

IN CONFIDENCE

Christmas Island JIG Information Report

SIEV 123

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
		s22(1)(a)(ii)
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	14MAR2010	
Information Source	ACBPS, AFP & DIAC	

Background

On 29MAR2010 at approximately 0610 local time, HMAS BROOME intercepted and boarded a vessel of interest (VOI) now designated SIEV 123 initially sighted inside Flying Fish Cove at Christmas Island (CI).

At 0730 (local time) Customs and Border Protection Service boarded SIEV 123 via the barge and began transferring passengers and crew to CI. This process was completed by 0840 local time.

The 44 PIIs onboard comprised of 41 Afghani Adult male passengers and three (3) Indonesian Adult male crew.

The following is a report of information collected from conversations held with passengers and crew during the property search.

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s22(1)(a)(ii) [Redacted]

Information

s22(1)(a)(ii) [Redacted]

Anecdotal evidence states that the crew had been instructed to, and had attempted to call 000 emergency services between 0100 and 0300 local time seeking assistance.

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- [Redacted]
- [Redacted]

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 175

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	14AUG2010	
Information Source	ACBPS, AFP & DIAC	

Background

At 21:09 AEST on Friday 13 August 2010, HMAS WOLLONGONG, operating under the control of Border Protection Command, detected a Contact Of Interest (COI) approximately 6 nm north of Flying Fish Cove, Christmas Island.

HMAS WOLLONGONG responded and boarded the SIEV 175 at approximately 21:29 AEST 5 nm north of Flying Fish Cove, Christmas Island.

At 11:38 AEST Saturday 14 August, HMAS Wollongong completed transfer of all 21 people from SIEV 175 to Christmas Island authorities. The transfer occurred without incident.

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s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

claims:

- that the crew were talking about dropping the pax off and sailing back to Indonesia. 000 call made – talked crew out of dropping off or making pax swim. s22(1)(a)(ii) he tried to phone 000 5 – 6 times – without anyone else seeing him (he found the number on the net before he left).
- 3hrs before arrival at CI crew made call on a satphone – satphone not found on board at the time – *a satphone was located in the bag of* s22(1)(a)(ii).

s22(1)(a)(ii)

s22(1)(a)(ii)

claims:

- The crew said they would drop the passengers off on the land somewhere and then go back to Indonesia so they (his friend s22(1)(a)(ii)) called '000'.
- They tried to hide his friend to call '000' so that no one else would know, only himself and s22(1)(a)(ii) as was scared of the crew finding out.
- s22(1)(a)(ii) had a sim card from Malaysia which he didn't give up and used it to call 000. s22(1)(a)(ii) had a phone with him and a sim in Jakarta but went with a different agent (was in a different group) who took his sim.
- Called '000' as they knew they were in the Australian sea as all the crew had been telling them that they had about 20 miles till they reached CI. The crew used the GPS to tell them this.
- He was waiting to see if there were aeroplanes, helicopters but there was nothing.
- Called '000' as there was an old woman and a sick child and the crew were going to get the passengers of the boat and drop them off to land and the passengers were scared as they didn't know if they had to walk in the water or if they would crash into the rocks.
- The power on the boat went off 7 miles off the coast of CI, for example, the GPS didn't work and they were scared the crew then said they were going to get dropped off and there was a bit of a panic and so they called '000', but only him and s22(1)(a)(ii) knew.
- When called 000 talked to a woman. The first time spoke to her was to inform them and then had to call a 2nd time to give the details as there were problems with the line cutting out. The 2nd time gave descriptions of where they were eg. Said could see the Island and the sun was on their right.

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s22(1)(a)(ii) [Redacted]

- He and s22(1)(a)(ii) didn't tell anyone else they contacted 000 as were scared the crew might find out.
- Thinks crew knew they used to phone so s22(1)(a)(ii) threw the phone in the water.
- Crew said they couldn't go with the passengers as they would go to prison so they wanted to drop them off and go back to Indonesia.
- s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

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Information not relevant to request

Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

- After 15 days had to hand mobile phones in and they were told that they would have to wait 2 more days to get on the boat.

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 182

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	31AUG2010	
Information Source	ACBPS, AFP & DIAC	

Background

At approx 0130 AEST today, HMAS GLENELG, operating under the control of Border Protection Command, detected a Contact Of Interest (COI) approximately 5nm north east of Flying Fish Cove, Christmas Island.

The vessel was shadowed and boarded at 0220 AEST today, 2nm north of Flying Fish Cove, Christmas Island. The vessel was identified as a SIEV and designated SIEV 182.

Initial estimates are 35 people on board made up of 33 PII (19 adult male, 9 adult female, 5 juveniles) and 2 Indonesian crew. Nationality of PII is yet to be determined.

