
**SOME WATER MASS ACTIVITIES IN THE ASIAN GULF: THE
SITUATION OF SLAVERY AND SLAVE TRADE AND SEA PIRACY
FROM THE NINETEENTH TO THE TWENTY FIRST CENTURIES
(PART TWO)**

Suh Hillary Sama

Department of History and Archaeology
Faculty of Letters and Social Sciences
University of Dschang, West Region
Cameroon

Abstract

As Objective, the History of Slavery and Slave Trade and Sea Piracy are known to be activities that took place within water-masses and in to the close hinterlands. These two historical activities have made human kind to be continuously leaving in precaution avoiding surprise attacks, hijacking and trafficking of all sorts. Our main objective here will be to prove their existences, the thread to human kind, their manifestations, some efforts raised to fight against and the results of these important historical issues. It should be noted that all these aspects were general issues that touch all the water bodies such as part of the Pacific and Part of the Indian Ocean, South East Asia, all, The Asian Gulf. But here our center of concern is Asian Gulf.

It should be noted that to best develop and enhance these studies our research has been concentrated mainly and specifically on some methods or historical sources such as documentations, Internet Sources and others. To get our result, it is with these that were able to come out with some statistics, tables, maps that will show prove that the above two phenomena has been chaotic and demand retracement and redressing for continuous and further global fight.

Keywords: History, Slavery, Slave Trade, Piracy, water masses, hinterlands, hijacking, manifestation, Asian Gulf.

Introduction

To better understand especially slavery and slave trade in the Far East; China¹, Philippines in “many middle passages, forced migration and the making of the modern world” edited by Emma Christopher, Cassandra Pybus and Marcus Rediker. These middle passages do not exclude the Atlantic middle passage. Many historians has been disabled to give the origins of slavery but due to the study of other origins, a clear vision has been painted that origin of slavery could go alongside some episodic circumstances such as; migration mode of political systems and the most brutal of it all, the Transatlantic slavery. The pacific, Indian and the Atlantic Oceans unless

¹ Slavery was for less prominent in ancient china. During the warning states period, dependent peasants as well as slaves worked the large holdings of the land owning aristocracy. The Qin government sought to abolish slavery, but the institution persisted in to the Han period, although it involved only a small fraction of the population and was not a central component of the economy. The relatives of criminals could be seized and enslaved and poor families sometimes sold unwanted children in to slavery. In china, slaves generally performed domestic... tasks, whether they belonged to the state or to individuals Bulliet, Crossley, Headrick, Hirsch, Johnson, Northrup, *The earth and its peoples; A global History*, second edition, Vol I, Boston Houghton Mifflin Company, 2001, p153

the Antarctic Oceans was very busy thus many middle passages.² The existence of transaction in other section of the globe like the Pacific trade, the Indian slave trade and the Far East Asian slave transaction. Here also, the perception of piracy is ambiguous, in south East Asia and according to the Larousse or Robert dictionary, it qualifies piracy as “clandestine” and “illicit” hence deals with the holding of or on ransom and hijacking of ships on legitimate trade. But nevertheless, diverse factors contributed to the development of real piracy much before the coming or emergence of Europeans. The question pose is, how was slavery and slave trade and sea piracy manifested in Asia and the Pacific Region or the Gulf of Asia? To response to this question it will be interesting to expound on the following aspects; part one deals with, Slavery and Slave Trade and Sea Piracy activities in the Asian Gulf in The Nineteenth to the First half of the Twenty First Centuries, and Part two treats, some efforts made to quench-down slavery and slave trade and Sea Piracy in the Asia Gulf and the Pacific Region (Southeast Asia).

I-Slavery and Slave Trade and Sea Piracy activities in the Asian Gulf in The Nineteenth to the First half of the Twenty First Centuries

Most often some historians were limited when it came to the issue and history of the Asian and Pacific regions. It should be noted that slaving activities amongst others were highly felt in this part of the global system hence only came to a halt after a follow up process which is still in advancement date passing through several stages. With the passing of time another activity at sea has emanated which is that of Sea Piracy.

A – Slavery and Slave Trade in the Asian Gulf in the Nineteenth and First half of the Twenty first Centuries

The birth of slavery could be explained according to the different continents of the world. Of pertinent is the fact that it however has great link between one another, the question which need an answer is to know how did slavery came to existence during the Industrial Revolution in Europe? Some workers were considered slaves because they were forced to do nasty parts of the jobs without salaries. In Rome slaves taken to be the low class whom they were captives during wars like the Rome Carthaginians wars (Punic Wars)³. The Carthaginians paid tributes to the Romans and then their slavery began. Moving into the Far East, specifically in China Slavery existed before the expansion of Europeans into this zone of influence. If slave trade existed, it means slavery was actually perpetuating at this side of the globe. The political structure was organized hierarchically which at the base of the pyramid was the servant “Muitsai” that is unpaid family servants which sometimes refers to as “slave gill” that does domestic work.⁴ The

² Martin Wilbut, *Slavery in china during the former Han dynasty*, 206 B.C-A.D, Chicago, field museum of natural History, 1943.p.23.

³ Gilbert Buti; “Marseille, Port Negrier au XVIII^e siecle. » In Cahiers des Anneaux de la Mémoire N°1, Nantes 2007, p, 77 (A similar case of the congres of Vienna 1815 that « si la traite dut mise hors la loi par le congres de Vienne en 1815 interdiction confirmée pour la France en 1818 ; eu maintenue jusqu’aux debuts des années 1850, et Marseille contenue à y prendre part »

⁴ Julia Martinez, “ la Traite des Jaunes, Trafficking in women and children across the China Sea.” (ed. Emma Christopher, Cassandra Pybus and Marcus Rediker). In *Many Middle Passages forced migration and the making of the modern world*. University of California press, Los Angeles, 2007 p, 205

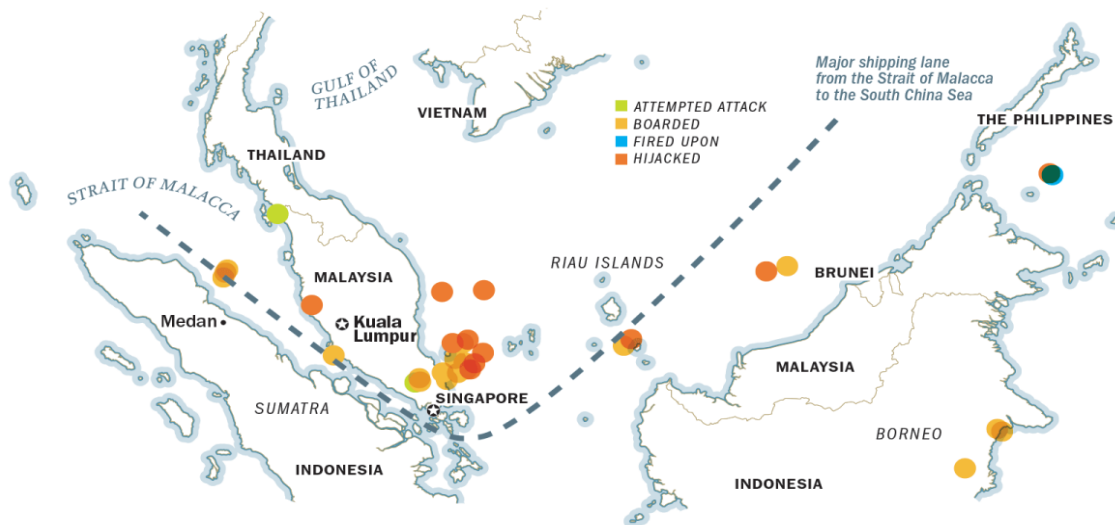
procuring of young girls and boys for immoral purposes as time went on in about 1921 was still a continuation of the birth of an advance level of slavery in China. That was also called “white slavery”. It remained in usage as the means of distinguishing sexual slavery from other forms of slavery. This immoral act in the action has nothing to do with racial specificity.⁵

Map: Indian and Southern Pacific Ocean Trade routes (Asian Gulf)



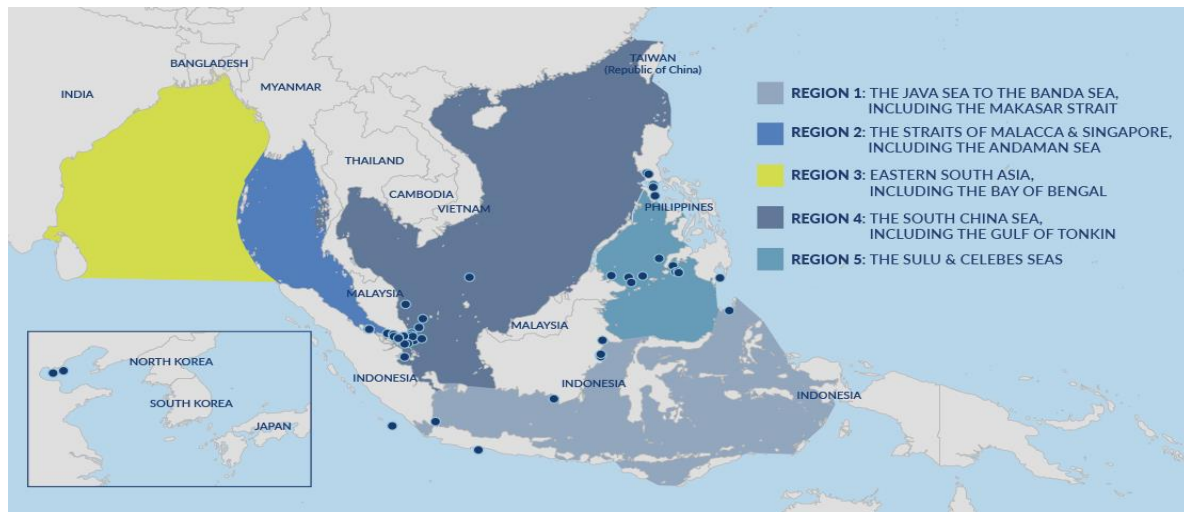
Source: Author Research map

Map: Parts of the Southeast Asian Gulf



Source: -Carolyn Liss, Maritime Piracy in Southeast Asia June 2003 In <https://www.researchgate.net/publication/265960559-maritime-piracy-in-southeast-asia>(Consulted 01/02/2020)

⁵ Hanei Après-midi, une bonne prise, Avenir du Tonkin, P.M. edition, January 4 and 5, 1909 p.6

Map: A link between Australia and China

Source: -Carolyn Liss, Maritime Piracy in Southeast Asia June 2003 In <https://www.researchgate.net/publication/265960559-maritime-piracy-in-southeast-asia>(Consulted 01/02/2020)

Furthermore, a link arises between China and Australia on the notion of slavery. While in Australia Slave activities could be and equal to that of China. But to note is the birth of slavery in this part of the Far East Asian continent. Slavery at this part of the continent involves those at the bottom of the pyramidal structured type governance. Agricultural practices were rampant and slaves worked under their masters. They were carriers of perishable and non-perishable goods to their various destinations. Also, sheep rearing in Australia before 1800 was actual. Due to the lack of workers, some people were captured or bought from China, India who became incorporated into the societies as slaves for slavery. This was how slavery began in the Far East Australians region; the Philippines, Singapore and Laos and Cambodia.⁷ Julia Martieze explained this phenomenon better.

