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RESCUED AT SEA, BUT NOWHERE TO GO: THE CLOUDY LEGAL WATERS OF THE TAMPA CRISIS

Jessica E. Tauman†

Abstract: On August 26, 2001, the Norwegian cargo ship MV Tampa rescued 438 passengers from a sinking ferry in the Indian Ocean. Most of the rescued were migrants from Afghanistan on their way to Australia. When the Tampa reached Australian waters, it was refused entry and a weeklong standoff between Norway, Indonesia, and Australia ensued. A shipmaster's duty to rescue is well established in international law, recognized by both the United Nations Convention on the Law of the Sea and the International Convention for the Safety of Life at Sea. What is not clear is whether a corresponding legal duty applies to coastal states and transit states when those rescued are migrants seeking asylum. Rescuing migrants at sea is not a new phenomenon, but increased mobility and worsening humanitarian disasters demand a comprehensive international solution that imposes clear legal obligations on states. Closing the gaps in existing law would alleviate the burden on the Good Samaritan and provide for clear, humane, and consistent strategies for dealing with refugees so as to avoid another situation like the Tampa incident.

I. INTRODUCTION

On Sunday, June 4, 1939, the German passenger liner S.S. St. Louis hovered close to the shores of Miami Beach with 907 Jewish refugees from Nazi Germany on board. U.S. Coast Guard cutters surrounded the ship to halt attempts by the refugees to reach shore. The ship had been scheduled to land its passengers in Havana, Cuba, but the Nazi propaganda machine had swayed Cuban public opinion and, consequently, President Frederico Bru reneged on his offer of asylum. The crew and refugees on the St. Louis were waiting for a decision by President Franklin Delano Roosevelt on their request for political asylum—their final hope. Their request was ignored, and after attempts to broker an agreement with the Dominican Republic failed, the ship was left with no alternative but to return to Europe. The German captain, more humane than the Americans ashore, brought these refugees to Holland, Belgium, France, and Britain. A year later, the Nazis

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invaded Holland, Belgium, and France, and nearly half of the *St. Louis* refugees eventually perished in Nazi gas chambers.¹

Half a century later, and half a world away, a drama eerily similar to the fated "Voyage of the Damned" played out. Only this time, instead of Jews, the refugees were Afghans; and, instead of Nazis, it was the oppressive Taliban they were fleeing. Instead of American politics, Australian politics controlled. But like those aboard the Voyage of the Damned, these asylum seekers had as their rescuer a principled and humane ship captain.

On Sunday, August 26, 2001, Arne Rinnan, the Norwegian captain of the *Tampa*, responded to a call from Australian Search and Rescue and discovered an Indonesian ferry in distress. The sinking wooden vessel was loaded with nearly 440 asylum seekers attempting to reach Christmas Island, Australia. The captain and his crew rescued the ferry passengers and brought them on board the *Tampa*, a Norwegian cargo vessel. Recognizing that his ship was in violation of safety standards, and bowing to pressure by the rescued asylum seekers, Captain Rinnan proceeded to nearby Christmas Island. The *Tampa*’s small crew of twenty-seven feared that the rescued passengers would overpower them. Australian officials, who initially granted permission to Captain Rinnan to offload his additional passengers, later changed their minds. Instead, when the vessel reached Australia’s territorial seas, the government sent out a naval vessel to turn back the *Tampa*.

The mostly Afghan migrants endured a tense, weeklong standoff in which multiple states, the United Nations and international organizations weighed in. They were finally transported to the island nation of Nauru for refugee claim processing.²

This Comment discusses the *Tampa* incident in Part II. Part III summarizes the current legal framework for resolving international disputes regarding refugees rescued at sea. Part IV examines the obligations imposed on shipmasters under international law and concludes that Captain Rinnan acted in accordance with those obligations. Part V examines the duties imposed on flag states, coastal states, and transit states, and Part VI concludes that these duties are inadequate to protect a Good Samaritan like Captain Rinnan from a repetition of the *Tampa* incident. Part VII explores

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¹ The fateful trip of the *St. Louis* is popularly referred to as "The Voyage of the Damned." Details about the Voyage of the Damned are retold in GORDON THOMAS & MAX MORGAN WITTS, THE VOYAGE OF THE DAMNED (1974).

the International Maritime Organization’s responses to these inadequacies and Part VIII suggests legal and extralegal solutions to the problem. Finally, this Comment concludes that an international solution, which includes the strengthening of legal obligations of coastal, flag and transit states, must be reached before history repeats itself. Increased mobility and worsening humanitarian disasters compel a comprehensive plan to prevent protracted ad hoc decisions by government leaders on the fate of asylum seekers and to alleviate the burden placed on shipmasters complying with international law. State sovereignty must be balanced against humanitarian concerns so as to avoid another tragedy like the St. Louis or standoff like the Tampa.

II. THE TAMPA INCIDENT

A. The Rescue

On Sunday, August 26, 2001, while in Indonesian territorial waters, Captain Arne Rinnan of the M/V Tampa found himself in a situation that has become increasingly commonplace. Alerted of the need to perform a rescue operation, Captain Rinnan answered the call imposed by the time-honored international maritime tradition of rescuing persons at sea if it can be done safely. This obligation stems from customary practice and from laws passed in response to the Titanic disaster.

Australian Search and Rescue ("AusSAR") had asked Captain Rinnan to investigate a vessel in distress in the Christmas Island-Indonesian waters area of the Indian Ocean. Responding to this call, Captain Rinnan proceeded to assist and discovered a rickety wooden ferryboat, the KM.

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3 Oceans and the Law of the Sea: Report of the Secretary General, U.N. GAOR, 56th Sess., Agenda Item 30(a), at 11, U.N. Doc. A/56/58/Add.1, (Oct. 5, 2001) [hereinafter Ocean Report to the Secretary General]. The number of people being smuggled worldwide is increasing. Id. France, Greece and Italy detected around 3,375 illegal migrants transported by sea between April 1999 and April 2001. Id. Spain reported it had detected around 17,000 illegal migrants. Id.

4 SOLAS: The International Convention for the Safety of Life at Sea, 1974, FOCUS ON IMO, Oct. 1998, at 1, available at http://www.imo.org/includes/blastDataOnly.asp/data_id%3D772/SOLAS98.pdf. The Titanic sank on her maiden voyage in the North Atlantic in April 1912. Id. More than 1,500 passengers and crew died and, in response, the United Kingdom proposed a conference to develop international regulations. Id. Thirteen countries participated and the result was that the International Convention of the Safety of Life at Sea was adopted on January 20, 1914. Id.

Palapa 1, just seventy-five nautical miles northwest of Christmas Island.  

Although AusSAR initially told Captain Rinnan that the vessel contained approximately eighty passengers, Captain Rinnan and his crew soon realized the sinking boat in fact carried nearly 440 passengers—most of whom were Afghan asylum seekers—and a small Indonesian crew of six, all of whom were in immediate danger of drowning. According to Captain Rinnan, "Their boat was in a very bad state. It was taking in a lot of water and was about to sink." The twenty-seven-member crew of the Tampa quickly transferred the passengers from the sinking Indonesian ferry. Although the Tampa has expansive cargo space, it was not equipped to accommodate large numbers of passengers.

The Tampa resumed its voyage towards the next port of call, Singapore, intending to make a detour in Indonesia to offload the rescued passengers. However, after considerable pressure from the rescued

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6 Id. Australia claimed initially that the Palapa 1 was closer to Java; however, the distressed vessel was actually discovered 246 nautical miles (approximately 397 kilometers) from Merak, the nearest Indonesian port. David Marr & Marian Wilkinson, They Shall Not Land, SYDNEY MORNING HERALD, Oct. 20, 2001, at 29, available at 2001 WL 27860990.

7 Some reports claim that over one hundred of these asylum seekers may not have been Afghans fleeing the Taliban regime, but instead were Pakistanis. Australia Finds Evidence Tampa Boatpeople Includes Bogus Refugees, AGENCE FRANCE-PRESSE, Sept. 24, 2001, available at 2001 WL 25020224. Several of the migrants are believed to be members of the Hazaras, one of the world's most persecuted ethnic minorities, who have endured a century of persecution in Afghanistan. Id. According to Refugee Council of Australia chairman William Maley, "It would be difficult in the world today to point to another ethnic group which is at as much risk as the Hazaras are." Id. More than 2,000 Hazaras, who are Shi'ite Muslims of East Asian ethnicity, were killed in three days in 1998. Id.

8 The Indonesian crew numbered only six, all of whom were charged in Australia with people-smuggling. Darren Gray & Michael Gordon, Boat People on the Move, AGE, Sept. 4, 2001, at 1, available at 2001 WL 25934940.

9 The refugees had been aboard the wooden ship for about ten days and their boat was in such bad shape it "crumbled when Tampa tried to haul it aboard." Press Archive, Containership Tangled in Refugee Controversy, Baltic and Int'l Maritime Council, Sept. 3, 2001, at http://www.bimco.org.