The vessel was escorted to Flying Fish Cove at Christmas Island and the PII and crew were handed over to Christmas Island Authorities at 1030 AEST today.

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Information not relevant to request

Section 22(1)(a)(ii)

~~IN CONFIDENCE~~

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

The vessel was making way towards Flying Fish Cove at 4.5 knots, s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

The vessel was seaworthy, motor in good condition. Bilge pump serviceable.

WAPOL received two 000 phone calls from the vessel requesting assistance.

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 187

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	20SEP2010	
Information Source	ACBPS, AFP & DIAC	

Background

A distress call was received from a passenger on board a vessel outside the Christmas Island area on 20SEP2010. At approximately 1300 AEST, on Monday 20SEP2010 Customs and Border Protection and Australian Federal Police onboard AFP local vessel boarded a COI, now designated SIEV 187, near Flying Fish Cove, Christmas Island. Vessel was boarded approximately 1NM from Christmas Island.

Initial estimates were 40 PII's (men, women and children) onboard SIEV 187. Initial report gave no details of crew on board.

SIEV 187 was escorted into Flying Fish Cove and PII's were handed to government authorities on Christmas Island without incident.

s22(1)(a)(ii)

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Information not relevant to request

Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii)

[Redacted]

s22(1)(a)(ii)

[Redacted]

- He did not know that one of the passengers had made an emergency call.

s22(1)(a)(ii)

[Redacted]

[Redacted]

s22(1)(a)(ii)

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- The vessel broke down a couple of times during the trip but for only a short time.

s22(1)(a)(ii) [Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

IN CONFIDENCE

Page 7 removed

Information not relevant to request

Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- At around 4 am today he was woken by one of the other passengers telling him to talk on the phone as it was rescue
- Client explained that they were near Christmas Island but were in trouble. The number that was dialled was 112

s22(1)(a)(ii) [Redacted]

IN CONFIDENCE

Page 9 removed

Information not relevant to request

Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

- At sea 4 days and 4 nights, boat broke down a couple of times and 1 person fell in and had to be rescued

s22(1)(a)(ii) [Redacted]

IN CONFIDENCE

Page 11 removed

Information not relevant to request

Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- 5 days sailing, and the engine broke down twice

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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s22(1)(a)(ii) [Redacted]

- █ s22(1)(a)(ii) [Redacted]
- █ [Redacted]

- Crew had a GPS but did not want to use it within 50nm of Christmas Island

s22(1)(a)(ii) [Redacted]

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

s22(1)(a)(ii) [Redacted]

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

[Redacted]

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Information not relevant to request
Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 317

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	11APR2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 2249 AEST 10APR2012, AFP on Christmas Island received a call from a male person claiming to be on a boat with 150 persons within sight of Christmas Island. A second call to Customs on Christmas Island declared that the vessel was in distress. The location given was 4.7nm North West of Christmas Island.

RCC accepted coordination of the situation.

HMAS BUNDABERG, a Volunteer Marine Rescue vessel and Christmas Island Customs vessel responded to the area.

At approximately 2347 AEST Tuesday 10APR2012, HMAS BUNDABERG, operating under the control of the Australian Maritime Safety Authority, boarded a vessel approx 4.7nm North West of Christmas Island. There were no signs of distress at the time of boarding.

HMAS BUNDABERG, escorted the vessel to Christmas Island.

This vessel has been designated SIEV 317.

s22(1)(a)(ii)

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Page 1 of 12

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Section 22(1)(a)(ii)

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s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]

- There was no issues with the SIEV along the way it was in good condition

| s22(1)(a)(ii) [Redacted]

| [Redacted]

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
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- | [Redacted]
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- | [Redacted]
- | [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

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Section 22(1)(a)(ii)

~~IN CONFIDENCE~~

s22(1)(a)(ii)

[Redacted]

s22(1)(a)(ii)

[Redacted]

- Vessel had been subject to dangerous seas night before last, thought they would die

s22(1)(a)(ii)

[Redacted]

s22(1)(a)(ii)

[Redacted]

s22(1)(a)(ii)

[Redacted]

- Indonesian crew placed 000 call on Tuesday night

s22(1)(a)(ii)

[Redacted]

- Boat didn't break down

s22(1)(a)(ii)

[Redacted]

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Section 22(1)(a)(ii)

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Ref Number – CI JIG IR: 1.658 11APR2012

- They had experienced no problems with boat and were not in danger when boarded by Navy

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

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s22(1)(a)(ii)

- No problems with boat

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 321

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	02MAY2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 1040 AEST on Wednesday 25APR2012 RCC Australia received a call via a Volunteer Marine Recue operator, from a male person claiming to be on a vessel with 50 persons on board, broken down and sinking approx 175nm west-south-west of Ashmore Islands. RCC accepted coordination of the situation and a Customs and Border Protection Dash-8 surveillance aircraft, ACV HOLDFAST BAY and HMAS MAITLAND responded to the area. At approximately 1800 AEST ACV Holdfast Bay provided assistance to the vessel approx 140nm south-west of Ashmore Islands. There are approx 50 POB which was later revised to a total of 52 people onboard, comprising 50 passengers and 2 crew members.

