, Indian Ocean, off the coast of Somalia, West Africa,

the Straits of Malacca and Singapore, which cost \$ 13-16 billion every year.

#### The area of frequently occurring pirates

- South-East Asia and India, pirates: Indonesia (Anambas / Natuna Island), Balikpapan, Belawan, Bintan Island, Dumai, Gaspar (Gelasa) / Leplia Straits, Pulau Laut, Tanjung Priok Jakarta); Bangladesh (Chittagong, Mongla in the bridge and anchorage); Malacca River (especially near the coast of Aceh, kidnappings often occur for ransom); India (Chennai, Kandla); Malaysia (Sandakan) and Singapore.
- Africa and Red Sea: West Africa (Abidjan, Conakry, Dakar, Douala, Freetown, Lagos, Tema, Warri); the Gulf of Aden and the Red Sea, some ships and yachts passing through the area reported being threatened by bandits. The waters of Somalia, the eastern and northern coastal areas, are high risk areas for kidnapping. If the ships do not enter Somalia, only run through this sea to run offshore.
- South America and the Caribbean: Brazil (Rio Grande); Haiti (Port au Prince); Jamaica (Kingston) and Peru (Callao).

High risk seas are limited as follows:

- If going east from the Red Sea (to the Suez Canal), Oman Bay or Arabian Gulf, the boundary is 12°S / 78°E.
- If the Arabian Sea crosses the Arabian Sea, the boundary is 58 ° E
- If it goes north from the Red Sea to the south, the boundary is 15 ° N.
- If it goes south from north to west of Madagascar, the boundary is 20 ° S.
- If going south from north to east of Madagascar, the boundary is 15 ° S / 65 ° E.