11 Containership Tangled in Refugee Controversy, supra note 9. This rescue mission was quite dangerous, as this firsthand account by First Officer Christian Maltau illustrates:

The seas were quite rough, so the distressed vessel was bouncing up and down against our ship's side as the captain turned the Tampa round . . . that little boat was not in very good condition when we first took alongside, and she was definitely a lot worse when this operation was over.


13 Williams, supra note 2.
passengers, Captain Rinnan proceeded instead to nearby Christmas Island, Australia, the original destination of the abandoned ferry.

B. Australia’s Response

Instead of granting the *Tampa* right of entry to offload its passengers, the Australian government refused to allow the *Tampa* to enter its territorial waters. Captain Rinnan issued a distress signal because he was concerned about the medical situation on board; he then entered Australian waters seeking assistance. The assistance the *Tampa* received, however, was not the medical and humanitarian assistance Captain Rinnan had anticipated; rather, armed personnel from the army Special Air Service (“SAS”) unit boarded and took control of the vessel and demanded that the *Tampa* leave Australian territorial waters.

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14 A group of refugees approached the Captain and his crew and demanded they be taken to Australia “or any other Western country.” Williams, supra note 2. Not long after this incident Iraqi refugees on board another vessel allegedly began throwing children overboard to reinforce their point. *Australia Needs a Coast Guard*, AGE, Oct. 9, 2001, at 18, available at 2001 WL 28697146. However, these reports were later discredited. See Vanda Carson & Natalie O’Brien, *Children Swam for their Lives*, AUSTRALIAN, Nov. 9, 2001, LEXIS, News Library.

15 White, supra note 5, at 5. The Australian government later used this change of course as a political justification for their response, asserting, “It is completely unacceptable to the Australia government that people picked up in a distress situation then seek to dictate the country in which they will be landed.” *Australia’s Refugee Record*, Embassy of Australia, at http://www.austemb.org/PDFs/REFUGEE.PDF (last visited Feb. 25, 2002).

16 “Clearly the situation . . . is that that vessel is not seafair to carry 450 survivors anywhere,” said Peter Dexter, regional director for the Norwegian shipping company, Wallenius Wilhelmsen, the *Tampa*’s owner. Melissa Fyfe & Farah Farouque, *Tampa Not Seaworthy for So Many*, AGE, Aug. 31, 2001, at 5, available at 2001 WL 25934660.


18 The Australian Immigration Minister Philip Ruddock reportedly accused Captain Rinnan of exaggerating the medical crisis; however, the spokesperson for the ship owner, Wallenius Wilhelmsen quickly countered. “We feel the captain has acted most appropriately and in the best interests of everyone. . . . The captain is a sailor, not a doctor.” Fyfe & Farouque, supra note 16. Captain Rinnan issued an emergency call for medical help, reporting that on board the *Tampa* there were at least ten unconscious people, two pregnant women with stomach cramps whom the male crew could not examine, an outbreak of scabies and widespread dysentery. Paul Ham & Jamie Walker, *Refugees Becalmed as Deal Stalls*, SUNDAY TIMES (London), Sept. 2, 2001, at 18, available at 2001 WL 25425913.

19 According to an Australian news account, an Australian scholar of maritime law, Jean-Pierre Fonteyne, said that “he knew of no other case where troops had boarded a vessel carrying asylum seekers and demanded it to go back to international waters” and that “Australia’s actions set a dangerous precedent.” Darrin Farrant & Darren Gray, *Australia’s Legal Position Eroding, Say Experts*, AGE, Aug. 31, 2001, at 6, available at 2001 WL 25934636; see generally White, supra note 5, at 5 (describing Australia’s response to the *Tampa* incident).
After a weeklong standoff and an intervening lawsuit, the rescued passengers were finally transferred to an Australian naval ship, HMAS Manoora, on September 3, 2001. The Manoora was en route to Papua New Guinea, where the migrants' asylum claims were to be processed, when Australia announced that a protracted negotiation had resulted in an agreement that New Zealand would take 150 of the refugees, the tiny Pacific nation of Nauru would accept the others, and the U.N. High Commission on Refugees would process their claims. In the following months, both Australia and Norway issued statements in the U.N. General Assembly regarding the handling of the Tampa situation.

Recently, waves of illegal immigrants, or "boat people," have tried to reach Australia. Most have been from countries other than those from

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21 Australia Arrests Four in Asylum Case; 433 Refugees Board Navy Troop Carrier, BOSTON GLOBE, Sept. 4, 2001, at A11, available at 2001 WL 3949474. Nauru, located in the South Pacific near the equator, was once one of the richest countries per capita, from proceeds of the phosphate that composed most of Nauru's structure, but now that the phosphate is gone, the Australian mining companies have been replaced by Russian money-launderers. Election Ahoy, ECONOMIST (U.S. ed.), Sept. 8, 2001. Nauru is already highly dependent on Australian aid. Id. "The shrubby island is ravaged by decades of phosphate mining and punctured by craggy coral outcrops and there is none of the tropical abundance traditionally associated with Pacific islands." Boat People Swelter on Barren Pacific Island, N.Z. HERALD, Sept. 22, 2001, available at 2001 WL 27363518; see generally Paradise Well and Truly Lost—Nauru, ECONOMIST, (U.S. ed.), Dec. 22, 2001 (describing the geographic and economic conditions of Nauru).


23 Boat people are generally defined as those who come by boat with the intention of migrating, with the implication that they come illegally. See Election Ahoy, supra note 21. Australia's first boat people were a group of British convicts who landed at what is now Sydney in 1788 and the country has been formed by waves of immigrants ever since. Id.

24 This problem is not restricted to Australia. The United States has employed a high seas interdiction program since the 1980s. For a discussion of United States policies and Australian policies,
which Australia has traditionally received migrants. Consequently, immigration emerged as a central issue in Prime Minister John Howard’s reelection, and the Australian parliament passed several tough new immigration laws aimed at boat people.

III. INTERNATIONAL LEGAL FRAMEWORK


A. The United Nations Convention on the Law of the Sea

The 1982 United Nations Convention on the Law of the Sea (“LOSC”) is the most comprehensive international law project ever completed. The LOSC has detailed provisions regulating the oceans and has been widely adopted. In fact, parts of the convention are considered customary international law, binding even on non-parties.


Traditionally, Australia has received waves of immigrants from China and Vietnam; however, Afghan and Iraqi asylum-seekers, who transit through a third country, now account for the largest portion of those arriving by boat over the past two years. See Election Ahoy, supra note 21.

The new laws would reduce the status of asylum seekers who reach mainland Australia and force those who land on its outlying islands, such as Christmas Island, to return to their last port of call, removing the opportunity to claim refugee status; the Parliament also passed increased penalties for “people smugglers.” See Peyser, supra note 20, at 455-57, for a more detailed discussion of the specifics of these laws.

LoSC, supra note 17.


Customary international law is one of the primary sources of law (along with treaties and general principles) under the Statute of the International Court of Justice, June 26, 1945, 59 Stat. 1031, art. 38 (1) (b) [hereinafter ICJ Statute], available at http://www.icj-cij.org/icjwww/ibasicdocuments/ibasictext
Prior to the LOSC and its precursors, the four 1958 Geneva Conventions on the Law of the Sea,\textsuperscript{33} the law of the sea reflected the constant struggle between states that asserted special rights and others that demanded the freedom to fish\textsuperscript{34} and navigate in all the open seas.\textsuperscript{35} Disagreement over military vessels and aircraft created further conflict.\textsuperscript{36} The LOSC was the international maritime response to this struggle. The Third United Nations Conference on the Law of the Sea was convened in 1973 in New York, with the express goal of writing a comprehensive treaty for the oceans.\textsuperscript{37} More than 150 sovereign states participated in the process, which ended in 1982 with the adoption of the LOSC.\textsuperscript{38} The LOSC came into force on November 16, 1994, twelve months\textsuperscript{39} after Guyana became the
sixtieth state to ratify it. Both Australia and Norway have also ratified the LOSC. One of the most important achievements of the LOSC was the establishment of a twelve-mile territorial sea, within which coastal states are sovereign. However, the LOSC also provided for a corresponding right of "innocent passage" for foreign naval and merchant ships through the territorial seas of a coastal state.

B. The International Convention for the Safety of Life at Sea

The International Convention for the Safety of Life at Sea of 1974 ("SOLAS") is instrumental to the promotion of vessel safety. SOLAS was first adopted in 1914, following a meeting of representatives from thirteen maritime nations who had gathered to develop international ship safety regulations following the sinking of the Titanic two years earlier. World War I, however, prevented the draft convention from gaining general acceptance. Another conference met in London in 1929 and the text adopted was put into effect by nearly every maritime nation in the world. The 1978 Protocol was added to SOLAS in response to a series of shipping accidents involving oil tankers in 1976 and 1977. SOLAS has since been revised many times and now operates under the auspices of the United Nations International Maritime Organization ("IMO"). SOLAS includes
several important safety regulations governing navigation and construction of ships and standardizes the requirements for safety equipment and inspections. The current version of SOLAS was adopted at a conference in London in 1974. SOLAS has since been ratified by 145 countries—including Norway and Australia—which represent 98.5% of the world's shipping tonnage.