"...between 1890 and 1900, and kidnapping became a way for traffickers to ensure a steady supply ... the newspapers courier d'Haiphong... two articles in 1907... commented on the increase in kidnapping... also during March 1908, a five-year-old daughter of a Servant in the service of a European was stolen ...In April 1908, new victims included the six year old son of a Merchant. In 1922, although ... not all children who were kidnapped were Vietnamese. In 1909, when an eight-year-old Chinese girl was taken in Hanoi, her father filed a complaint with the police two days later. Her mother suspected a Chinese Merchant reputed to trade in children who lived with a Vietnamese concubine and a Chinese wife ..."⁶.

⁶ Suzanne Miers and Janet him, « Mui Tsai through the Eyes of the victim: Tanet lim's story of bondage and Escape » In (ed. Jaschok and miers), *Women and Chinese Patriarchy* Hongkong: Hong-Kong University press, 1994. P.110. and Julis Martinez, "La Traite des Jaunes, trafficking in women and children..." p.208.

According to the above quotation, is drawn the notion of slavery in far East Asia and Australia. The evidence amongst which was the “conquest” a British ship in 1880 dominated the Far East on slavery and slave trade. “Prostitution in colonial Singapore... linking remote villages in rural China and Japan with ports such as Nagasaki and Canton to the dockside in women and children increased, as did in the immigration of thousands of single male Chinese labourers, alongside the expansion of Chinese and Japanese business networks in the Nanyo, or Southeast Asia.⁷ The youths were highly needed to supply labour in British territories and London. Slaves also left this zone through the pacific oceans to west America while some slave ships passed through the Indian Oceans to Atlantic to America. This is so because, usually British, German and the French and Italian ships has episodic stop along their voyages in India, East Africa and South and west Africa. Due to the fact that slavery was part of the people couple with the fact that some people should always be masters and others slaves pave way for the superior beings to use the inferior beings to do all the skilled and unskilful works. Therefore, it was during the seventeenth eighteenth and nineteenth centuries that European became interested to buy slaves in this region for multi-purpose-reasons. In the Twentieth century, gradually young girls and boys became items of trafficking to supply sex in other parts of the globe while the young boys work in hotels and dish out domestic works to the rich. Actually, slavery existed when the internal slaves were used to work in spice (forms) plantations and take care of domestic animals like sheep, cattles and goats.⁸

During the second half of the ninetieth century several migrant from the western pacific which many historians has neglected to discussed and advance world lives but focus is made only in the Atlantic and Indian ocean. Here, the oceanic passages of Melanesians were quiet distinctive in that they frequently moved between enslavement and contract, and their travels was both external coercion and Islander agency.⁹ Considering the fact that, slavery had existed in various government organisation in these Island, the range of slaves remain a circuit to all. The need of slave in other regions who could supply labour in areas of servile need precipitated the building and construction of water, rivers and ocean vessels such as in 1883, the “fifty-ton schooner calendonias” that sailed from Noumea a French colony. Another human cargo was called “Christine” that carry slaves thus promoting slavery from the Solomon Island, Malcuitu Efate and Levuka in 1870s to supply men and women in the “Copra plantation”. These two aforementioned water vessels became some of the labour vessels that paraded the pacific Islands during the nineteenth century. Doug Munro statistics on the activities in the western pacific is as follows, about one hundred thousand islanders from the western pacific were recruited as migrant labourers as viewed below.

⁷ James Francis Warren, "Ah Ku and Karayuki-san, Prostitution in Singapore 1870-1940." Singapore: Oxford University Press, 1993, p.32.

⁸ Laurence Brown, “A most irregular Traffic The Oceanic passages of the melanesian labor Trade “ (ed. Emma Christopher Cassandra Pybus and Marcus Rediker) In *Many Middle Passages*, HongKong, Hongkong University press. 2007. P. 199.

⁹Laurence Brown mention the British Parliament Correspondence respecting Natives of Western Pacific and Labour traffic", papers of 1883, 47. P. 565.

Table 10: Transportation of slaves in the western pacific

Towns of Islands	Labourers-slaves transported
British Queensland	62.500
Fiji	27.000
French new Caledonia	15.000
Tahiti	2.500
German Samoa	12.500
Hawaii	2.500
Peru	3.600
Guatemala	1.100

Sources; Doug Munro; “The Origins of labourers in the South Pacific: Commentary and statistics” In *Labour in the South Pacific*, (ed Clive Moore, Jacqueline, Leckie, and Doug Munro (Townsville, Australia: James Cook University, 1990) p, 39-51(xxxix-Li)

Following customary practice of labour about usually arrival at a harbour while the others remained steadfast waiting, in case of conflict. But what is of importance is that more than eighty percent of those who were transported in this area of the western pacific was concentrated on British Queensland; Fiji and New Caledonia in which white settlers from Europe and America quest for land. The majority of these perpetrators were the British and French empires. Reasons being that there have been the introduction and high or fertile grounds for the emergence of plantation production of cereals, spices and other essential commodities.¹⁰ Gold, coal, diamond and mineral resource were found in the western Pacific during the 1860s and were directly fuelled by the fall of North American cotton production that was dues to or as a result of the civil war and slave Emancipation. The slaves that worked in this cotton plantation helped boomed and transformed the western pacific economic areas of the British and French empires.¹¹ Notable here was the difficulties to convert by changing the mentality of the Caledonians and other indigenous populations into plantation labour led to the forceful migrant as indentured Islanders from Melanesia and New Guinea hence this wantonly led to the central intensification of European shipping on the pacific frontier, a continues advancement in the slavery action in the pacific ocean region.¹² Furthermore, areas like Tathiti, Hawaii, Peru; Guatemala and German Samoa had labourers but on a small scale or amount. These workers with little or no salaries worked not only in cotton plantation but also in sugar estate of Didier Joubert, and cocoa plantations. Other regions that concern these activities were the Malawa, Kaurak, Gilbert Islands, Brisbande and several others. In 1869, another ship was introduced "Daphne" which was a fifty-sixth ton schooner in charge of "human carrier." Essential to note is the fact that some of the labour recruiters such as Don Juan in this region raped a thirteen year old Tannese girl which

¹⁰ Ibid.

¹¹ Laurence Brown « A Most Irregular Traffic The Oceanic Passage of the Melanessian labour trade (ed. Emma C, Casandra Pybus and Marcus Rediker). In *Many Middle Passages...* P. 185-186.

¹² Ibid. p, 189 Kay Saunders, " The middle passages » condition on the labour vessel from Queensland to Melanesia, 1863-1907, " *Journal of Australian studies* volume 5, 1979. P. 38-49.

was a global characteristic of the slavery era.¹³ More so, on British vessels, tortured on board was highly experienced thus the legal powers stemmed in the Royal Navy that intervened and reduced the crime cases, piracy and the slavery and slave trade.¹⁴ Following the philosophy of the genesis of the act of slaver in the Oceanic pacific passage resulted specifically from the socio-political style structure where some people are often looked low and inferior with the lack of estimated human value which plunged them to fall under the basement of the natural emergence pyramidal system.¹⁵ It was later that it became internationalised consequently leading to the exchanges of slaves over international boundaries thus abrupt emergence of slave trade.¹⁶

Still in the south East Asian countries specifically in the Indian Ocean; Clare Anderson said the Indians had convicts who were criminals, witches and wizards, due to these abominable crimes that involved adultery which to them was highly forbidden went a long way to engulf these crime committers into slavery. That was the start of slavery as they were brutally treated and some killed during sacrifice. Clare Anderson also remarked that according to some remnant that constituted an important glimpse into the culture of convicts. Later, as time continues to evolve “Indian convicts were transported to penal settlements in the Indian Ocean which they came from all religious and caste groups as the low-cast. Hindus tribal communities constituted the largest percentage. To substantiate more, the following lines of Clare Anderson best explain slavery institutions.¹⁷

Most were convicted of crime against property, including theft, burglary, robbery and gang robbery (dacoity). Some convicts offenses can be directly linked with resistance against British expansion, as was the case when Sandals and other tribal groups were transported from eastern India to Burma after the Hul (rebellion) of 1855. Transportation ships were central to the process of convict migration, and each year as many as twenty left from the Bengal; Bombay, and Madras presidencies of India, with the number of convicts on board ranging from a dozen to more than two hundred... ship indents suggest that about thirty thousand Indian convicts were shipped overseas from 1787 to 1858.

From the above statement most Indian convicts the ship was an unfamiliar space that marked the start of their cultural, social and geographical displacement. Indeed, colonial administrators commonly expressed the views that for high-cast Hindus the voyage across the ocean

¹³ Palmer, *Kidnapping in the South Seas: Being a narrative of a Three Months Cruise on HM Ship Rasonrio*. (Edinburgh: np,187)p.107-108.