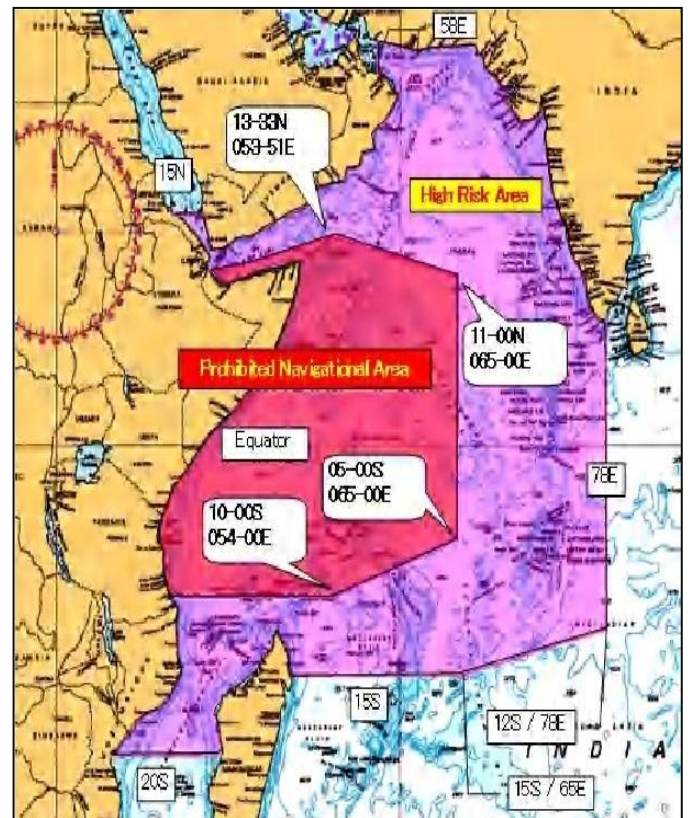


Fig 1: Seafront is prohibited and high risk area

## Note:

- Vessels are prohibited from moving within the red marking area.
- Ships are required to move at high speed while navigating outside the restricted area.
- Somali seafarers began to become a threat to international convoys from the early stages of the Somali civil war in the early 1990s. Somali piracy can be traced back to the The following causes:
- In a state of instability and ineffective government, plus its geographic location in the Horn of Africa, has enabled pirates to develop in the early 1990s. Since the collapse of the state, illegal fishing boats in the Somali seas have been operating openly. The hackers at the beginning usually work on the sea guard, before the merchants and militia keep their eyes on them.
- For many Somali people, especially unemployed youth, the risks involved in piracy are nothing compared to the dangers they face every day in a country with poverty and civil war. Break this. And for many who have grown up in the siege of unrest and blood, the violence and the danger of death are commonplace.
- Faced with terrible calamities that are destabilizing and violent poverty, they have created lucrative, fully functioning jobs in the informal economy, including piracy. Searching satellite images of the pirate village of Eyl in Somalia, what caught up was not the mansions and piles of weapons, but rather a few ruined houses along the distant row of row boats. sea. Even here, where pirates earn millions of dollars in ransom, extreme poverty is everywhere and uncertainty is commonplace.
- Some of the pirates have been fishermen, who say foreign ships are threatening fishing in the Somali seas, which is their livelihood. So they carry out robberies and arrests. The foreign ships to protect their resources.
- When profits from piracy and ransom are too large and easy, many authorities give the green light to pirate activity, as well as share profits with pirates. The big shake hands with the pirates, investing in modern equipment for them to be shared.



**Fig.2:** A group of Somali pirates

Due to constant conflict, Somali people are suffering from chronic poverty. Somali fishermen have taken part in shipjack robbery. Pirates' leaders are not difficult at hiring anyone to fill any hole in their crew. In successful robbery, ransoms often amount to hundreds of thousands, even millions of dollars. As a result, piracy has become a silver mining profession in Somalia. Somali military leaders and businessmen have found it so conspicuous they have invested equipment for fishermen to take the ship for ransom, and then set up The professional armed groups, armed with modern weapons. Somalia has four main pirate groups:

- The Puntland Group, which had the earliest pirate activity;
- National Coastal Protection Volunteers Group led by Garaad Mohamed;
- Mak Group led by Yusuf Mohammed Siad Inda'ade; and
- The self-proclaimed Somali Navy, led by a former naval officer. This is the strongest, most organized group, consisting of many former Marine, operating offshore to 200 nautical miles.

The pirates' activity has been temporarily softened by the development of the Islamic Courts Association in 2006. However, it was back to exciting after Ethiopia's invasion of Somalia in December 2006. With all the kidnappings, the robbers do not harm the prisoners, in order to earn more ransom. In each successive hijacking, Somali pirates routinely take the robbed and their hostages on shore and then pay the ransom price. In rare cases, promptly by the navies, most shipowners pay a ransom for them to take back their ships, cargoes and sailors.

Somali pirates are becoming more bloodthirsty, more reckless in recent times. Not only did they expand their activities beyond the Gulf of Aden, they also killed hostages and intensified looting, especially after some navy decided to use force to suppress pirates and rescue their children. Believe. Examples include: January 24, 2011, South Korea announced a four minute crackdown on piracy. In the footage, a South Korean task force in a small boat is ready to board a cargo ship in the midst of a series of ammunition. Later, a video of a number of Somali pirates hunkered down on a train, while a South Korean roster of gunmen was standing on the side of a rifle. The case made the pirates angry. "We never planned to kill the hostage, but now we vowed to seek revenge and the target will be the hostage," said a pirate who claimed to be Mohamed Korean ship".

The SV Quest was hijacked on February 18, 2011, when it was on its way from India to Oman, after which they drove the boat to the Somali coast. The US Navy has four warships chasing pirates. US Navy pursuit of pirates killed four American hostages on the yacht.

The leader of a group of Somali pirates named Hassan Abdi announced on Aug. 29 that he had killed a Syrian hostage and wounded another hostage because the MV Orna owner refused to pay the ransom. After two years they were taken hostage. "The execution was a message to the shipowner for not having paid a ransom," Hassan Abdi said over the phone. "There will be more executions if they (the shipowner) "It's been two years since we were old," Hassan Abdi said in a very tame voice. Mav Orna is a bulk carrier carrying the Panama flag and the owner of the company. Arab Emirates.