The Global Maritime Distress and Safety System ("GMDSS") began in the 1970s and was incorporated into the SOLAS Convention by amendment in 1992. The basic precept of GMDSS is that the "search and rescue ("SAR") authorities ashore, as well as shipping in the immediate vicinity of the ship in distress, will be rapidly alerted to a distress incident so they can assist in a coordinated SAR operation with the minimum delay."  

C. International Convention on Maritime Search and Rescue

The International Convention on Maritime Search and Rescue ("SAR Convention") provides a comprehensive international system covering search and rescue operations. The SAR Convention was adopted in 1979 by a conference in Hamburg and became effective in 1985. Seventy-five states, including Australia and Norway, are parties to the SAR Convention. Indonesia, though not a party, recognizes its duty to provide search and rescue services in bilateral arrangements with Australia.

52 Sturley, supra note 47, at 1-29; Surviving Disaster—Life-Saving at Sea, supra note 46, at 3.
54 Id.
56 Id. at 1.
58 Id.
59 Id.
60 Summary of Status of Conventions, supra note 54.
61 Id.
62 See, e.g., Australia-Indonesia: Treaty on the Zone of Cooperation in an Area Between the Indonesian Province of East Timor and Northern Australia, reprinted in 29 I.L.M. 469 (1990). This treaty requires that Indonesia and Australia cooperate on arrangements for search and rescue taking into account "generally accepted rules, regulations and procedures established through competent international organizations. Id. art. 14.
Although the duty for coastal states to perform search and rescue operations is incorporated in both the LOSC\textsuperscript{63} and SOLAS,\textsuperscript{64} prior to the SAR Convention, there was no international system that governed the implementation of search and rescue operations.\textsuperscript{65} This led to uneven results, with some areas that provided prompt and thorough operations and others where there were no search and rescue services at all.\textsuperscript{66} Each country coordinated its own services, and standards and resources varied.\textsuperscript{67}

The SAR Convention requires parties, either individually or in cooperation with other states, to participate in the development of search and rescue services to ensure that assistance is rendered to persons in distress at sea.\textsuperscript{68} The basic elements of a search and rescue service are a legal framework, responsible authority, organization of available resources, communication facilities, coordination and operational functions, and finally, processes designed to improve the service which include planning, domestic and international cooperation, and training.\textsuperscript{69} Parties are then required to ensure that assistance is provided to any person in distress at sea, regardless of nationality, status, or circumstances.\textsuperscript{70}

The SAR Convention further requires that parties coordinate their search and rescue organizations and operations domestically and, when necessary, with neighboring states.\textsuperscript{71} The SAR Convention was designed to provide the general framework for search and rescue operations with the ultimate responsibility on states to develop cooperative agreements.\textsuperscript{72}

\textbf{D. The United Nations Convention Relating to the Status of Refugees}

A refugee\textsuperscript{73} is defined by the 1951 United Nations Convention relating to the Status of Refugees ("Refugee Convention") as a person who:

\begin{quote}
Owing to a well-founded fear of being persecuted for reasons of race, religion, nationality, membership in a particular social
\end{quote}

\begin{flushleft}
\textsuperscript{63} LOSC, \textit{supra} note 17, art. 98 (2).  \\
\textsuperscript{64} SOLAS, \textit{supra} note 44, ch. V, reg. 10.  \\
\textsuperscript{65} Shipping Emergencies—Search and Rescue and the GMDSS, \textit{supra} note 55, at 2.  \\
\textsuperscript{66} \textit{Id.}  \\
\textsuperscript{67} \textit{Id.}  \\
\textsuperscript{68} SAR Convention, \textit{supra} note 57, art. 2.1.1.  \\
\textsuperscript{69} \textit{Id.} art. 2.1.2.  \\
\textsuperscript{70} \textit{Id.} art. 2.1.10.  \\
\textsuperscript{71} \textit{Id.} art. 3.1.1.  \\
\textsuperscript{72} Shipping Emergencies—Search and Rescue and the GMDSS, \textit{supra} note 55, at 3.  \\
\textsuperscript{73} For a more thorough analysis of the refugee issues as they pertain to the Tampa case, see Peyser, \textit{supra} note 20, at 446-457.
\end{flushleft}

Norway and Australia, in addition to 135 other states, are parties to the Refugee Convention.\footnote{United Nations Treaty Collection, List of Participants of the Convention relating to the Status of Refugees [hereinafter List of Participants], available at http://www.unhchr.ch/html/menu3/b/treaty2ref.htm (last visited Feb. 25, 2002).} Norway is an original signatory and Australia entered by accession in 1954.\footnote{Id.} Indonesia, however, is not a party to this convention.\footnote{Id.}

Merely meeting the above definition does not ensure that refugee status will be granted.\footnote{For a more detailed discussion of the process by which a migrant is granted asylum, see Peyser, supra note 20 at 450-52.} In fact, most persons loosely described as "refugees" are actually classified as "migrants."\footnote{Migrants at Sea, SIGNALS SPECIAL NO.7, Sept. 2001, (North of England P & I Association Limited), at 1 [hereinafter Migrants at Sea], available at http://www.nepia.com/News/Press/Special7.pdf.} In order to obtain refugee status, a migrant must both apply for and receive asylum.\footnote{Id. at 1.} The rescued passengers aboard the Tampa were seeking refugee status in Australia.\footnote{For a discussion of the Australian domestic laws pertaining to refugees and asylum seekers, see Peyser, supra note 20 at 446-48. Australian law distinguishes refugees from asylum seekers and establishes a preference for offshore grants of refugee status over spontaneous arrivals. Id.}

When migrants, such as the Tampa passengers, are rescued by a ship and taken aboard, they come under the jurisdiction of the flag state, in this case Norway.\footnote{LOSJC, supra note 17, art. 94(1).} The flag state is under no obligation to grant asylum, nor is there any binding international convention that specifically covers the duties regarding migrants on ships.\footnote{Migrants at Sea, supra note 79, at 1.} Generally, these migrants are disembarked at

\footnote{Migrants at Sea, supra note 79, at 1. The distinction between stowaways and migrants is significant: "Stowaways board the ship without permission and with the intention of remaining on board undetected whereas these migrants board the ship with the knowledge and permission of the master .... However, this difference may not always help the ship operator and master when it comes to disembarking the migrants." Id. There is an existing treaty on stowaways, the International Convention Relating to Stowaways, reprinted in 6 BENEDICT, supra note 17, Doc. No. 2-4 [hereinafter Stowaway Convention].}
the next port of call; however, a captain has discretion that may allow him to determine an alternate destination according to the circumstances.84

IV. A SHIPMASTER'S DUTIES

A shipmaster is subject to duties arising out of public international law and private obligations. Among these are the duty to rescue, duty to the ship owner, duty to the cargo owner, and duty to his crew.

A. International Legal Obligations

The duty of shipmasters to rescue passengers in danger or distress is one of the "traditional hallmarks of the law of the sea."85 This duty arises under customary international law and is also expressly reflected in both the LOSC and SOLAS, which recognize this duty to rescue as a practical response to the dangers of the high seas.86 While, generally, public international law binds only states, the duty imposed on a shipmaster to rescue passengers at sea is a rare instance in which public international law imposes a duty on an individual; the enforcement of this duty is left to the implementing legislation of the flag state.87 The Flag State is obligated to enforce this duty and if the master fails to act in accordance with this duty, it is then the duty of the Flag State to enforce.88

This treaty was drafted in 1957, but has not entered into force. Id. The Convention would have provided that the master of the ship shall "deliver the stowaway to the appropriate authority at the first port in a Contracting State at which the ship calls after the stowaway is found." Id. art. 2. Under the Convention, the port state then would have had the option, in descending order of preference, of sending the stowaway back to the state of origin, back to the port where he boarded, back to the last port of call, or to the flag state. Id. art. 3. However, the guidelines promulgated by the IMO in 1997 clarify that "stowaway asylum seekers should be treated in compliance with international protection principles as set out in international instruments and relevant national legislation." International Maritime Organization, Guidelines on the Allocation of Responsibilities to Seek The Successful Resolution of Stowaway Cases, International Maritime Organization Res. A.871(20), reprinted in 6 BENEDICT, supra note 17, Doc. No. 2-4A. For additional information on the problems of stowaways, see Beate Anna Ort, Comment, International and U.S. Obligations Toward Stowaway Asylum Seekers, 140 U. PA. L. REV. 285, 348-49 (1991).