¹⁴ Laurence Brown « A most Irregular Traffic »...P. 190. and Mortensen, “slaving in Australian courts”

¹⁵ Origin of slavery in far East Asia came as a result of culture of Humanitarianism that has led to the Neo slavery in this area.

¹⁶ Clare Anderson, “convict passages in the Indian Ocean c. 1790-1860” (ed. Emma Christopher Cassandra pybus and Marcus Rediker). In *Many Middle Passages, forced Migration and the Making of the Modern World*. University of California Press, Los Angeles, 2007, p.130.

¹⁷ (...) The East Indian company had established in 1787, a penal settlement for the reception of Indian convicts in Bengkulu that was followed by mere penal settlements in the Andaman Islands (1793-96), Penang (1790-1860), malacca and Singapore (1825-60) Arakan and the Tenassenrim province of Burma -1828-62), and Mauritius (1815-53)... a destination for mutineer-rebels in the wake of the north indian uprising of 1957-58

represented a journey across the “Kala pani” or black water. Because normal practices regarding the preparation and eating of food and the performance of abolitions could not be respected; the journey itself was an important element of the punishment of transportation. Though in many ways this view of the religious and symbolic aspect of the journey represented the mistaken assumptions of colonial officials, the cultural dynamics of overseas transportation are a good starting point for a consideration of the nature of the convict middle passage”.¹⁸

However; ships such as “*Constance, Virginia, Singapore pacted, Recovery and Clarissa*” created voluminous records as registered by copies of extensive colonial inquiries, legal proceeding and Newspapers reports. Slavery still continued on board of all ships such a “*Catherine; Freak, Virginia, Kalugunga*” in 1850.¹⁹ The Boamerges and enterprise ships in 1959 also complained bitterly about the conditions and experiences on boards. Also, in 1853 six among the 184 convicts die during their shipment to Singapore on the Margaret skelly. The black water actually symbolises the degree of the slavery found in various as the convicts do grumbled about not having water. The ship was that of the feeding rations, which globally was that the all cooking was very poor for the slaves but meals of the captain and associate was well spiced with fish elhal, salt, paper, tobacco, betelnut, rice and condiment rations and sugar, powa and parched gram in lieu of rice; dhal, and fish. Very often the slaves often witnessed food shortages due to negligence of ship captain. Usually, the food was very poor in quality. Due to the captain wickedness or carelessness a convict on the “*Singapore packet*” in 1841 from Bombay and Singapore seized the ship because their provisions were bad.²⁰ Slavery continued because the slaves experienced stench on and under the deck of “*Catherine*” in 1838. In addition to this the general misery was seen as the embarkation of a number of ill convicts and a total lack of medical attention. The intensity of the characteristic experience on board advocated for some new regulations for transportation rules established by the Bombay government.²¹ The ruled stated:

¹⁸ Clare Anderson, “Convict Passage in the Indian Ocean, C. 1790-1860” (ed. Emma Christopher Cassandra pybus and marcus rediker). In *Many Middle Passages, forced Migration...p*, 130

¹⁹ Clare Anderson, « the Politics of convict space: Indian Penal settlements and the Andamans », In *Isolation: Places and Practices of exclusion*, (ed. Alison Bashford and Carolyn Strange.) London: Routledge; 2003, p.41-45.

²⁰ *ibid*

²¹ Clare Anderson drew his facts from Bombay Gazette, July 20, 1840. Bombay Gazeatte, July6, 1841 London; September 6, 1841. Depositions of captain F.N Rendygrass, January 12 and 19, 1839, IOR, P, 402.30 January 23, 1839. Clare Anderson. "The Politics of convicts space: Indian Penal settlements and the Andamans" In *Isolation: Places...* p. 136. The convicts in Virginia beat captain Whiffen severely during their revolt while also in “Clarissa”, the captain was fatally wounded hence “a very great noice” was experience in the ship. In “Freak ship” the captain Thomas suffield was kicked by a convict Michael Anthony which was very symbolic about this sort of violence as revealed in the evidences.

- 1) "The whole of the guard shall be under arms every morning from daylight till 8 o'clock and during which time the convicts shall be allowed to come on deck by 20 at a time for one hour; the same again in the evening for one hour.
- 2) The whole of the guard shall be loaded with musket grape and a particular spot shall be marked out on the deck beyond which the convicts shall not move.
- 3) Convicts are on no account to be made servants.
- 4) Convicts are on no account to have their irons taken off except in dangerous illness or even of the ship being in most imminent danger.
- 5) All convicts to be ironed on both legs and on any mutinous or troublesome conduct to be doubled ironed.
- 6) The days the convicts are not admitted on deck to be entered in the log with the reason.
- 7) All punishment amongst the convicts to be noted in the log.
- 8) Complaints by convicts to be written into the logbook sick convicts to be removed to the infirmary or hospital; death or escape to be entered into the log.
- 9) Food to be served out according to table. The irons of the convicts to be examined by the ships carpenter every morning when they come out on the deck for exercise.
- 10) Opportunity to be given to the convicts to bathe themselves in salt water during their morning exercise
- 11) Handcuffs and leg irons spare to be sent with each convict ship.
- 12) The place where the convicts are kept shall always have the trellised hatch down, and a sentry or sentries on duty over this day and night, a lamp; lamps shall if possible be so fixed on the deck against the mast as to reflect the light down into the prison house.
- 13) If a medical officer be on board all the prisoners shall be minutely inspected once a week.
- 14) The main tops always to be furnished with a fire arms and spare ammunition; water and biscuit and the crew or guard to be directed as a last resort to retreat there."²²

For the numerous reasons that people were convicted into slavery within their territories encouraged Europeans to demand for these victims to use them in their plantations in West Indies. Slavery still faced public expression on astonishment on regulations on the aforementioned vessels. It became apparent in 1841 when slaves from BAMBAY to Singapore on the ship "*Freak*" killed their captain and ran away close to Aceh. This was look upon as lack of administrative managerial control which the failing was very critical in which Indian penal transportation. The above laws paint a typical picture on slavery in the highest degree that surpassed the initial stage of initiation into slavery and the end; working in the plantations. The

²² Here, it is worth noticing that unless a prisoner is secured in a manner which humanity must forbid, he cannot be kept in safe custody unless he is constantly watched.

middle stage which deals with activities on board and below deck during transportation became crucial with a lot of malice and melancholy.²³

Emma Christopher; expressed that most of those humanity who suffered slavery were those who are condemned to death due to their grave-crimes. They later became slaves on ship board thus the origin of slavery on deck in the pacific.

“Great numbers were not able to walk, nor to move hand or foot, noted another observer, and they had to be “slung over the ship side in the same manner as they could sling a cask; a box or anything of that nature... one of those who found that he could not climb the ladder... lamented the terrible treatment he had suffered aboard the Neptune”.²⁴

In reference to the above quotation slavery did not cease while on the ship. The terrible tragedy became clear as the slaves received maltreatment on and below the deck. Their right to live is not within them but with the slave Merchants. After their arrival to their destination; they feel broken and desperate with the slave merchants. After their arrival to their destination, they feel broken and separate with fatigue unable to neither walk, talk nor eat. Lodges are more taken care of than the slave with iron weeps. Cargos in assorted weight and still offloaded from the ship by the slaves hence origin of slavery on ship-boards during transportation in many middle passages. *Neptune, Lady Juliana, Surprize scarborough, ship- “John and venus were all ships in charge and chare for the transportation*²⁵

Furthermore, a pitiful condition could be experience with the ship Alexander that have strong bars and bolts and a security handcuffs which was used in the process of transportation of slave from the “Alexander” to “Ceres” which in 1787, 210 men were transferred from one board to another, Ceres to Alexander with a gloomy picture which need not to be reckoned with due to its horrors. Cassandra Pybus quoted a London newspaper, the evening post that visualised the forlorn procession of slaves in bondage “clauking chains” to their earless death paradise.

"They go to an Island to take special change much warmer than Britain, and ten times as large. No customs house duty, no freightage to pay, and tax free they will live when in Botany Bay”.²⁶

²³ David Richardson; « shipboard Revolts, African Authority, and the Atlantic slave trade » William and Mary Quarterly 58, n°12001:B75 could be seen in the Report of the committee on prison Discipline; 8 January 1838 Indian calcutta Baptist mission

²⁴ Emma Christopher "The Slave Trade is merciful compared to (this) »; slave trade, convict transportation, and the abolision (ed Emma Christopher...) In *Many Middle Passages...*P. 109 (copy of a letter from Thomas Milbum in Botany Bay to his father and mother in liverpool, Mitchell Livrary, state library of New South Wales (here after cited as MC) (Original in Edinburgh.)

²⁵ Other ship specialise for the supply of slaves and practice of enslavement was the Neutilus in New South Wales

²⁶ Cassandra Pybus; « Bound for Botany Bay John Martins voyage to Australia (ed. Emma Christopher...). In *many middle passages...*p.98.

At this juncture, the ship *Alexandar* finally arrived Portsmouth harbour. Slavery still continued with a start of a new process in slavery. They are “slap” and “kick” and the robbers on them became tenser, with chains on 209 convicted slaves. They listened to the understanding of sharp and serious bark of comman as Jackboath legs trampled on their heads. This was a claustrophotic conlinement experienced during the middle passage on slave vessels. The ship had brought diseases in various nature; a malignant disease among them of a most dangerous kind,” mental and physical sickness from the impact of long incarceration within much piercing cold.²⁷

James Warren also described oriented life transformation of the Sulu alone. A glaring area that slavery was servile and it emanated in this zone as a result the eighteenth and nineteenth centuries led to a significant impact on affairs on slavery and the growth, in south East Asia. Slavers often caused wars and raided villages to gain slaves to work in the Chinese tea estate in Fujian Province.²⁸ This however stimulated a parallel search for slavery to work in the rice fisheries and forest to meet the aspiration of the Europeans. Slavery actually originated here and led to forced migrations of the unfortunate mass of captives and slave caught helped improved the demography of the Iranum and Balangingi raiders, the vikang of Asia which have wantonly affected the Philippines, Eastern Indonesia and settlement arrangement in far East Asian countries.²⁹ The chief “datus” and the captain “Nakodah” alliance system were always intact. This usually resulted to food upon the sea and sand as much fighting is experienced during expectation under the “datus”, ship were several and very swift.³⁰ In the Sulu zone as seen in the map below, it should be noted that slavery and it practice led to the formation and prosperity of the area because they maintain the material and social conditions for the exploitation of slave thus slaves were engaged in every conceivable domestic, agricultural and industrial duties. Much slaves originated from the “Visayan, Tagolog, Minahaasan and Buginese speakers.”³¹

Some of these slaves went to China as well as Europe and noticeable is the fact that hundreds of thousands of individuals forcibly delivered into slavery across the Sulu zone. This was how slavery originated or born in this area.³² What is of note here is the differences that varied in the treatment of literate slaves. The slaves who were educated could serve as scribe, translator and language tutor whom they became closeness to the notion of slavery and total enslavement. The

²⁷ Thomas Gilbert, *Voyage from NSW to canton in the year 1788*, London: 1. Debrett, 1789, p.32. the number of convicts slaves amounted with 582 males, 193 females, 18 children and additionally 212 mariners just to guard them not to escape or die in the oceans. A total of 2% were blacks.