Somali pirates have modernized their equipment such as the best high speed boats, satellite phones, GPS devices, advanced weapons, including rockets. Hand, and hire foreign company to train marine combat technicians. Somali pirates are far more professional and professional than ever before. They also spend money on building hospitals, schools, doing charitable work for local people and bribing government officials, so the piracy is not socially and the Somali authorities resolutely prohibit.

Currently, trains traveling across the Somali coast have to find their own way of protection. The biggest problem is that port laws do not allow ships to be armed and armed. The hiring of armed guards to accompany the ship is also very expensive. At present, the United Nations has allowed naval ships to travel to the Gulf of Aden to patrol and escort the trains of their country. So far, piracy in the Somali and Indian oceans has been frequent, with an average of 4 days per crop causing great damage to ship owners.

In September 2008, Somali pirates attracted the world's attention as the MV Faina of Ukraine loaded 33 T-72s with a large number of weapons, ammunition and crew of 17 - robbed only by five Somali pirates on 25 September 2008 in the Gulf of Aden. After four months of struggling, \$ 3.2 million in cash was released into the sea and the bandits freed the ship in February 2009.



**Fig.3:** Ukraine's Faina MV carries 33 T-72 tanks with a large number of weapons, ammunition and crew of 17.

On January 1, 2009, Somali pirates abducted a German-owned Longchamp liquefied gas tanker in the Gulf of Aden. The ship was kidnapped while transporting 3,200 tons of liquefied petroleum gas from Europe. to the Far East. Three crew members are twelve Filipinos and one Indonesian.

On 4/8/2009, the German ship Hansa Stavanger was freed by Somali pirates after four months in custody. Through the satellite channel, the pirates told Reuters they had received a \$ 2.75 million ransom.

Hansa Stavanger has 24 sailors, including 5 Germans, 3 Russians, 2 Ukrainians and 14 Filipinos. On April 4, the 210,000-ton ship was kidnapped in the waters 640 kilometers south of the southern port of Somalia.

On October 20, 2009, the European Union's anti-piracy navy (EU NAVFOR) said that China's big shipping ship named Tan Hai was captured by the SOMALIA pirates in the Indian Ocean., 700 nautical miles east of Somalia. At that time, the ship carried 76,000 tons of coal and the crew of 25 Chinese was making their way from South Africa to India. The pirates said they would kill all crew if they found any rescue plan. On December 28, 2009, the Somali pirates released the German vessel Tan Hai after receiving the money. Redeem \$ 4 million.

On December 25, 2010, FV Shiuh Fu No1 (Taiwan) with 12 Vietnamese crew and 14 Chinese while fishing in the sea suddenly surprised by two canoes carrying dozens of guns in his hand. Jump on board Due to unexpected, the crew on the ship did not react. They tied all sailors into the boat and searched. Pirates control everyone, cut off all communications, weapons and detained under the deck. For nearly 19 months, the crew members occasionally received a ransom call. On July 17th, sailors were repatriated by Somali pirates after they received a negotiated ransom of about \$ 2 million. On July 24th, Vietnamese sailors returned home safely in the joy of their families and relatives.



**Fig.4:** Shiuh Fu No.1 fishing boat (Taiwan) was captured by Somali pirates on 25/12/2010

On May 2, 2011, Singapore's MV Gemini tanker, along with 25 sailors including Korean, Indonesian, Chinese and Burmese nationals, were attacked by Somali pirates in the East African seas off the coast. Kenya is about 180 nautical miles, and is being held at a secret location in Somali seaboard where it will be held hostage for ransom, or can also be used as a mother ship to help other ship attacks. The tanker was attacked near Kenya's territorial waters when it transported nearly 30,000 tonnes of palm oil from Indonesia to the African country.

Somali hackers attacked and detained an Iranian cargo ship and 23 crew members in the Maldivian waters, announced on March 27, 2012 by the Maldivian Defense Forces (MNDF). According to the MNDF, the MV Eglantine was attacked off the island of Hoarafush, northwest of the

Maldives. This is the first time that Somali pirates have made an attack on the Maldives. This is one of the many piracy attacks in the Indian Ocean in recent years. It shows the extent of piracy and the huge economic losses caused by piracy.