84 See Guidelines for the Disembarkation of Refugees, United Nations High Commissioner for Refugees, (Apr. 1988), reprinted in 6C BENEDICT, supra note 17, Doc. No. 13-8 (providing that when a vessel picks up refugees at sea, it should normally proceed to the first scheduled port of call, but suggesting that there may be instances in which another port would be appropriate).


86 Id.

87 LOSC, supra note 17, art. 98(1) (requiring the flag state to enforce the shipmaster's duty to rescue); SOLAS, supra note 44, art. 1 (requiring states party to SOLAS to pass laws implementing its provisions).

88 Id.
1. **LOS C and the Duty to Rescue**

Under the United Nations Convention on the Law of the Sea, states have an obligation to ensure that captains of ships flying their flag answer distress calls and render assistance. Article 98(1) of the LOSC provides:

> Every state shall require the master of a ship flying its flag, in so far as he can do so without serious danger to the ship, the crew, or the passengers . . . to render assistance to any person found at sea in danger of being lost . . . and to proceed with all possible speed to the rescue of persons in distress, if informed of their need for assistance, in so far as such action may reasonably be expected of him.  

Both Australia and Norway have given effect to this obligation through national laws. A shipmaster who fails to assist, as prescribed by the LOSC Article 98, when he has a duty to render assistance could face criminal or administrative penalties provided by his state’s implementing legislation, if his flag state discovers he has ignored a distress call.

2. **SOLAS and the Duty to Rescue**

The SOLAS Convention similarly requires shipmasters to render assistance. The SOLAS Convention similarly requires shipmasters to render assistance.

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89 This language is nearly identical to its precursor, Article 12 of the Convention on the High Seas, supra note 33.

90 SOLAS, supra note 44, art. I, requires that contracting governments undertake to give effect to the SOLAS Convention by promulgating laws, decrees, orders, regulations and to take other steps “which may be necessary to give the present Convention full and complete effect, so as to ensure that, from the point of view of safety of life, a ship is fit for the service for which it is intended. Article III requires contracting governments to deposit at the IMO the text of these laws. See Navigation Act, 1912 (Austl.), § 317a (requiring the master to render assistance to any person if he can do so without serious danger to his ship, crew, or passengers, even if that person is an enemy, and backing the failure to comply with a $20,000 penalty, ten years in prison, or both). See also Maritime Act, 1994 (Nor.). Section 135 imposes a duty on masters to give all possible and necessary assistance to any person in distress at sea or threatened by danger at sea if he can do so without serious risk to the ship or those on board. Id. Section 164 obliges shipmasters to render assistance to the other ship and its crew and passengers to rescue them from danger arising from a collision. Id.

91 For example, in the United States there are criminal sanctions under 46 U.S.C. § 2304 (1994). Section 317a of the Australian Navigation Act, supra note 90, also provides for criminal penalties.

92 SOLAS, supra note 44, ch. V., reg. 10(a). The obligation to render assistance was also present in The Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, Sept. 23, 1910, 37 Stat. 1658 (entered into force on Mar. 1, 1913)[hereinafter Brussels Salvage Convention], reprinted in 6 BENEDICT, supra note 17, Doc. No. 4-1. Article 11 of the Brussels Salvage Convention provides that “every master is bound, so far as he can do so without serious danger to his vessel, her crew, and her
The master of a ship at sea which is in a position to be able to provide assistance, on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service, that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress and, taking into account the recommendations of the Organization, inform the appropriate search and rescue service accordingly.\footnote{SOLAS, supra note 44, ch. V., reg. 10(a).}

The SOLAS Convention requires that masters go to the assistance of persons in distress at sea except as otherwise prescribed by Regulation 10(a). Failure to do so would expose the shipmaster to the penalties established in his state’s implementing laws.

The LOSC and SOLAS make it clear that the duty to rescue applies to “any person” regardless of their individual status.\footnote{The language of the Brussels Salvage Convention further clarifies this obligation by providing that the duty is to “render assistance to everybody, even though an enemy, found at sea in danger of being lost” (emphasis added). Salvage Convention, supra note 92, art. 11. See also SAR Convention, supra note 57, art. 2.1.10 (requiring assistance to be provided regardless of the nationality or status of persons to be rescued or the circumstances in which that person is found) (emphasis added).} Failure to render assistance to migrants, or anyone else, would subject the shipmaster to sanctions by the flag state.\footnote{LOSC, supra note 17, art. 98(1) and SOLAS, supra note 44, ch. V, reg. 10. See also Migrants at Sea, supra note 79, at 2.} Thus, Captain Rinnan was required by both SOLAS and the LOSC to rescue the passengers from the sinking vessel, and did so in spite of the danger to his ship, its cargo, and his crew and regardless of the passengers’ individual status.
B. Private Obligations of a Shipmaster

In addition to the duties imposed by public international law, a shipmaster also has private obligations to the ship owner, the shipper, the consignee, and the crew.

1. Duty to the Owner of the Ship

A shipmaster, in addition to his duty to render assistance and rescue under the LOSC and SOLAS, also owes a duty to the vessel owner. The Tampa is a 44,000-ton roll-on/roll-off containership (commonly referred to as a “ro-ro”). According to Wallenius Wilhelmsen, the Norwegian-based shipping company who owns the Tampa and seventy other vessels, the Tampa is worth approximately U.S. $80 million. Wallenius Wilhelmsen was forced to hire two freighters to replace the Tampa during its weeklong delay. In addition, the owners also suffered losses incurred while diverting the ship for the rescue, provisioning it, and running it while it was waiting off Christmas Island. This incident was quite costly to Wallenius Wilhemsen, a fact that could influence a less responsible firm to act less honorably.

A shipmaster also has a duty to the shippers and consignees. The Tampa, en route from Fremantle, Australia to Singapore, was carrying

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96 Containership Tangled in Refugee Controversy, supra note 9.
97 “The price of a new vessel of that type would be almost US $80 million (A $151 million), and when you add the cargo that’s aboard, well, that’s quite a business.” Simon Mann, Veteran Skipper’s Compassion Lands Him in Troubled Waters, AGE, Aug. 30, 2001, at 3, available at 2001 WL 25934441.
98 Fyfe & Farouque, supra note 16.
100 Although costly, under the protection and indemnity (“P & I”) insurance system, multiple ship owners collectively share the costs of rescue operations and P & I rules specifically cover the costs of proceeding to the assistance of persons in distress. Migrants at Sea, supra note 79, at 1. In addition, on request, the UNHCR will reimburse ship owners for the subsistence of refugees on board ship and other expenditures arising as a direct result of rescue can be claimed. Guidelines for the Disembarkation of Refugees, supra note 84. The Guidelines provide that Claims should be directed to the appropriate P & I Club which will examine and forward them to UNHCR or if a ship owner does not belong to a P & I Club, claims may be submitted directly to the UNHCR Headquarters. Id.
101 Richardson, supra note 99. It is estimated that the delay cost the ship owners several hundred thousand dollars. Id.
102 Fremantle is a port city in Western Australia near Perth.
steel pipes, food, and forestry products, a cargo valued at approximately U.S. $20 million.

Additionally, domestic laws in the coastal state may imperil a ship owner’s and cargo owner’s interests. In this case, Captain Rinnan was threatened with the full weight of the Australian Migration Act, generally reserved for people smugglers and ships flying without a flag, unless he turned back to Indonesia. The penalties for violations of the Migration Act include significant fines and imprisonment of “facilitators” for up to twenty years. Moreover, once the passengers are taken into custody, the shipping line has to pay for their transport, maintenance, detention, and deportation. That ship captains may have liability under domestic law for acts taken in compliance with international law imposes an additional duty on shipmasters. Ship captains must be knowledgeable about domestic laws, not just at their ports of call, but throughout the regions in which they travel, so they do not inadvertently jeopardize their own interests or those of the ship owner.

2. **Duty to his Crew**

Perhaps most importantly, the shipmaster has a duty to his crew. The *Tampa*, a cargo ship, was suddenly well in excess of its capacity. A cargo ship is “any ship which is not a passenger ship.” A passenger ship is “a ship which carries more than twelve passengers.” A passenger is every person other than the master or the members of the crew or a child under one year of age. Since the *Tampa* is a cargo ship, it was not authorized to carry more than twelve passengers.