²⁸ James Francis Warren, *The Sala zone, 1768-1898: The Dynamics of external Trade, slavery and Ethnicity in the transformation of a South East Asian maritime state Singapore*: Singapore University Press, 1981. p.147-211.

²⁹ Robert Garnella, *Harvesting Mountains: Fujian and the China Tea trade*. Berkeley: University of California Press, 1981.

³⁰ Robert Garnella, *Harvesting Mountains: Fujian and the China Tea trade*. Berkeley: University of California Press, 1981

³¹ James F. Warnen, "The Iranun and Balangingi slaving voyage; middle passages in the sulu zone" (ed. Emma Christopher...) In *Many Middle Passage ...*p. 52-69.

³² Ibid; p.68. (in the Sulu zone, 1768-1898, it is estimated that 200.000 to 300.000 slaves were delivered to Sulu between 1780 and 1880. P. 208. (The Lanun ship transported most of these slaves)

slaves are not paid but do the job in other (slavers) advantage. Slaves later could get many and own property if the merchant was a good and generous master. Adolescent, child, and female slaves were set aside for productive and reproductive activities. Both female and male slaves could end little money but still lived under colonised kin in the Philippines and Dutch East Indies.³³ Nevertheless, when slavery and slave trade was assaulted in later periods especially in the twenty first century at sea was highly checked, it took another dimension or direction which was sea piracy as we examine the roots causes.

B- Sea Piracy in South East Asian Gulf in The Nineteenth to the First half of the Twenty First Centuries

The Roots Causes of Piracy in South East (Gulf of Asia) from The Ninetieth to 21th Centuries clearly explain the entire activities that rotates on Sea Piracy within the Asian Gulf and the Pacific Region. Such aspects or glaring issues (causes or reasons) also best shows the course.

1-Traditional Aspects or Issue Involved.

The perception of piracy is ambiguous; this is because the intention was to increase the pirate control over the territories of South East Asia at the bands of the big Islands specifically to control over trade. It should be noted that piracy was highly exploited like in the Philippine archipelago which her banks has been used or located, scheduled for long time been used for trade and piracy. The piracy in some domain here could be perpetrated in the atmosphere of “the expression of a tenacious ethnic particularism” that was against the Spanish in the 19th century and the Americans.³⁴ The existed today some piracy who fought against intruders against the central and catholic power, these pirates do not defend a religion but fight against the intruders in order to defend and serve as barriers that represent their independence, their freedom to trade and to procure for themselves booty and slaves. This has long existed as means of protecting traditional values hence fixed in its particularities long before the arrival of the westerners.³⁵

The illicit activities of the pirates became a high temptation for in fact, the habitual places like Susu, Borneo still perpetrated maritime crime as they have not given up the altitude to control the number of Philippine immigrants. Usual trainings were carried out by pirate fighters that help undo the Pirate activities in the South East Gulf of Asia.

³³ James F Warren, “Slavery in southern Asia,”In *Historical Guide to world slavery* (‘ed. Beymour Orescher and standley Engerman.) New York: Oxford University Press, 1998. P, 83-86 and 223.

James F. Warren , “The Iranun and Balangingi slaving voyage” (ed. Emma Christopher ...) In *Many iddle Passages* ...p.67. (Sulu zone covers the sulu Archipelago, the northern-coast of Borneo, the land of souther Mindanao, and the Western coast of sulawesi.

³⁴ The Muslim fought against though piracy to safe guard their religion from the Berbers of the Eastern seas

³⁵ Eric Fréon, the Resurgence of sea piracy in southeast Asia, ERASEC, NO5, 2008, pp. 32-34.

Picture: A targeted Ship by Pirate as in or for practice



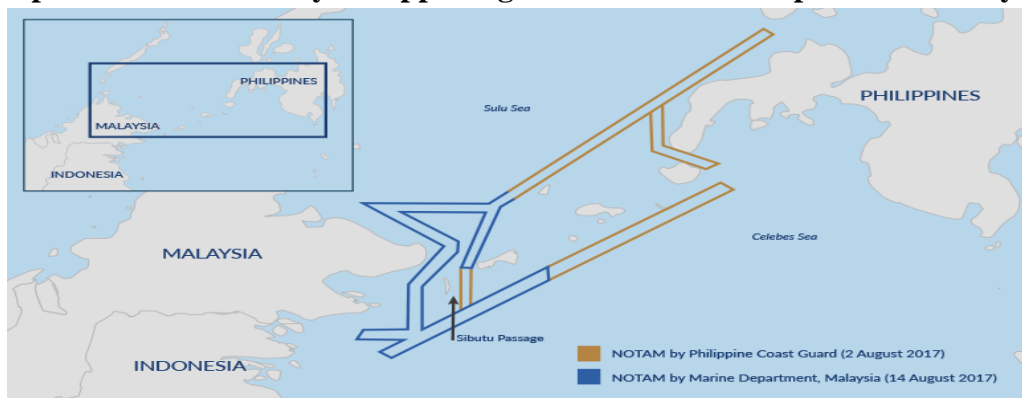
Source: Author Research Picture

Picture: Pirates Fighters on Rescued Practice Mission



Source: Authors Research Picture

Map: Areas of control by Philippines guard and Marine Department Malaysia



Source: Author Research map

With all efforts made by offering infrastructure to the people of the former sultanate of Borneo as a means to give up violence, the people of Susu continued defined all borders and governments, which the guerilla and the violence to the south of the Philippines tried to put an end but has not

contributed to changing these practices, piracy is still perceived in certain area as in the East Asia territory hence an ordinary profession which is socially permitted.³⁶

The semi-professionalized armed bands sometimes placed under the protection of a politician who is very influential locally which they also glorify the protective role of private militia which incentive one economic account of the people may play and tolerate the pirate acceptable in as context, thus the pirate guaranteed better protection which is more ancient as compared or regarded than the whimsical corrupt army that is sometimes cruel, whether it is the peasant or farmers of Burma and Laos, Cambodia, nickname or fishermen of suatra, one could not know its impossibilities to ignore the influence of the context. There are other events that's also encouraged maritime delinquency or obstacle which could be viewed from Libya and Sabah to the Muslim separatists of the Philippines in the seventies which they dispatch uniforms, paramilitary training on the Pangkox Island or opposite Sandakan has probably contributed to the instability of the region and retarders in the development of an area open to all excesses, piracy as one of the illnesses and amongst all odds.³⁷

Map: Protective Piracy in the south Eastern Asia Gulf



Source: Author Research map

Out of the traditional means of protective piracy, the existed other methods or causes of piracy in Southeast Asia such as geographical context, technological evolutionary evolution, political causes hence the instability that is always and served as a conducive to piracy, the power vacuum following the cold war, a decisive factor for the resurgence of piracy. The socio-economic causes that linked us to aspects examination like piracy and development, economic crisis and promised sea, "cop or hooligan, legal causes which will involve issues like the limited legal considerations, the Montego Bay convention: a definition that is both too restrictive and too

³⁶ Ibid

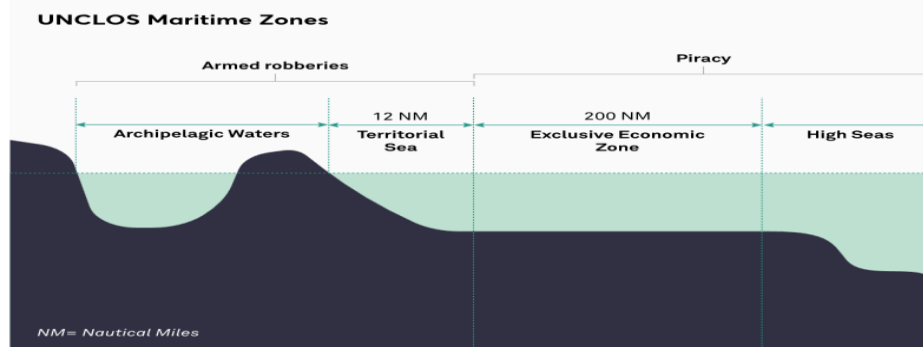
³⁷ Lloid. (here, piracy was and is also a global phenomenon that has been dictated with evidence that it touches all the continents of the earth's. It involve all and curding crusading for proposed. Which could be ambiguously seen protecting and destroying?)

broad, the Rome convention: a relevant text, albeit not ratified, a highly under-estimated thread.³⁸

2-Geographical environment and technological evolution or advancement.

The monsoon which denote in the earlier period drove the pirates of Borneo to the vicinity of the Malay Peninsula. The Malacca straits influence ships to often slowdown in speed as such the traffickers or pirates often attacked ships along this mass or body of water couple with “sand bank and heavy rainfall” and the undulating creeks anchored maritime guerilla warfare that attacks, ambushes and many other skirmishes recorded in the various jungles, mountains and canyons of America and Asia are seen or found at this area of the Malacca straits as seen in the graph and map below and it has been the only straits with economic viability that no divergence could be made. No infrastructural development is viewed; other straits like that of Lombok and Sunda remain secondary notes. The pirates usually make good or full use of the terrain; the 17000 islands of Indonesian Archipelago that made up many points of shelter is a clear example.