### Solutions

In the Netherlands, the system and method of anti-piracy by electric fence has been developed. Electric fences around the ship are not lethal but serve for the purpose of combating piracy. The impulse to enter the fence will be shocked by electric shock (not death) and as a result, the robbers cannot break into the ship. And when it enters the fence, the light will come on and the whistle will beep. Fences can be folded easily and lowered quickly when needed. In particular, there are doors open very quickly in case of picking up the navigator, lowering the escalator or dropping floats and lifeboats.

When necessary, the crew can remove and re-install the fence. As the vessel approaches the active pirates area, the crew can install the fence in only a few hours. When the vessel leaves the danger area, the captain may decide to leave or take off if the ship encounters bad weather. The remote control system can control all functions of the system without wires.

This system has been tested in marine environments in many different seas including the 7th wave, when seawater covers the deck. Use of this protection system has several purposes: to prevent those who want to break into the ship; prevent and avoid attacks by bandits; avoiding those who flee the ship; protection of crew and passengers; control boarding ways and secretly send reports to the Piracy Center.

The Secure-Ship system meets IMO's ship protection requirements and can be installed on waterborne vessels: Vessels (except flammable cargo ships); Military ships; offshore supply vessels; self-propelled barges and cruise ships.

The piracy prevention center has coordinated with the satellite tracking system to develop a tracking system for the ship, called the ShipLoc system. This system outlines the ship's voyage as well as port movement by recording the position of the vessel. There are many ships installed with this system.

ShipLoc provides shipowners and ship managers with global alarms, ship's voyages, and fully meets IMO requirements for Ship Security Alert Systems (SSAS). The equipment will transfer the alarm messages from the ship to the shore in the event of a piracy or terrorist attack on the vessel) (Article XI-2/6 SOLAS was adopted by IMO in December 2002 and comes into effect from 2 phases. (1 July 2004 and 1 July 2006), which requires all vessels over 500 GT to be equipped with SSAS.

A small transmitter and low cost can be hidden on board. For safety reasons, the crew is not known to have installed the transmitter and its location. With ShipLoc and a networked computer, ship owners know exactly where their ships are. The ShipLoc system will be very useful in the event of a ship being hijacked or kidnapped. It can also be a management device for tracking vessel journeys all over the world.

ShipLoc works with 2 functions:

Notice of the parameters from the ship: Report of the ship from 6 to 24 times per day on the screen; track ship

location whenever and wherever; track speed, position and direction of cruise; Information about the weather where the ship is traveling (wind, waves, pressure ...).

Sending alarm messages: When the emergency button is pressed, the alarm message will be sent immediately to the shipowner and to the competent authorities (the Piracy Control Center and flag authorities).

ShipLoc is operated independently and automatically, including: GPS receivers for position, direction and speed of ships; Argos generators and a battery for use in the event of a power failure. ShipLoc is operated by CLS, managed by 260 day-to-day staff (200 staff based in Toulouse-France and 60 employees at representative offices around the world).

Previously, many systems were not put into use because of the high cost. ShipLoc has a reasonable monthly rental rate and will provide the shipowner 15 times the vessel's daily location. In cases where a ShipLoc is abducted, the Piracy Center will monitor the movement of the ship and coordinate with the authorities and authorities until it finds and retrieves the vessel.

Since 1990, CLS has tracked more than 6,000 ShipLoc vessels in 55 countries around the world. And if ships are equipped with both ShipLoc and Secure-Ship systems, they will be effective against piracy.

### Conclusion

There are a lot of references to this issue as well as many guides for crew members. Some measures were taken by the shipowner and the crew and some measures were taken by the authorities. However, these measures are sometimes complex, especially in the maritime boundary between countries. The best defense is to prevent the bandits from approaching the ship. The experience of captains, officers and crew is very important. Specifically, the guidelines are detailed in Circular 623, third revised on 29 May 2003 by IMO's Maritime Safety Committee. Can be summarized as follows: Prepare the plan and the task of responding to piracy; watch and watch the radio; Be prepared to prevent the hijackers from reaching and boarding; No resistance when they board the ship and the work done during the attack.

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