The people requested to be taken to Australia. The people were transferred to HMAS MAITLAND and ACV HOLDFAST BAY. At 2130 AEST RCC handed coordination back to BPC. The vessel has been designated SIEV 321 and arrangements were made to transport the people to Christmas Island.

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Page 1 of 12

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s22(1)(a)(ii) [Redacted]

On Tuesday 02MAY2012 HMAS Melville transferred all PII and suspected crew to government authorities on Christmas Island.

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 326

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	07MAY2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 0535 AEST on Sunday 06MAY2012 Rescue Coordination Centre (RCC) Australia requested Search and Rescue (SAR) surface asset support to provide assistance to a vessel reported approximately 120nm north of Christmas Island. The caller stated that there were 144 people on board claiming to have run out of food and water, with engine leaking oil. RCC accepted coordination of the situation. At approximately 1251 AEST on the same day HMAS WOLLONGONG rendered assistance to the vessel approximately 91nm north of Christmas Island, reporting approximately 138 people on board. No crew were identified and nationalities were not confirmed. The vessel has been designated SIEV 326. . Arrangements were made to transport the people on board to Christmas Island and on Monday 07MAY2012 all PII and suspected crew were transferred to government agencies on Christmas Island.

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Page 1 of 19

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Section 22(1)(a)(ii)

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 331

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	15MAY2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 1714 AEST on Monday 14MAY2012, HMAS GLENELG, operating under AMSA coordination, rendered assistance to the previously-reported contact of interest (COI), approximately 50 nautical miles north-west of Christmas Island. There are approximately 125 people (123 PIIs and two crew) onboard the COI who advised that they wanted to come to Australia. The nationalities of the PIIs were believed to be Afghani, while the crew were believed to be Indonesian. The COI, now designated SIEV 331.

At approximately 2013AEST on the same day HMAS GLENELG commenced embarking all persons from SIEV 331 as vessel was taking on water.

The total number of people onboard SIEV 331 was revised to a total of 123, comprising 121 PIIs and 2 crew.

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Page 1 of 23

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s22(1)(a)(ii) [Redacted]

HMAS GLENELG then transported the people onboard to Christmas Island, arriving AM Tuesday 15 May. All PII and suspected crew were transferred to government authorities on Christmas Island.

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

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Section 22(1)(a)(ii)

IN CONFIDENCE

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

- He did not know if anyone had made any distress calls from the boat.

s22(1)(a)(ii) [Redacted]

[Redacted]

- He was not aware of anyone making a distress call.

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Pages 5 - 8 removed

Information not relevant to request

Section 22(1)(a)(ii)

Page 10 removed

Information not relevant to request

Section 22(1)(a)(ii)

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s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- They spent three/four days locked in this villa. Their mobiles were taken to prevent any information leaks.

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

- They were given back their mobile phones at this stage and told to call home. All the information was deleted from their mobiles and their sim cards were taken away.

s22(1)(a)(ii) [Redacted]

- After spending 2 days and 2 nights in rough water, they decided to call Australian authorities for assistance. s22(1)(a)(ii) [Redacted] had noted the numbers for AMSA and the Australian Navy in case they needed assistance.

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Pages 13 - 23 removed

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 334

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	20MAY2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 1837 AEST on SATURDAY 19MAY2012, a RAAF Maritime Patrol aircraft, operating under the control of BPC, detected a contact of interest (COI) approximately 115 nautical miles north - north - east of Christmas Island. The COI was heading in a south westerly direction. There were approximately 30 people visible on the deck of the COI. At approximately 2249 on the same day, Rescue Coordination Centre (RCC) Australia advised they had received a call from the COI claiming to be distress. The RCC requested a Search and Rescue (SAR) surface asset support to provide assistance to a vessel reported approximately 95nm north of Christmas Island.

The caller stated there are 175 people on board. The RCC accepted coordination of the response and at approximately 2250 AEST ACV TRITON was released to the RCC and was tasked to render assistance. A search was then conducted in the area.