Graph: The geographical sit of the Archipelago in the UNCLOS Maritime Zone in Asia



Source: Authors Research graph

The port of Tanjung Pinang also called (nicknamed) local Tortoise island faced aggressors in the Riau island, far-flung and dispersed between Sumatra and Singapore which the Royal Malaysian Air Force and the Royal Malaysian Navy always comes across or through daily problems of identification. The climatic condition ripe for stay acted as means to serve guard their health condition which does not hampered the pirates activities.

The rich forest of Vietnam, Australian coastal regions, New Zealand, some terrain or milieu and the thousands of islands gave way for island hooping in case of search which they easily escaped to an unknown destination and melted into the communities.³⁹ When the forces of law and order intervened, pirates, well equipped with motorboat escaped in tumble of an eye or few minutes into their unknown hideouts on the other side of the borders, Pirate also made boats out of wood from the close forest with fast engines that run in several inclinometers per an hour; hence they

³⁸ One the pirate that serve as a threat has been attack and completed, the pirates take flight jumping of the ship which the sea is a mind fifteen meters below always lead to acc

³⁹ Such island are the Tanjung Pinang, west of Bitan-one an half hours only, to Tanah Merah, East of Singapore, island city to selcunpang, Batam island, Bindomin

are good in technological thought. They possess M-16 and AK-47 assault rifles and also 50 caliber machineguns, RPC (hand grenades) and even small rocket launchers in addition to this artillery; they also have bight craft equipped with powerful motors which move at a speed of 40 knots that is more than 70km an hour.

Modern methods of communication and information technology favour piracy on a large scale today. The pirate often use handsets to inform their partisan on approaching military navy at sea which made them to vamoose before the enemy. It should be noted here that more than 85% of the pirate attacks succeeded in the nineties relied on surprise effect. At first on the boats (1990s) many could be seen but now a day, the deck carriers just fewer while beneath the deck has rooms of passengers. The happening on board is not often known by the ship or vessels passengers. But most ship pirates are usually oil tankers which firearms are interdict due to avoidance of explosion that will be dangerous to those in the ship and on board the ship. This has tantamount to much successes registered by the pirates.⁴⁰

3-Political Causes of Piracy in South East Asia.

Political reasons has help sprang up piracy activities, most especially in areas like Sri Lanka, Tamil guerillas that oppose Singhalese government two ships in April 1995. Her Warships as well as commercial vessels were targeted as objective of the pirate. It all began in the northern part of the Island. In 1998-1999 further into the East toward Indonesia several piracy incident started clashing, was the Christians and muslins in the Malaccas that precipitated and provoked the sea routes of refugees as prey to the event. Religions crisis let to hijack and some humanitarian assistance followed as relief requirement was given to victims. By the end of 1999 a movement for liberation of Aceh in North Samatra, which an official of the Gerakan Aceh Merdeka announced the threat in this area and his intention to make safty this international maritime routes⁴¹.

High officials of eastern Jakarta Indonesia and Malaysia who were facing political instability explain renewed violence in the Malacca straits in 2000. The smuggling of arms to the secessionist movements at Ache in Malaccas and in West papua known as ex-Irian Jaya; to secure voting rights for latter as quickly as possible for supplant the electorate of protestant or catholic origin. The coast of Sabah experienced petty crimes but still culminate into piracy act at sea. Confrontation emanated between the town, kota kinabalu and the camp of Filipino immigrants of the Island of Gaya face each other.⁴² Matter arising as a result of the Second World War, new barbarians made by the mafias made the armed bands sprung as a result of Dutch colonial and others slacken control over the Asia Gulf. The Vietnam War led to the coming of the American military in the 1960 and 1970, presence in China seas, as such groups of American Navy ships secured Southeast Asian waters forcing the pirates of the region to suspend

⁴⁰ [http://safty-4sea.com/how-piracy-affect-south eastern-Asia/](http://safty-4sea.com/how-piracy-affect-south-eastern-Asia/)

⁴¹ Ibid.

⁴² [https://www world politicsview.com/trend-lines/24158/why-southeast. Asia –remains-a-ho\(](https://www.worldpoliticsview.com/trend-lines/24158/why-southeast-Asia-remains-a-hot-spot-for-piracy/)
Editors/Thursday February 8, 2018).

their activities.⁴³ When the American finally withdrew china wanted to occupy the power vacuum and Japan too was weak as this time, but struggling to attain an economic miracle. But before the wars with the involvement the Pearl Harbor retreat, the US navy protected Subic Bay in the Philippines and Brunei. According to Eric Frécon who explain the areas greatly involve in sea piracy as follows;

«We could also cite problems concerning Macclesfield (between china and Vietnam), the spreadly archipelago (china, Taiwan, Vietnam, malasia, Philippine, Brunei, Indonesia), the natural archipelago (china, Taiwan, Vietnam), Sabah (Malaysia, Philippines) and in the vicinity of Sipadan-ligitan (Indonesia and Malaysia). There too, the pirate proved to be opportunistic operating in these areas where, in fact, no government authority could really be exercised. »⁴⁴

According to the above quotation it is glaring clear that frontiers conflicts usually gave way or pave situation promoting sea piracy. If none is that of the sea boundaries demarcation of The Gulf of Asia. A diplomatic report rightly mentions and ended in the struggle against piracy. This meet up the efficiency of litigations pertaining to maritime frontier or boundaries which involve the case of cooperation without any sided advantage as motive in the entire Southeast Asia Gulf. So far reports prove that piracy attacks is worldwide but-that of the Gulf of Asia gives thus in the table below.⁴⁵

The Location of Attacks as Reported in the Gulf of Asia.

Years	Southeast Asia		East Asia		South Asia		Total at the Asian Gulf	
1991	88	82%	14	14%	0	0%	102	96%
1992	63	59%	7	7%	5	5%	75	71%
1993	16	16%	69	67%	3	3%	88	86%
1994	38	42%	32	35%	3	3%	73	80%
1995	71	38%	49	25%	24	13%	144	76%
1996	124	54%	17	7.5%	26	11%	167	72.5%
1997	92	37%	19	8%	40	16%	151	61%
1998	89	44%	10	5%	23	11%	122	60%
1999	161	54%	6	2%	45	15%	212	71%
2000	257	55%	3	0.5%	94	20%	354	75.5%
2001	153	46%	17	5%	53	16%	223	67%

Source: Adapted from Eric Frécon, The Resurgence of sea piracy in southeastern Asia, in Institute de Recherché l’Asie du sud-Est contemporaine, IRASEC in <http://books.openedition.org/Irasec/479?lang=fr>. p 30.

⁴³ Ibid.

⁴⁴ Eric Frécon, The Resurgence of sea piracy in southeastern Asia, in Institute de Recherché l’Asie du sud-Est contemporaine, IRASEC in <http://books.openedition.org/Irasec/479?lang=fr>.

⁴⁵ Eric Frécon, The Resurgence of sea piracy in southeast Asia, ERASEC, NO5, 2008, (recorded shows that America reports on attacks from 1991 to 2001 are, 0,-0%, 0-0%, 6-6%, 11-12%, 21-11%, 32-14%, 37-15%, 35-17%, 28-9%, 39-8%, 21-6% and in Africa 0-0%, 0-0%, 7-7%, 6-7% 21-11%, 25-10%, 46-19%, 42-21%, 55-18%, 68-14% and 86-26% thus adding to the word wide attacks reported.

4-A detour⁴⁶ of attacks within the Gruel of Asia

There were minor and major piracy with the aforementioned was minor armed Robbery-MAR. The fishermen and yachtsmen were the victims of habitually equipped gun-men who also attack and escaped gun-men who also attack and escaped with value items stolen most often ranges between 5000 and 15000 dollars. Some of these bandits or armed Robbers were unveiled in the bandits or armed Robbers were unveiled in the 1980s by Kuala Lumpur police amounting to 24 bands and in the year 2000, six were still in existence; Kumpulan Pipi Uwah, Kumpulan Sarikal Alihal, Kumpulan Akil Jani, Kumpulan Tadan, Kumpulan Madjuran and Kumpulan Akil Dewan. Some attacks on ports were realized in Malaysia in 1999, at Bintwu in the Malacca straits which a French maritime company operating in Southeast Asia was completely dismantled and stolen close to the port of Batu Ampar (Batam). More so, Indonesia ports of Belawan, Du Mai, Merat, Samarinda and Tanjung Priok registered numerous attacks. Additionally attacks were also reported in Chittagong and Mongla (Bangladesh) as in India. In South Asia coast port in Sri Lanka, boats were attacked with small commandos in the persons of pirates for money and personal effects.⁴⁷The below table is a report on cases of attacks between 2000 and 2001 in the Asia Gulf.

Table 2: Reported attacks in some ports and while at seas

	Total attacks		Attacks while berthed or mooring		Attacks while at sea	
	2000	2001	2000	2001	2000	2001
Indonesia	119	91	92	61	26	29
Malaysia	21	19	17	12	4	7
Philippines	9	8	6	2	3	6
Thailand	8	8	7	5	1	3
Vietnam	6	8	6	7	-	1
Strait of Malacca	75	17	1	1	74	16
Strait of Singapore.	5	7	2	-	3	7

Source: Eric Frécon, The Resurgence of sea piracy in south-eastern Asia, in *Institute de Recherche l’Asie du Sud-Est Contemporise, IRASEC* in <http://books.openedition.org/Irasec/479?lang=fr>. p 54.

From the above table between 2000 and 2001, attacks were highly felt in the Asian Gulf, that the also existed some coastal attacks at Ambon in Moluccas, in Indonesia in 1995 which the crew and the assailants which the chief demanded 10.000 dollars. The incident cost the crew only 500 dollars. North of new Guinea and Irian Jeya, the coast of Vietnam had professional pirates, at Indonesia Islands the pirates are engaged for cargo ship. This minor afferclas were also registered in Australia and the Ambon in Moluccas⁴⁸.