The seaworthiness of a ship on the high seas is determined by the laws of the flag state. Captain Rinnan and the owners of the *Tampa*, Wallenius

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104 *Fyfe & Farouque, supra note 16.*
105 Migration Act, 1958 (Austl.).
106 Marr & Wilkinson, *supra note 6.*
107 Migration Act, *supra note 105, § 232A.*
108 *Id. § 213.*
110 SOLAS, *supra note 44, ch. I, reg. 2(g).*
111 *Id. ch. I, reg. 2(f).*
112 *Id. ch. I, reg. 2(e).*
113 LOSC, *supra note 17, art. 92(1) provides, “Ships shall sail under the flag of one State only and, save in exceptional cases expressly provided for in international treaties or in this Convention, shall be subject to its exclusive jurisdiction on the high seas.” Id. Article 94(3)(a) provides “Every State shall take
Wilhelmsen, had declared the ship unseaworthy under Norwegian law because it was not certified to carry hundreds of passengers. The Tampa’s rescue mission was in itself heroic, albeit certainly risky for its crew. The first officer of the Tampa, Christian Maltau, had to “leap between the two vessels during the rescue, with the stricken Indonesian boat bouncing wildly.” The crew converted empty containers into makeshift shelters, with one serving as a hospital and another serving as a toilet, further exposing themselves and their new passengers to unsanitary conditions and illness. Many of those rescued passengers were suffering from severe dehydration, dysentery, scabies, and other illnesses that put the crew at risk.

The crew’s physical security could also have been at risk. The Strait of Malacca, in the same region where the Tampa made its rescue, is notorious for widespread piracy. The pirates often pose as fishermen and take crew members by surprise. Although for most the notion of pirates recalls images of bearded bandits with eye-patches, the practice of piracy is thriving in some parts of the world; in fact, the number of attacks reported in 2000 totaled 471, representing an increase of 52% over 1999. Because of this risk of pirate attack, Captain Rinnan was taking a chance by honoring his duty to rescue.

Although these migrants were not pirates, the rescued passengers did exert substantial pressure on Captain Rinnan to complete their voyage to Christmas Island. Captain Rinnan said that when he began to head back towards Indonesia, five representatives of the refugees stormed onto the bridge. He explained:

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such measures for ships flying its flag as are necessary to ensure safety at sea with regard, inter alia, to: (a) the construction, equipment and seaworthiness of ships.” Id.

114 The Tampa only had safety equipment for thirty people, a fact which led Norway to determine the Tampa to be in violation of SOLAS. SOLAS, supra note 44, ch. III: Regulation 31 requires that lifeboats be carried to accommodate all persons on board and Regulation 32 lists requirements for carriage of lifejackets. Id. ch. III, regs. 31-32.


117 Id.

118 Ham & Walker, supra note 18.

119 The Strait of Malacca is a narrow passage of shallow waters that forms the main route between the Indian and Pacific oceans through the Indonesian archipelago between the island of Sumatra and Singapore. THE EYEWITNESS ATLAS OF THE WORLD (David R. Green ed., 1994).


121 Id.
They were talking in a highly aggrivated and threatening manner in my face... They told me if I started heading out to sea again, they will jump overboard. They didn't threaten to take command. They were threatening to jump. But we also felt threatened for our lives. For the safety of the survivors and my crew, we had to turn around and head for Christmas Island. The tension was growing every day on board. We were in a lot of stress. We were very lucky to get out of the situation.

Moreover, AusSAR initially told Captain Rinnan that ultimately, as master, he would be given discretion as to where to bring the refugees. In light of the circumstances, Captain Rinnan chose to bring them to the closest port, Christmas Island. Sometime later, the Australian government changed its mind and attempted to force the Tampa to head back towards Indonesia. Instead of expressing gratitude for having carried out a rescue mission according to their direction, the Australian government treated him as if he had orchestrated an illegal people smuggling operation, threatening him with penalties under the Australian Migration Act.

V. DUTIES OF STATES

Conventions are the clearest expressions of the legal rights and duties of states. Any duty provided by treaty that is imposed on a state must be based on consent. International agreements may also lead to the creation of customary international law when the agreement is widely accepted. Customary law is the result of general and consistent practice by states that is followed by them out of a sense of legal obligation. Customary law is, in principle, binding on all states. The duties of a shipmaster in rescuing passengers at sea are well-recognized in both treaty law and customary law. International law also imposes duties on flag states, states through

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123 Marr & Wilkinson, supra note 6.

124 CHURCHILL & LOWE, supra note 34, at 6.

125 See, e.g., Vienna Convention on the Law of Treaties, May 23, 1969, 1155 U.N.T.S. 331 (recognizing the sovereign equality and the independence of all states). Each state possesses the capacity to consent to be bound. Id. art. 6.

126 See RESTATEMENT, supra note 31, § 102(3) & cmts. f-g.

127 Id. § 102(2) & cmt. c.

128 An exception to this rule is if a state persistently objects. CHURCHILL & LOWE, supra note 34, at 8; RESTATEMENT, supra note 31, § 102(2) & cmt. c.

129 Supra Part IV.A.
which migrants transit, and coastal states. In this case, Norway, as the flag state, Indonesia, as the transit state, and Australia, as a coastal state, may all have duties under international law. However, what these duties are and when they apply is unclear. In the case of the *Tampa*, the law is unsettled as to what must be done about these rescued passengers once the shipmaster has fulfilled his duty.

A. Obligations of the Flag State

Under international law, Norway has duties to ships flying its flag.\(^{130}\) Those duties include ensuring that ships flying the Norwegian flag act in compliance with international obligations.\(^{131}\) Flag states have the responsibility of enforcing the duties to rescue under SOLAS,\(^{132}\) the LOSC,\(^{133}\) and the SAR Convention.\(^{134}\) Norway, as the flag state, also has exclusive jurisdiction on the high seas under Article 92 of the LOSC.\(^{135}\) Article 94(1) provides that the duties of the flag state are to “effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag.”\(^{136}\) Paragraph 2 provides that the state generally shall maintain a register of ships flying its flag and assume jurisdiction under its internal law over each ship flying its flag, including the master, officers and crew.\(^{137}\) The first two paragraphs of Article 94 impose general obligations on the flag state. The third paragraph, however, obliges the state to create and enforce safety measures for ships flying its flags:

Every State shall take such measures for ships flying its flag as are necessary to ensure safety at sea with regard, *inter alia*, to:

(a) the construction, equipment and seaworthiness of ships;

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\(^{130}\) Norway has a longstanding maritime tradition and is the fourth largest maritime power in the world, despite its relatively small size and population. Marr & Wilkinson, *supra* note 6.

\(^{131}\) LOSC, *supra* note 17, art. 94; *see also* RESTATEMENT, *supra* note 31, § 502(1) (providing that flag states are required to exercise effective authority and control over the ship in administrative, technical and labor matters; take such measures to ensure safety at sea; and adopt laws and regulations to conform these measures to generally accepted international standards, regulations, procedures, and practices, and secure their implementation and observance).


\(^{133}\) LOSC, *supra* note 17, art. 98.

\(^{134}\) SAR Convention, *supra* note 57, art. 2.1.10.

\(^{135}\) LOSC, *supra* note 17, art. 92.

\(^{136}\) Id. art. 94(1).

\(^{137}\) Id. art. 94(2).
Paragraph 4 details specific safety standards for ships, masters, and crew. Paragraph 5 provides, "In taking the measures called for in paragraphs 3 and 4 each State is required to conform to generally accepted international regulations, procedures and practices and to take any steps which may be necessary to secure their observance." Paragraphs 6 and 7 provide steps for other states to take if a flag state has violated its duties under this provision.

When any state fails to comply with an international obligation, an injured state may seek a remedy either by submitting the case to the International Court of Justice or by resort to other methods prescribed by the relevant treaty. Norway discharged its duty when Captain Rinnan rescued the stranded passengers at sea. The Norwegian Ambassador to Australia, Ove Thorsheim, clarified, "The Norwegian position is that we

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138 Id. art. 94(3).
139 Id. art. 94(4).
140 Id. art. 94(5).
141 Id. art. 94(6) (flag state’s duty to investigate and if appropriate take action to remedy); art. 94(7) (requiring collision investigations if flag state ship is involved in a collision and results in the loss of life; serious personal injury; or serious damage to nationals, ships, or installations of another state or the marine environment).
142 The International Court of Justice ("ICJ") was set up under the original UN Charter in 1945. ICJ Statute, supra note 31, art. 1. Parties accepting jurisdiction of the International Court of Justice may submit disputes relating to interpretation or application of international conventions to the ICJ. Id. art. 35. Since Norway has accepted jurisdiction of the ICJ, if it had breached its obligations as a flag state, submission to the ICJ for dispute resolution by an injured state would have been appropriate. Id. Only states may be parties in cases before the Court, so individuals may not refer claims to the ICJ. Id. art. 34.
143 Article 279 of LOSC, supra note 17, requires that States Parties settle disputes peacefully in accordance with article 2, paragraph 3 of the U.N. Charter. Where there has been no resolution, Article 286 of LOSC requires that the dispute be submitted, at the request of any party to the dispute, to a court or a tribunal with jurisdiction and Article 287 defines those tribunals. The four options under Article 287 are: (a) the International Tribunal for the Law of the Sea (established in accordance with Annex VI); (b) the International Court of Justice; (c) an arbitral tribunal constituted in accordance with Annex VII; or (d) a special arbitral tribunal constituted in accordance with Annex VIII for one or more of the categories of disputes specified therein.
have fulfilled all our obligations that we have rescued the people and brought them to the closest harbour.\textsuperscript{144} 

B. Obligations of the Transit State

Indonesia, perhaps, was best situated to prevent the Tampa incident entirely, being both the through which the migrants transited and the state of origin of the crew of the ferry. As a party to SOLAS,\textsuperscript{145} Indonesia has a duty to ensure the safety of its ships, and thus had a duty to prevent its dilapidated and dangerous ferry from sailing, a duty all the more important because it was a passenger vessel carrying over four hundred passengers.\textsuperscript{146} Indonesia may also owe a duty by virtue of the fact that Indonesian nationals were also rescued by the Tampa and the imperiled vessel was of Indonesian origin.