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Page 1 of 23

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s22(1)(a)(ii)

At 1143 AEST today, HMAS Glenelg operating under the control of Border Protection Command, detected a Contact of Interest (COI), now known as SIEV 334 approximately 20 nautical miles north west of Christmas Island. At 1220 AEST on SUNDAY 20MAY2012 HMAS Glenelg reported boarding SIEV 334 with an initial count of 175 persons onboard of Afghan and Pakistan nationalities including two infants aged 6 months and 2 years and a women who is approximately 8 months pregnant. HMAS Glenelg reported nil apparent signs of distress either by the persons onboard SIEV 334 or with the vessel itself. HMAS Glenelg has reported that the person who contacted the Australian Rescue Co-ordination Centre (RCC) late PM Saturday 19 May, has been identified onboard SIEV 334. SIEV 334 has been confirmed as the vessel subject to SAR north of Christmas Island Saturday 19 May. At on the same day, the Rescue Co-ordination Centre (RCC) stood down all Search and Rescue (SAR) assets and handed Co-ordination of this event back to Border Protection Command. HMAS Glenelg escorted SIEV 334 to Christmas Island and all PII and suspected crew were transferred to government authorities on the Island PM on Sunday 20MAY2012

s22(1)(a)(ii)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Page 2 of 23

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Section 22(1)(a)(ii)

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Christmas Island JIG Information Report SIEV 340

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Incident / Information Details		
Reporting Party	CI JIG	s22(1)(a)(ii)
Reported Date / Time	03JUN2012	
Information Source	ACBPS, AFP & DIAC	

Background

At approximately 1905 AEST on 02JUN2012, a RAAF Maritime Patrol aircraft, operating under the control of BPC, detected a Contact of Interest (COI) approximately 48 nautical miles North of Christmas Island. The COI's condition was reported as 'dead in the water' and approximately 35 people were visible on deck. A BPC asset responded to the area to monitor the COI.

At approximately 0109 AEST on 03JUN2012, while operating under the control of Border Protection Command HMAS ARARAT boarded the COI, now designated SIEV 341, approximately 9 nautical miles North of Christmas Island and inside the Australian Contiguous Zone. Initial estimates were of 150 PII on board. The nationalities of the people onboard were Afghan, Iraqi and Pakistani. HMAS ARARAT escorted SIEV 341 to Christmas Island and secured the vessel to Smith Point buoy.

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Page 1 of 21

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s22(1)(a)(ii)

At 1030 AEST on 03JUN2012, HMAS ARARAT transferred all PII from SIEV 341 into the custody of Australian Government authorities at Christmas Island.

s22(1)(a)(ii)

- █ [REDACTED]

s22(1)(a)(ii)

s22(1)(a)(ii)

[REDACTED]

s22(1)(a)(ii)

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Page 2 of 21

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Section 22(1)(a)(ii)

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s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]

- Did not stop during the four and four night voyage. Doesn't know anything about a phone call made onboard.

s22(1)(a)(ii) [Redacted]

- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]
- | [Redacted]

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s22(1)(a)(ii)

- Had a list of Australian emergency phone numbers on a paper given to him by a friend who had got them from the internet.
- The boat was in trouble for the last 4 days and nights.
- Found out about a call made from the SIEV to a helpline about 1 hour after the call was made.
- Thinks call to Australian Authorities was made around 2 days ago.

s22(1)(a)(ii)

s22(1)(a)(ii)

they took his phone before he got onboard.

s22(1)(a)(ii)

- Thinks a passenger on the boat made a phone call on Friday or Saturday. Does not know who it was.

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Page 7 of 21

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s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

- An Indonesian man arrived and took all papers and mobiles from the travellers.

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- Told by someone on the upper deck of the SIEV that on the second day someone on the boat used a **satellite phone to call Australia for help.**

s22(1)(a)(ii) [Redacted]

s22(1)(a)(ii) [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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s22(1)(a)(ii)

Australia. This occurred 2 nights and three days before rescue. The phone did not work properly after this and was eventually accidentally dropped and broken. The crew then threw the phone overboard.

s22(1)(a)(ii)

s22(1)(a)(ii)

[Redacted content consisting of multiple paragraphs of text obscured by grey bars]

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s22(1)(a)(ii)

s22(1)(a)(ii)

all the people
scanned with metal detectors looking for mobile phones.

- s22(1)(a)(ii) did not surrender his phone as he thought he would keep it for an emergency however it was found when he was scanned. s22(1)(a)(ii) came up to him and slapped s22(1)(a)(ii) across the face and then **punched him several** times in the head. He had a crack in his glasses and a cut on his forehead where he had been punched. He fell to the ground and s22(1)(a)(ii) then jumped on him and **kneed him in the back**.
- This was done in front of the other passengers and so a few passengers who also had phones hidden took them out and threw them away before being scanned.

s22(1)(a)(ii)

- He also heard that there was a phone on board but does not know if anyone used it.

s22(1)(a)(ii)

- During the voyage there were no major breakdowns.

s22(1)(a)(ii)

s22(1)(a)(ii)

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Page 17 of 21

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