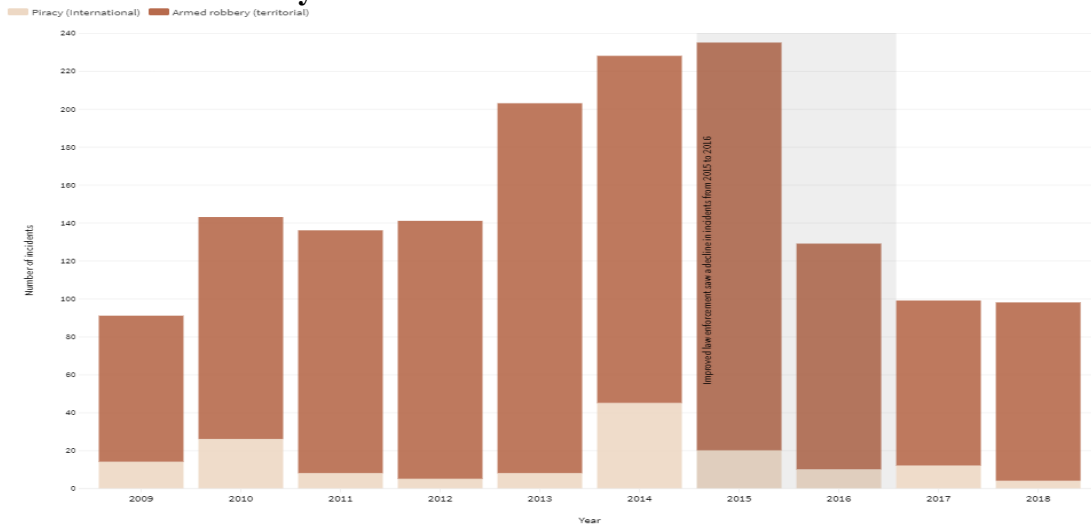
⁴⁶ Detour will mean a general or an overview of the attacks in Asia

⁴⁷ Ibid, p.54

⁴⁸ For example: an attack suffered by a Malaysia boat, the Antara dua, and its ten crew members. In August 2000, they were carrying protons (national car of Malaysia) from port Klang (near Kuala Lumpur) to Kuching (in Sarawak, in Eastern Malaysia). Nine pirates armed with machetes, boarded the ship early in the

The second detour of piracy was marked with Armed Robbery and Aggressions (ARAIID). The bands are at times affiliated to a local personality which they acted as private militia. In the north-eastern region of Borneo at the Mahakam river delta boarding incident, number five were registered. These incidents were actually mysterious. Attacks were made on heavy traffic of petroleum equipment in a large scale. In an attack the cargo ship capsized but all pipes were recovered. The Island of Madura at the Easy Coast of Java is well known for the act of piracy as the forces, formed Vietnamese servicemen turned to piracy to compensate the loss of their job by attacking ships.⁴⁹

Bar Chart: Piracy Attacks Recorded from 2009 to 2018 and number of Incidents



Source: Lydelle Joubert - Stable Seas Program
 * In territorial waters only the country that has jurisdiction can arrest the armed robbers. This is why there is a distinction between armed robberies within territorial waters, and piracy.
 A Flourish data visualisation

Source: -<http://time.com/piracy-southeastern-asia-malacca.strait/>By Adam Maccauley, Asia’s seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020)

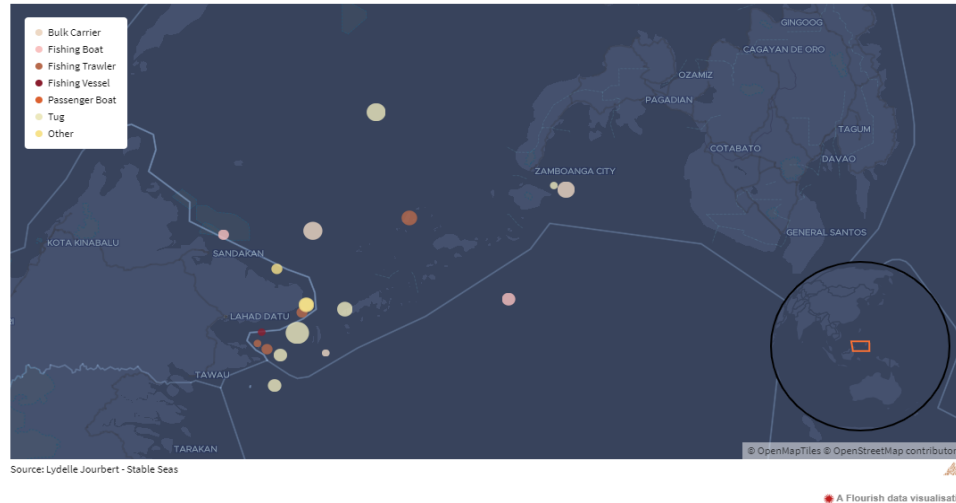
The Bar chart give us the number of recorded pirate incidents that took place within 2008 to 2018 in Asia seas. In 2009 it was at the lowest level estimated to 98 as number of attacks recorded. As time keeps advancing it rises to 140 in 2010. Due to checks it drops below 139. With the passing of time unemployment went along way to give a constant rise until it reaches the apex 240. Furthermore, when the pirates must have attained the goal or objective and following serious checks on them a drastic drop was witness to 145 to 120. It was realized from 2016, 2017 and 2018. Analytically it is still clear that up till date sea piracy still exist in the Asia seas.

morning to lay their hands in 7200 ringgits (around 1900 euros), a television, mobile telephones, watches, shoes and clothes.

⁴⁹ Eric Frécon, The Resurgence of sea piracy in southeastern Asia, in Institute de Recherché l’Asie du sud-Est contemporaine, IRASEC in <http://books.openedition.org/lrasedc/479?lang=fr>.p. 56.

Map: Kidnapping due to Undulating Coastlines in Sulu and Celebes Sea 2015 to 2018

Kidnappings in Sulu & Celebes Sea from 2015 to 2018
The larger the circle, the more number of persons kidnapped.



Source: Palmer, *kidnapping in the South Seas: Being a narrative of a Three Months Cruise on HM Ship Rasonrio.* (Edinburgh: np,187) and also -<http://time.com/piracy-southeastern-asia-malacca.strait/>By Adam Maccauley, Asia’s seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020)

There were also attacks in the South China Sea. During the nineties, individuals who went on strike became pirates against the Chinese people army. Ships were forced to enter Chinese territorial waters in pretext to accuse them of smuggling. In 1997 the Vosa Carrier from Hong Kong was hijacked near Huilai (Guangdong) by a Chinese launch. The pirates stole money and got legal document signed by the crew indicating that they were engaged in smuggling operation. A fine of 100.000 dollars to the police was paid. Furthermore, attacks were made on the Malaysia world. On the 23rd of October 2000, three men were caught accused of three attacks.⁵⁰ On 23rd of October at Klebang Kecil beach a pirate was defeated and arrested with accomplices en route to Sumatra. An international meeting was held at Kuala Lumpur on November 2000 to act on matters concerning sea piracy. The third phase of piracy involved international piracy “serious criminal hijacking” (SCH). Registered much disappearance of ships hijacked in order to engage in illegal trafficking phenomenon which today is called phantom ship. Bangkok, Singapore in the Far East, were not left out in this activities.⁵¹ In September 2001, Noel Choong

⁵⁰ -<http://time.com/piracy-southeastern-asia-malacca.strait/>By Adam Maccauley, Asia’s seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020)

⁵¹ The Resurgence of sea piracy in southeastern Asia, in Institute de Recherché l’Asie du Sud-Est Contemporaine, IRASEC in <http://books.openedition.org/irasec/479?lang=fr>

estimate of profit of two to three million dollars were of big business men heading shipping industries or companies which is against the convention in Rome of 1988 which has not been ratified. The hijackers resided in countries that did not ratify the treaty or convention. Great attacks were registered like that of 1999. MT Xanxai a ship left Singapore well loaded with petrol for Songkhla in Thailand heading for South-east coast of Malaysia. Several other attacks were recorded like that in Handaman sea, South China, Calcutta, Singapore which many ship were stolen. It should be noted that the most accused port was that of Beihai, between Hongkong and the Island of Hainan not forgetting the economic special zone of Xiamen. However, some efforts have been made to put an end to sea piracy in the Asian Gulf of Southeast Asia.

II-Some efforts made to quench-down slavery and slave trade and sea piracy in the Asia Gulf and the Pacific Regions (Southeast Asia).

There have been some efforts made to extinguish or end both sea activities in the 19th and 21st centuries. Some awesome result was registered but these activities of slavery and slave trade and Sea piracy has been well tackled in the past and recent past and is currently going on as activities at sea now indicates.

A-Some efforts made to quench-down slavery and slave trade in the Asian Gulf

Several methods such as territorial integrity, government policies and on check has been meted at thus reducing the act of slavery and slave trade in the Asian gulf and in the Pacific Ocean. It should be noted that some rating has been registered in 2016 to 2018 that indicates the level of slavery and slave trade, also this has been a means to aid, reduce sea malpractices as statistics proves its existence to open a way to further solutions.

1-Government Responses Within Asia and The Pacific

Asia and the Pacific scored an average CCC rating on government response. While this is the same overall rating as given to the Arab States (also averaging CCC), Asia and the Pacific has shown a trend toward improving the safety nets that help to prevent modern slavery for specific groups or sectors. For example, recognizing that migrant workers from this region can become vulnerable, there have been attempts to strengthen pre-departure and on-arrival protection for domestic and construction workers from South Asia working in the Arab States, including the use of bilateral labour agreements that include protections. Certain sectors, such as the Southeast Asian fishing industry, have also been in the spotlight in recent years, and while the Thai and Indonesian governments in particular have taken steps to respond to the issue, more remains to be done to reduce the endemic abuse that occurs in the fishing industry.⁵²

With 36 countries and 56 percent of the world's population, the Asia and the Pacific is the world's largest region and is broadly diverse in terms of ethnicity, culture, religion, and development. This regional study summarizes a longer set of findings, which can be found in the

⁵² Also found in Business and Human Rights Resource Centre, Out of Sight: Modern Slavery in Pacific Supply Chains of Canned Tuna. A Survey and Analysis of Company Action

Global Slavery Index: Asia and the Pacific Report.