Initially, Indonesia recognized its responsibility under international law and granted permission for the Tampa to bring the refugees to the port city of Merak.\textsuperscript{147} However, once it was clear that the rescued passengers would be heading to Australia instead, it withdrew its offer. The Indonesian Foreign Minister Hassan Wirajuda denied responsibility, claiming:

\begin{quote}
Indonesia is not in any way responsible, simply because they are under good protection of the Norwegian ship and will be under Norwegian law . . . . And in fact . . . they are aboard a ship to go to Australia. So let [Australia] deal with it. Indonesia, no matter of what, is not involved. For that matter, I don’t think it is in our interest to land the ship in Indonesia.\textsuperscript{148}
\end{quote}

However, in spite of the Indonesian Foreign Minister’s position, the widespread people-smuggling operations in Indonesia clearly have an effect transcending Indonesia’s national borders.\textsuperscript{149}

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\footnote{144} Hamish McDonald & Sarah Crichton, We’ve Done All We Can, Says Norway’s Shuttle Diplomat, SYDNEY MORNING HERALD, Sept. 1, 2001, at 1, available at 2001 WL 26254860.
\footnote{145} Summary of Status of Conventions, supra note 54.
\footnote{146} SOLAS, supra note 44, art. I.
\footnote{147} Permission was given by the Indonesian Search and Rescue Authority. Marr & Wilkinson, supra note 6.
\end{footnotes}
These people-smuggling operations begin in refugee camps in Pakistan, Iran, or elsewhere, where official refugee processing is slow. They are recruited from these camps by smugglers who often have a travel agent's license and senior contacts among authorities. Refugees bound for Australia board flights to Jakarta, Kuala Lumpur, or Singapore. Most refugees ultimately transit through Indonesia, where they board antiquated fishing boats or inter-island ferries like the KM Palapa I, bound for Australia's coast. Because of the incentives for countries like Indonesia to encourage migrants transit through their borders to depart for their final destinations, international agreements addressing people-smuggling are perhaps the best solution to combat the problem.

C. Obligations of the Coastal State

While Australia's actions in refusing to allow the Tampa to offload its passengers may have been objectionable under humanitarian standards, it is not clear whether Australia violated international legal obligations as a
coastal state. The sovereignty of a coastal state extends to an adjacent belt of sea, called the territorial sea. The acts of Australia's AusSAR, which initially requested that the Tampa attempt the rescue, comply with this obligation.

1. Duties of Coastal States Under the LOSC

The duties of coastal states are enumerated in Article 24 of the LOSC, which provides:

1. The coastal State shall not hamper the innocent passage of foreign ships through the territorial sea except in accordance with this Convention. In particular, in the application of this Convention or of any laws or regulations adopted in conformity with this Convention, the coastal State shall not:

   (a) impose requirements on foreign ships which have the practical effect of denying or impairing the right of innocent passage; or
   (b) discriminate in form or in fact against the ships of any State or against ships carrying cargoes to, from or on behalf of any State.

Article 18 defines "passage" as being navigation through the territorial sea without calling on a port or to or from a port. It further conditions passage on being continuous and expeditious, but allows stopping and anchoring "only in so far as the same are incidental to ordinary navigation or are
rendered necessary by *force majeure* or distress or for the purpose of rendering assistance to persons, ships or aircraft in danger or distress."  

Under Article 19(1) passage is defined as being innocent "so long as it is not prejudicial to the peace, good order or security of the coastal State." However, Article 19(2) lists activities that shall be deemed prejudicial, including Article 19(g), which provides, "the loading or unloading of any commodity, currency, or person contrary to the customs, fiscal, immigration or sanitary laws and regulations of the coastal State." Article 25 provides that "the coastal State may take the necessary steps in its territorial sea to prevent passage which is not innocent." Australia officials warned Captain Rinnan that, if he continued toward Australian soil, he would be liable for fines or imprisonment, penalties usually reserved for people smugglers. Therefore, based on a strict reading of the LOSC, the *Tampa* entered Australian waters against Australia's clear wishes. Thus, its passage was not innocent because it was carrying persons in violation of Australia's immigration laws. Furthermore, Australia had a right to prevent passage that threatened its national security.

This textual reading of Australia's obligations, while accurate, fails to account for both the contextual differences of the *Tampa* case as well as Australia's potential obligations under other international instruments. Factually, this case is distinguishable from a situation in which a ship began its voyage with illegal migrants aboard with the intent of transporting them to an Australian port. Ironically, it was actually at Australia's request that the *Tampa* found itself in this predicament. It was AusSAR who contacted the *Tampa* and requested that Captain Rinnan make the rescue, and it was AusSAR who initially approved the *Tampa*'s passage into Australian waters to offload its passengers. Furthermore, Australia treated the rescued as

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162 Technically, this duty to rescue does not apply expressly to the territorial sea; however, Professor Oxman articulated that:

[LOSOC Article 18(2)] is not properly regarded as articulating a new right or the expansion of an existing right. It constitutes a recognition that a universal duty to rescue at sea has existed since time immemorial, that this duty has been respected without regard to changing views regarding the juridical status of the sea, and that this duty finds new support in modern international law in the increasing acceptance of humanitarian norms in state practice and conventional law.

Oxman, *supra* note 85, at 415.

163 LOSC, *supra* note 17, art. 19(1).

164 LOSC, *supra* note 17, art. 19(2)(g).

165 *Id.* art. 25.


167 LOSC, *supra* note 17, art. 19(1) & (2)(g).

asylum seekers and not as generic rescued passengers at sea, attempting to
draw a legal distinction based on the status of passengers, a distinction that
does not exist in either the LOSC or SOLAS. Presumably, Australia’s
reaction to the Tampa would have been quite different had the rescued
persons been affluent cruise ship passengers from Western Europe or the
United States.

2. Australia and the Refugee Convention

There are also questions as to whether Australia complied with its
international obligations as a party to the U.N. Convention relating to the
Convention may impose additional responsibilities on Australia in this
situation. Article 33 provides, “No Contracting State shall expel or return
(‘refouler’) a refugee in any manner whatsoever to the frontiers of territories
where his life or freedom would be threatened on account of his race,
religion, nationality, membership of a particular social group or political
opinion.” Key to this inquiry is whether the expulsion of the rescued
passengers on the Tampa constitutes refouling in violation of Article 33.
Since Australia’s actions did not per se force the refugees back to a territory
where their lives or freedoms were threatened on account of their race,
religion, nationality, membership of a particular social group or political
opinion, then Australia’s actions may not have constituted refoulement in the
technical sense. However, it was clear that at the climax of the standoff,
with Indonesia standing firm in its refusal to accept responsibility for the
migrants, the Tampa had nowhere to turn.

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169 SOLAS, supra note 44, ch. V, reg. 10; LOSC, supra note 17, art. 98(1).
170 Refugee Convention and Protocol, supra note 74.
171 Id. art. 33.
172 Former High Commissioner for Refugees Legal Officer, Guy S. Goodwin-Gill stated:
Neither the law of the sea nor international refugee law gives clear guidance on landing rescued
refugees, or on responsibility to determine their claims for refugee status. To refuse landing may
not be the same as refoulement—the ship may sail on to a more hospitable port—but it is hardly
conducive to any lasting solution.

Guy S. Goodwin-Gill, Australia 'No' That Put Law All at Sea, TIMES (London), Sept. 11, 2001, at
173 For a discussion of other potential violations under the Refugee Convention, see Peyser, supra
note 20, at 458-60.
3. *Vessels in Distress*

Under Chapter V, Regulation 15, pertaining to Search and Rescue, "Each contracting Government undertakes to ensure that any necessary arrangements are made for coast watching and for the rescue of persons in distress at sea round its coasts." Once the *Tampa* signaled its distress,AusSAR had a duty to make “necessary arrangements” for the rescue of persons in distress. However, it is not clear whether “necessary arrangements” entails allowing actual offloading of the passengers or minimizing the force majeure conditions by providing provisions and medical assistance, which Australia did. In addition, its naval vessel was nearby and was available to mitigate any hazard to the *Tampa* or crew. These actions by Australia may have been enough to constitute the “necessary arrangements” required under SOLAS for Australia to have acted in compliance with this duty.