2-Movements towards Mutations in government response on Slavery rating for Asia and the Pacific

The Government of each country and Islands in the entire Asia and the Pacific Region took major and drastic decisions to pave and give solution to slavery and slave trade. These actually took place in 2016 and 2018 Rating. It should be noted that it also passes through changing Rating.

Country	2016 Rating	change in rating	2018 Rating
Australia	BBB		BBB
New Zealand	BB		BB
Philippines	BB		BB
Indonesia	B		BB
Thailand	B		B
Vietnam	B		B
India	B		B
Bangladesh	B		B
Nepal	B		CCC
Malaysia	CCC		CCC
Taiwan	CCC		CCC
Cambodia	CCC		CCC
Sri Lanka	B		CCC
Japan	CCC		CCC
Laos	CCC		CCC
Singapore	CC		CCC
Myanmar	CCC		CCC
Mongolia	CCC		CCC

Timor-Leste	CC		CC
Korea, Republic of	CC		CC
China	CCC		CC
Hong Kong, China	C		CC
Brunei	C		CC
Papua New Guinea	C		C
Pakistan	CCC		C
Iran	D		D
Korea, Democratic Republic of	D		D
Fiji***			
Kiribati***			
Nauru***			
Palau***			
Samoa***			
Solomon Islands***			
Tonga***			
Tuvalu***			
Vanuatu***			

*Countries that scored -1 on a negative indicator could not score above a BBB rating

**Not rated in 2016 Global Slavery Index

***Included for the first time in 2018, therefore a rating is not provided. All data are available via the Global Slavery Index website.

Source: Global Slavery Index: Asia and the Pacific Report.

3-Government Duties in response rating, milestone percentage, and total score by country, Asia and the Pacific

Here, it should be noted that the Rating varies according to areas or countries in percentages dealing with support survivors criminal justice, coordination, address risk, supply chains, hence giving a total from each country and all the countries.

Rating	Country	Support survivors	Criminal justice	Coordination	Address risk	Supply chains	TOTAL
BBB	Australia	69.6	75.0	56.3	69.0	0.0	63.8
BB	New Zealand	53.7	47.8	43.8	95.2	0.0	57.6
BB	Philippines	51.5	69.4	50.0	69.0	0.0	55.8
BB	Indonesia	47.8	60.0	50.0	61.9	0.0	50.8
B	Thailand	46.3	51.7	56.3	73.8	0.0	48.9
B	Vietnam	62.2	45.0	62.5	66.7	0.0	48.1
B	India	46.3	53.3	56.3	45.2	0.0	45.7
B	Bangladesh	43.1	63.3	68.8	42.9	0.0	44.4
CCC	Nepal	35.2	41.7	50.0	59.5	0.0	38.7
CCC	Malaysia	40.0	53.9	56.3	38.1	0.0	38.4
CCC	Taiwan	46.9	38.7	25.0	42.9	8.3	38.2
CCC	Cambodia	40.4	46.7	43.8	33.3	0.0	37.6
CCC	Sri Lanka	26.7	42.8	25.0	78.6	0.0	37.4
CCC	Japan	43.5	44.4	37.5	45.2	0.0	36.6
CCC	Lao People's Democratic Republic	38.9	36.7	50.0	40.5	0.0	34.0
CCC	Singapore	40.0	22.2	31.3	42.9	0.0	32.8
CCC	Myanmar	58.0	18.3	43.8	42.9	0.0	32.4
CCC	Mongolia	27.8	33.3	31.3	54.8	0.0	30.7
CC	Timor-Leste	33.1	16.7	25.0	42.9	0.0	28.5
CC	Korea, Republic of (South Korea)	35.9	27.8	12.5	33.3	0.0	27.6
CC	China	23.5	29.4	43.8	52.4	18.3	27.4
CC	Hong Kong, China	30.2	10.0	12.5	31.0	0.0	21.4
CC	Brunei Darussalam	17.8	19.4	0.0	42.9	0.0	20.6
C	Papua New Guinea	26.5	30.6	6.3	26.2	0.0	18.9
C	Pakistan	21.5	15.6	12.5	40.5	0.0	18.6
D	Iran, Islamic Republic of	7.4	9.4	0.0	23.8	0.0	6.8
D	Korea, Democratic People's Republic of (North Korea)	0.0	-6.7	12.5	4.8	0.0	-5.6
No rating	Fiji						
No rating	Kiribati						
No rating	Nauru						

No rating	Palau						
No rating	Samoa						
No rating	Solomon Islands						
No rating	Tonga						
No rating	Tuvalu						
No rating	Vanuatu4						

Source: Asia and the Pacific, Findings, Regional Analysis, Regional Highlight, Korea, 2018.

According to the above tables, the existed no AAA as seen or indicated, the joint fighting action put in place and enforced by Government in this part of the study area greatly reduced the level of slavery and the slave trade. Additionally, the table starts us with BBB, BB, and B as rating in some of the countries showing the highest level of slavery activities hence dropping to CCC, CC, and C in other countries. The rating D gives us the lowest level of slavery as rating predicts and indicates in Asian and the pacific region. The Rating, Country, Support Survivors, Criminal Justice, Coordinator, Address risk, Supply Chains and total vividly explains and give statistics on the amount of slaves under slavery activities conditions in the said area of study, the Asia and the Pacific region.

4-Frontiers or Border Liaison Offices (BLOs)

This has played a primordial role in the eradication of Slavery and slave trade. The Border Office are coordinating officers for national law enforcement agencies facilitating and promoting cross border cooperation. Check Offices are located near official border crossing and act as a centralized clearing hub for information joint actions of national law enforcement agencies.⁵³ BLOs are staffed with officers of frontline law enforcement agencies who patrol neighbouring border areas halting and putting a halt in all malpractices. They serve as focal points for relaying important information and intelligence to counterparts.⁵⁴ UNODC supports over 70 BLOs throughout Asia. The use of common training, tools and systems help countries in the region to sustain and expand national coordination and policy committees, and strengthen cooperation between frontline border agencies, introducing and practically implementing made laws between border agencies across national borders.

5-Sea or Maritime Port Intelligence Units (PIU’s)

It has also promoted economic integration and the upgrading of borders and points across Southeast Asia will lead to a further increase in maritime movement of goods and people. This action of port Intelligence Units will also lead to increased use of ports and maritime routes for the illicit trade that degraded humankind. Maritime cross border movement in illicit smuggling and human trafficking remain a critical challenge for national law enforcement agencies PIU’s are coordinating offices consisting of multidisciplinary teams, tasked with strengthening the

⁵³ UNODC, United Nations office on Drugs and Crime: Protecting Peace and Prosperity in Southeast Asia: Synchronizing economic and security agendas, February 2016. (Forword, Jeremy Douglas Regional Representative Southeast Asia and the Pacific.)

⁵⁴ Ibid.

capacity of port law enforcement in key countries to combat maritime smuggling in southeast Asia such as the slave trade; trafficking of all sorts and blackbirding for cheap labour especially in Australia and the South sea Islanders. Initiated in 2012, the PIUs are anchored in the concept of pro-active, intelligence led investigation focused on pro-active, intelligence-led investigations focused on identifying maritime migrant smuggling ventures, tactical trends and strategic risks. UNODC has established and supported three PIU across Southeast East using and putting sea vessels at sea to check travels.⁵⁵

6-Regional Integration and Infrastructure Initiatives

Much efforts to increase connectivity within the region and links to the wider world are focused on boosting economic growth, but they also have critical impacts on threats to public security and prosperity. The economic success of the ASEAN region in recent decades has been driven by regional and interregional exports due to current understanding control. A large part of the regions future growth will depend on increased trade cooperation with emerging economic. Since 2009, the ASEAN master Plan for connectivity has been the guiding document for connecting ASEAN, with a focus on enhanced physical infrastructure development (Physical connectivity), effective institution, mechanisms and processes (institutional connectivity) empowered people (people-to people connectivity) for the benefit of all.

More so, ASEAN is working with international financial institutions to develop regional infrastructure and capacities to facilitate trade. There is also a priority on connecting to opportunities beyond the region, China and India, both giant neighbors to ASEAN, have growing consumer markets and are increasingly focused on the Southeast Asian region. These trends are accelerating economic integration and boosting interregional trade of good and services, for example by encouraging companies to expand production to place like Vietnam, Cambodia and Indonesia. However, cross border flows of illegal goods and substances between India and China and Southeast Asia region are increasing, particularly through neighbouring countries with weak controls such as Myanmar and Sulu.

Largely, the size of illegal flows in the Southeast ASEAN region is conservatively estimated at USD 100 billion per year. The illegal trend of slave people, drugs, wildlife, and counterfeits has a destabilizing effect by generating money for criminal and nonstate groups that is laundered into the legitimate economy. It distorts the regional economy, victimizes individuals and hurts the broader community of people and businesses that adherer to the rules and regulations. In addition, illegal trade means lost tax revenue, particularly with counterfeits goods. This reduces the benefits of trade liberalization, because taxes are supposed to offset the loss of tariff revenue hence reducing trade on illegal goods.