Although SOLAS prescribes specific safety precautions to be taken by vessels, flag states, and coastal states under normal circumstances, Article IV is the applicable provision for force majeure conditions. Article IV of SOLAS specifically states, “Persons who are on board a ship by reason of force majeure or in consequence of the obligation laid upon the master to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to a ship of any provisions of the present Convention.”

While Article IV is certainly relevant, it must be read in conjunction with Article V, which is more applicable to the *Tampa* situation. Article V prescribes procedures for the carriage of persons in an emergency:

(a) For the purpose of evacuating persons in order to avoid a threat to the security of their lives a Contracting Government may permit the carriage of a larger number of persons in its ships than is otherwise permissible under the present Convention.

(b) Such permission shall not deprive other Contracting Governments of any right of control under the present Convention.

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174 SOLAS, supra note 44, ch. V, reg. 15.
175 Id.
176 Fyfe & Farouque, supra note 16.
177 White, supra note 5, at 5.
178 SOLAS, supra note 44, art. IV(b).
Convention over such ships which come within their ports.

(c) Notice of any such permission, together with a statement of the circumstances, shall be sent to the Secretary-General of the Organization by the Contracting Government granting such permission.179

This provision contemplates removing safety restrictions that would otherwise be imposed by SOLAS Chapter III, following the rescue of imperiled persons at sea, thus in effect subordinating Chapter III to Chapter V, Regulation 10 of SOLAS.180 It also explicitly provides that coastal states may maintain control over which ships are admitted to their ports.181

Arguably, Australia could contend that under SOLAS Article V(a), it was permitted for the Tampa to transport the passengers back to Indonesia. However, Article V(a) leaves the grant of permission to disregard SOLAS's safety provisions up to the discretion of the flag state, in this case Norway.182 A proper interpretation would be that a flag state may, in light of the circumstances, decide to lift the safety restrictions on its vessel in the best interest of the safety of the persons rescued at sea. Since Norway exercised its discretion by declaring its vessel unseaworthy,183 the safety restrictions still applied. Australia's refusal to allow entry into its territorial waters for the purposes of allowing the Tampa to offload its passengers threatened the safety of the crew and passengers and was in violation of SOLAS, which requires vessels to have on board certain safety equipment relative to the number of people, among other things.184 Australia's actions in forcing the Tampa to remain in international waters while so burdened by such a large number of people, for which it was neither designed nor equipped, disregarded these safety stipulations in both law and spirit.185

These violations may have been justifiable since SOLAS Article V(b) explicitly recognizes the right of Australia to control ships that enter its territorial waters, even in an emergency.186 Australia also has a right under

179 SOLAS, supra note 44, art. V.
180 Id. art. V(a).
181 Id. art. V(b).
182 Id. art. V(a).
183 Determinations of seaworthiness are left to the shipmasters and owners and are governed by the laws and standards of the Flag State. LOSC, supra note 17, art. 9(2)(a).
184 See SOLAS, supra note 44, ch. III, reg. 7. For specific requirements of passenger ships, see ch. III, regs. 21-30. For cargo ships, see ch. III, regs. 31-37. The Tampa is a cargo ship, which by definition, is only allowed to carry twelve passengers. Id. ch. I, reg. 2(e)-(g).
185 Id.
186 Id. art. V(b).
the SAR Convention to allow entry into its territorial waters. Under the SAR Convention, "a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties." However, the Tampa had already completed its "search" activities, and it is unclear whether "rescue" encompasses bringing the passengers to a port or just removing them from the immediate danger. The rescue coordination center appears to have a great deal of discretion in this matter. On the basis of "reliable information that a search and rescue operation has been successful, or that the emergency no longer exists, it shall terminate the search and rescue operation and promptly so inform any authority, facility or service which has been activated or notified." It is conceivable that Australia considered the rescue operation to be successful once the passengers had been safely transferred onto the Tampa and thus acted legally in terminating the search and rescue operations and refusing to allow the Tampa to enter its territorial waters.

VI. THE IMO TO THE RESCUE?

A. The IMO's Response to the Tampa Incident

In response to the Tampa incident, the IMO passed an Assembly Resolution in its November 2001 session. Resolution A.920(22) on Review of Safety Measures and Procedures for the Treatment of Persons Rescued at Sea, instructs the IMO Maritime Safety Committee, the Legal Committee, and the Facilitation Committee to review all IMO instruments "for the purpose of identifying any existing gaps, inconsistencies, ambiguities, vagueness or other inadequacies." Those committees are further requested to take action so that:

Survivors of distress incidents are provided assistance regardless of nationality or status or the circumstances in which they are found; ships, which have retrieved persons in distress at sea, are able to deliver the survivors to a place of safety; and

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187 SAR Convention, supra note 57, art. 3.1.2.
188 Id.
189 Id. art. 4.8.3.
190 Assembly Res. A.920(22) (Nov. 2001), § 1 (forthcoming, draft provided by IMO on file with the author).
survivors, regardless of nationality or status, including undocumented migrants, asylum seekers and refugees, and stowaways, are treated, while on board, in the manner prescribed in the relevant IMO instruments and in accordance with relevant international agreements and long-standing humanitarian maritime traditions.\textsuperscript{191}

This resolution further requests that those committees take account of "the rules and principles of general international law with respect to the duty to render assistance to persons in distress at sea and to identify possible needs for codification and progressive development of these rules and principles."\textsuperscript{192}

The issues of migrants and stowaways have been on the agenda at the IMO for several years.\textsuperscript{193} The IMO, with its focus on safety, and particularly with its emphasis on safeguarding life at sea, is well situated to provide guidance and leadership in the development of substantive law to address the increasing problem of migrants at sea.

The review and the development of new law proposed by the resolution would be done in conjunction with other international organizations, such as the UNHCR.\textsuperscript{194} In addition, the Secretary-General of the IMO, William O'Neil, suggested the establishment of a coordinating mechanism that would rely on international agencies working in cooperation "to ensure that the response of the United Nations in any future emergency can be co-ordinated in a consistent manner."\textsuperscript{195}

B. Places of Refuge

Recent incidents have suggested the need to develop "places of refuge," an issue being promoted by the Secretary-General of the IMO.\textsuperscript{196} The emphasis on "places of refuge" follows a recent incident in which the

\textsuperscript{191} Id. 1.

\textsuperscript{192} Id. § 2.

\textsuperscript{193} For a list of IMO resolutions and documents dealing with stowaways and migrants, as well as a bibliography of other useful resources, see Information Resources on Stowaways/Migrants, IMO Information Sheet No. 33, published by IMO Library Services, External Relations Office, available at http://www.imo.org/includes/blastDataOnly.asp/data_id%3D4534/33INFSH-StowawaysMigrants.doc.

\textsuperscript{194} Id. para. 10 ("noting the Secretary-General's initiative to involve competent United Nations specialized agencies and programmes in the consideration of the issues addressed in this resolution for the purpose of agreeing on a common approach to resolve them in an efficient and consistent manner").


fully laden tanker Castor, having been weather-beaten and suffering severe structural damage, was in need of a sheltered place to transfer its cargo and make repairs. The Spanish maritime rescue service evacuated the crew but the Castor was kept at a distance from the coast of Spain. Eventually the Castor, after being unable to find shelter off Algeria, was towed to the coast of Tunisia where the cargo was safely unloaded.

The call for "places of refuge" was prompted by recognition of the fact that leaving a distressed ship at sea may lead to potentially much greater damage than bringing such a ship to sheltered waters. In response to this call, the IMO's Sub-Committee on Safety of Navigation agreed to draft terms of reference for future work. The suggested terms of reference include the preparation of guidelines for actions a master should take when in need of a place of refuge; the evaluation of risk associated with the provision of places of refuge; and actions expected of coastal states for the identification, designation and provision of such suitable places. While the Castor itself was the cause of the crisis requiring port entry, the Tampa's crisis was imposed on it. It is unclear whether the "places of refuge" guidelines will encompass situations like the Tampa incident where the immediate crisis is not potential environmental damage to coastal waters but rather an onslaught of migrants who did not enter through the proper channels.

VII. THE DUTIES OF SHIPMASTERS AND DUTIES OF COASTAL, FLAG AND TRANSIT STATES ARE UNBALANCED

The Tampa case underscores the asymmetry between the obligations to rescue persons at sea imposed on ships by the LOSC and SOLAS, on the one hand, and the lack of any corresponding obligation on coastal states to receive rescued persons on the other. What is clear is that it is not the responsibility of a shipmaster, confronted with an emergency that obligates him to effect a rescue of imperiled passengers, to make refugee status

197 Id.
199 Id. at 7.
202 Id.
determinations. Shipmasters are experts in seamanship, not refugee law. Repetition of an event like the Tampa incident is likely. The resistance of states to aid the shipmaster in the prompt offloading of passengers rescued in accordance with his duties could lead to reluctance among shipmasters to rescue distressed passengers and endanger the time-honored practice of saving persons at sea.

In fact, a dangerous precedent for the failure to rescue already exists. One need look no further than the horrifying story of those refugees on the Voyage of the Damned. It was in response to the tragedy of the St. Louis, and other similar disasters, that Article 33 of the U.N. Convention Relating to the Status of Refugees prohibiting refoulement was drafted.

In 1942, just a few years after the St. Louis, the Struma, a Greek boat filled with 769 Romanian Jews, left Constanta, Romania for Palestine. The Struma was unsafe, heavily overcrowded and without adequate sanitary facilities. Soon after the vessel left Romania, the engine began to falter and it was towed to the Istanbul harbor. Leaders from the United Kingdom, Romania, and Turkey argued for seventy days about what to do with the refugees. Ultimately at an impasse, the Turkish government towed the Struma with its passengers six miles out from the coast and left it there, with no working engine, no food, no water, and no fuel. After the Struma had drifted for several hours, a Soviet torpedo hit and sank the vessel.

201 In response to this incident, the North of England P & I Association, has issued a special publication with cursory guidance on refugee law for shipmasters who may be confronted with a similar situation. Migrants at Sea, supra note 79.
202 See Ocean Report to the Secretary General, supra note 3 and accompanying text.
203 For a horrific account of the murder of stowaways discovered on the high seas, presumably so that the shipmasters would avoid the high fines imposed by their presence, see Elissa Steglich, Hiding in the Hulls: Attacking the Practice of High Seas Murder of Stowaways Through Expanded Criminal Jurisdiction, 78 TEX. L. REV 1323 (2000). In one case, Romanian stowaways were summarily tossed overboard with only a makeshift raft and life vests into rough and cold waters. Id. Other stowaways were brutally stabbed to death by the Taiwanese captain and the officers, to the horror of the Filipino crew. Id. This incident is by no means isolated; other incidents include the massacre by Ukrainian soldiers of eight Ghanaians and a Cameroonian in 1992; 280 Indian, Pakistani and Sri Lankan immigrants who died either by drowning or after the small boat that they were forced onto by the Lebanese captain was split in two by a Honduran tanker in 1996; the murder of a Zairian stowaway on board a Turkish ship in 1997; and the killing of a Burundian stowaway who attempted to escape brutal beatings and enslavement aboard a Cypriot-flagged vessel. Id.
204 The Lowenstein International Human Rights Clinic, supra note 24, at 14.
206 Id.
207 Id.
208 Id.
209 Id.
210 Id.
211 Id.
vessel. The Turks did not send out rescue boats until the next day and only one refugee was saved.

The mass exodus of Vietnamese refugees following the fall of South Vietnam provides a more recent example. Between 1975 and 1979, over 600,000 refugees had fled their homeland, many of them by boat. In the spring of 1979, the departure rate reached 40,000 per month. In response to these massive waves of migrants, countries in the region refused to allow them to land, resulting in thousands of deaths in the South China Sea from drowning, brutal pirate attacks, and starvation.

In June 1988, United States Navy Captain Alexander Balian, commanding officer of the U.S.S. Dubuque, discovered refugees in an overloaded and decrepit vessel in the South China Sea. Although he offered them food and medicine, Captain Balian refused to allow them on board. The Vietnamese refugees resorted to cannibalism to survive and ultimately died of starvation and dehydration after drifting at sea for more than a month. Captain Balian was convicted by a military court martial of dereliction of duty for failing to rescue and failing to give adequate aid to the refugees drifting in the South China Sea.

To address the Vietnamese refugee crisis, the UNHCR convened an international summit in 1989. As part of this summit, a Comprehensive Plan of Action was drafted for dealing with these refugees in a humane way. Under the plan, countries in the region must allow arriving asylum seekers to land and must provide them temporary refuge until final determination of their status can be made.

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212 Id.
213 Id.
215 Id. at 469.
220 The six Navy captains who heard the case ordered that Balian be given a letter of reprimand, which is the mildest punishment possible. Fritsch, supra note 218.
222 Id.
VIII. LEGAL AND EXTRALEGAL SOLUTIONS

The problem of illegal migration by boat of asylum-seekers is not restricted to the Indian Ocean or Australia.\footnote{224} The probability of future incidents highlights the need for clarification of the law and a plan for dealing with the widespread increase in refugee migration.\footnote{225} There is a dire need for states to act quickly in the future in deciding a course of action in similar situations. What happened in the \textit{Tampa} case is simply unacceptable. It is not the duty of a ship captain to determine the refugee status of persons rescued at sea; it is the job of policy makers and leaders of states. The LOSC and SOLAS impose an affirmative obligation on the shipmaster to rescue persons at sea. Captain Rinnan honored his duty under these conventions. However, because of the likelihood of increasing repetition of this scenario, governments should come together to close the existing gaps in international law so as to prevent protracted ad hoc decisions and alleviate the burden placed on Good Samaritans.

One possible solution has its roots in economics. By controlling both the supply of refugees and the demand for people-smuggling, it is possible to apply pressure to the "market" so as restrict the flow of people smuggling. People smuggling is a serious issue with transnational consequences. The United Nations Convention Against Transnational Organized Crime and the Protocol against the Smuggling of Migrants by Land, Air and Sea have the potential to reduce people smuggling.\footnote{226} However, while the ratification and entry into force of these treaties may give the international community the legal instruments to punish those who engage in people smuggling, it is unclear what effect this will have on the supply or demand for these services. After all, Indonesian citizens are already subject to twenty-year prison sentences when they are caught smuggling people into Australia,\footnote{227} and yet there is no shortage of people smugglers.\footnote{228} Nor is it realistic to expect war-torn nations such as Afghanistan to remedy every human rights violation so as to decrease the amount of refugees fleeing its borders. As a

\footnote{224} See Ocean Report to the Secretary General, supra note 3 and accompanying text.  
\footnote{225} Id.  
\footnote{227} Migration Act, 1958, § 232A (Austl.).  
\footnote{228} See Elegant, supra note 151.
result, refugee claims must be processed in a timely manner to decrease the demand for people smuggling as a means to gain asylum.

Another possible solution has historical antecedents. Under the Comprehensive Plan of Action ("CPA") for the resettlement of Vietnamese refugees, first asylum countries agreed to provide temporary refuge to the Vietnamese, and in exchange, third countries agreed to resettle more refugees and Vietnam agreed to increase security measures to prevent illegal departures. The CPA combined the prevention of the migration of boat people from Vietnam with the resettlement of genuine refugees and repatriation of those not granted refugee status. A similar plan could be created in the wake of the crisis of refugees from nontraditional source countries transiting through Indonesia, and could potentially alleviate the strain on Australian shores.

In addition, the international community, under the leadership of the IMO, should work together to review existing law, identify gaps and inconsistencies, and develop new law or codify customary law to promote consistency. Furthermore, the IMO should specifically incorporate situations like the Tampa's into its guidelines for places of refuge. When a vessel encounters a situation that endangers life or property in waters adjacent to a coastal state, a coastal state would then have a duty to allow the vessel to enter a port or sheltered waters for the limited purpose of alleviating the threatening condition. This conditional entry would be balanced against the risk to coastal states associated with the provision of places of refuge. Presumably a coastal state, particularly one which is a party to the Refugee Convention, would rather offer its sheltered waters to a group of migrants coming via a vessel under the coastal state's control than an oil tanker threatening its marine environment. By extending places of refuge to situations involving migrants, vessels like the Tampa would have access to sheltered waters of coastal states, thus preventing another weeklong standoff between a rescuing vessel and a coastal state.

IX. CONCLUSION

Ultimately, the international community must clarify the responsibilities of coastal states and fill the gaps in the existing law. People smuggling is an industry that is only going to increase and states should

\[229\] Tran, supra note 214, at 479.
\[230\] Id. at 505.
\[231\] The Tampa, supra note 226. People smuggling is growing at an alarming rate and may provide a larger profit margin than the illegal movement of drugs. Id.
be encouraged to ratify the Organized Crime Convention and the People Smuggling Protocol. Recognizing that state sovereignty must be balanced against humanitarian concerns in order to avoid another situation like the Tampa's, the international community must devise a strategy for dealing with mass migration in a humane, consistent way. One such strategy would be to develop comprehensive regional plans in high refugee areas with the support of the international community. Another solution would be to incorporate situations like the Tampa's into places of refuge, currently under development at the IMO, so as to impose a duty on coastal states to allow ships in distress from an unexpected rescue of passengers at sea entry into their ports or sheltered waters. Forcing shipmasters to shoulder the burden puts them in the situation of making political decisions and presents a dangerous temptation for shipmasters to circumvent their duty to rescue. Without clarification of states' obligations under international maritime and humanitarian law, the patterns of the St. Louis and the Tampa incidents will be destined to repeat themselves.