Furthermore, Maritime trade offers great economic opportunities, but comes with serious risks. 80 percent of the region is covered by ocean, and large volume of trade are shipped by

⁵⁵ UNODC, United Nations office on Drugs and Crime: Protecting Peace and Prosperity in Southeast Asia: Synchronizing economic and security agendas, February 2016. (Foreword, Jeremy Douglas Regional Representative Southeast Asia and the Pacific.)

containers. \$5.3 trillion of global trade transits through Southeast Asian waters each year. Of the 500 million containers that are shipped annually, less than 2 percent are inspected on r. This makes maritime trade particularly useful for actors trading in illegal bulk goods. Such as drugs or counterfeits. In the trans-ASEAN transport network there are 47 designated main ports. It is essential that these ports have the capacity to control trade flows, detect illegal cargo, and respond to other maritime security challenges in the process of confronting and enforcing sea legacies.⁵⁶

B-Some efforts made to quench-down Sea Piracy in the Asian Gulf

In Southeast Asia, as elsewhere, zones haunted by pirates are generally those, where the sea traffic ensures the supply of provisions to the coastal states, in the heaviest. Definitely, for the defense, a British economist Adam Smith pointed out that “in general, the protection of commerce had always been considered essentially for the defense of the commonwealth and was therefore a dispensable comportment of the duties of executive power. Also, it is worth mentioning that almost two and a half centuries later, the threat of piracy over the maritime transport still worries governments even though on the whole, the probability of an attack against a huge vessel became low in certain periods due to authorities at seas; protecting the goal of commercialization. As seen below as shown by the Maps and the run down statistics.⁵⁷

Map: Protection of Commercialization by sea authorities against seas Piracy (Pirates)



Source: -Adam J Young, Contemporary Maritime Piracy in Southeast Asia: History, Causes and Remedies Amazon.co.uk/contemporary.maritime-piracy-southeast-Asia/dp/981123 (Consulted 01/02/2019)

⁵⁶ UNODC, United Nations office on Drugs and Crime: Protecting Peace and Prosperity in Southeast

⁵⁷ Ibid, p.60

-Asia –Piracy/Robbery incidents involving weapons in 2017: made up 99 in total incidents; 57 unarmed, 30 armed with knives, 3 with guns, 3 with guns and knives, 3 heavy weapons /RPG and 3 armed unspecified.

-Asia: Known Nationalities of Seafarers exposed to piracy/armed Robbery incidents; Philippines 43%, India 22%, Indonesia 7%, Thailand 7%, Ukraine 5%, China 5%, Vietnam 3%, Others 8%, making a total of 661 Seafarers.

-Asia: Seafarers exposed to Piracy/Robbery incident type in 2017; Robbery 607, failed attack/boarding 579, armed Robbery 467, Suspicious activity 170, Hijacking (for cargo theft 49, Kidnapping 36 making a total of 1.908 as total Seafarers.

-Asia; Seafarers exposed to piracy/Robbery violence 2017; threatened cases 196, kidnapped 16, deaths 11, injured 1.

-Asia; Piracy/Robbery incidents by location 2017; Territorial 87, International 12, thus making a total of 99 as total incidents.

- Piracy/Robbery incidents by type 2017, Robbery 32, suspicious activity 8, kidnapping 4, hijacking for cargo theft 3, hence 99 as total incidents.

-, Piracy/Robbery incidents by vessel movement 2017; at anchor 62, steaming 34, drifting 2, unknown 1 thus 99 as total incidents cases.

-Piracy/Robbery incidents by vessel... 2017, tanker 34, bulk carrier 25, container 13, barge and tug 5, other 22 as such making it a total of 99 incidents.

-Total incident of piracy/robbery (2014-2017); 185 in 2014, 181 in 2010, 129 in 2016,99 in 2017. (See bar chart)

-Total Seafarers exposed to piracy/robbery 2015-2017; 3.674 in 2015, 2.283 in 2016, 1.908 in 2017

-Piracy/ Robbery incidents by type 2017; 32 Robbery, 29 failed attack/ boarding, 32 armed robberies, 8 suspicious activities, 4 kidnapping, 3 hijacking (for cargo theft)

-Piracy/Robbery incidents by location 2017; 87 territorials, 12 international hence a total of 99 incidents

-Seafarers exposed to piracy/Robbery by incident type 2017; 607 Robbery, 579 failed attack/boarding, 467 armed robberies 170 suspicious activities, 49 hijacking for cargo theft, 36 kidnapping.

-Piracy/Robbery incidents involving Weapons 2017; 57 unarmed, 30 knives, 3 guns/knives, 3 heavy weapons/RPG, 3 armed, unspecified.

-Total Seafarers exposed to Piracy/Robbery 2015-2017; 3.674 in 2015, 2.283 in 2016, 1.908 in 2017

-Total incidents of Piracy/Robbery 2014-2017; 185 in 2014, 199 in 2015, 129 in 2016, 99 in 2017

-Piracy/Robbery incidents by Vessel type 2017; 34 Tanker, 25 bulk carrier, 13 containers, 5 Barge and tug 22 others.⁵⁸

⁵⁸ UNODC, United Nations office on Drugs and Crime: Protecting Peace and Prosperity in Southeast

Map: An area where Piracy and Arm robbery took place at the Strait of Malacca



Source: -<http://time.com/piracy-southeastern-asia-malacca.strait/>By Adam Maccauley, Asia’s seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020) and - <https://en.wikipedia.org/wiki/piracy-in-the-strait-of-Malacca> (Consulted 01/02/2019)

Table: Commercial Exchanges in 1994 (Billions of Dollars Estimations)

	Exportation	Importations	Total trade	Transit though the sea lanes of SE Asia
Brunei	2.0	3.0	5.0	95%
China	30.7	34.9	65.6	27%
Indonesia	35.7	28.2	63.9	94%
Japan	139.0	121.4	260.4	39%
Malaysia	55.8	56.6	112.4	95%
Philippines	4.0	8.5	12.5	35%
Singapore	91.6	97.1	188.7	95%
Thailand	39.3	51.5	90.8	95%
Vietnam	4.4	8.1	12.5	93%

SOURCE: Weeks. SLOC security and Acces, IGCC policy paper 33, 1998.

The proportion of national trade transiting via the sea lanes of south east Asia increase which hijackers found it declivous to affect all the other ship which joint actions were targeted; ships usually move with the royal navy as means of protection. Today in terms of sea-freight it represents only 5%. Furthermore, the use of navigable routes was revived which the costs for ship owners increase while profits for ports decrease, for example, in southeast Asia in 1999, 41.000 boats transited through the South China sea, that is to say nearly or closely twice the

number of those crossing the Suez Canal and thrice the number of those crossing or closely twice the number of those using the Panama Canal. It favorability led to three quarters of the traffic between the near and the far-east transits through this zone without pirates obstructions⁵⁹ Threat to the “jugular artery” of southeast Asia safe as an eye opener and highlight the importance of sea trade in southeast Asia which about twenty-six petrol tankers transit daily through these straits. The movement of passing through the Suez Canal and the Panama Canal limited traffic at the Southeast Asia Gulf, piracy tantamount as in February 2000, the volume of goods transported has crossed 1.5 billion tons which is more than half the world trade tonnage transited via Malacca each year, between Sumatra and Java which represents 15% of the value of international trade.

Picture: Ships on sea protecting Heavy Petrol Carrier Ship from Hijackers



Source: <http://time.com/piracy-southeastern-asia-malacca.strait/> By Adam Maccauley, Asia’s seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020) -Adam J Young, Contemporary Maritime Piracy in Southeast Asia: History, Causes and Remedies [Amazon.co.uk/contemporary.maritime-piracy-southeast-Asia/dp/981123](https://www.amazon.co.uk/contemporary-maritime-piracy-southeast-asia/dp/981123) (Consulted 01/02/2019)

The Japanese also came in great extent. In 2000, 39% of the Japanese foreign trade and 27% of the Chinese foreign trade could not allow them to stay strayed but to protect the seas routes of Southeast Asia, representing an amount of 260.4 billion and 65.6 billion respectively. Containers at this regions has increase since the goods were preferably in such containers which hijackers could not penetrated them faster. Hence, the total volume of containers in the East Asia ports has increased by 270% between 1985 and 1995. Since then trade here is twice as much as Europe. A war of necessity has been triggered here to protect closely Rotterdam, (315 million tons), followed Singapore (221 metric tons) shanghai (164 million metric tons) Nagoya (134 million tons) and Hong Kong (128 million metric tons). South Korea, China, Singapore, Taiwan have caught up with Japan and Hong Kong which these six nations manage 30.5% of world

⁵⁹ Recherche Sur l’Asie du Sud-est Contemporaine, chapter 4 the state of piracy in southeast Asia, text integral economic and commercial stakes.

tonnage.⁶⁰ Diverting sea routes like, through the arctic ocean that is navigable only five months a year remedial alternatives such as rail routes, pipeline, digging a canal in the Kra Isthmus in Thailand are all learning experiences as stipulated by the Institute for National Strategies Studies (INSS) created in 1984 by the secretary of state of American defense. His calculation on east Asia, would trigger an increase of 500% and if the route is diverted through the straits of Lombok, Japan would have to boost its maritime trade by 10%, this however has led to Internationalization of Southeast Asia water against piracy.⁶¹

Conclusion

In the nutshell part one of this piece of work deals with, Slavery and Slave Trade and Sea Piracy activities in the Asian Gulf in The Nineteenth to the First half of the Twenty First Centuries, and Part two treats, some efforts made to quench-down slavery and slave trade and Sea Piracy in the Asia Gulf and the Pacific Region (Southeast Asia), has been examine and what we should note is the fact that, at first, a slave has no right to express his feelings about some actions as a critical example “Wang Ziyuan of Shu commenting went to the Jian River on business and went up to the home of the widow Yang Hui, who had a male slave named Bianliao. Wang Ziyuan requested him to go and buy some wine. Picking up a big stick, Bianliao climbed to the top of the grave mound and said; “When my master bought me, Bianliao, he only contracted for me to care for the grave and did not contract for me to buy wine for some other gentle man”. Wang Ziyuan was furious and said to the widow “wouldn’t you prefer to sell this slave?”...Wang Ziyuan immediately settled on the sale contract...

The slave again said: “in the contract everything you wish to order me to do, Bianliao, will not do anything not in the contract”. Wang Ziyuan said, the text of the contract said ... The slave shall obey orders about all kinds of work and may not argue. He shall rise at dawn and do an early sweeping. After eating he shall wash up. Ordinarily he should pound the grain mortar, tie up broom straws, carve bowls and bore wells, scruped out ditches, tie up fallen fences, hoe the garden, trim up paths and dig up plots of land, cut big flails, bend bamboos to make rakes and scruped and fix the well pulley...The reading of the text of the contract came to an end. And the bought slave did all in the contract. The slave was speechless and his lips were tied wildly, he beat his head on the ground and beat himself with his hands. He said “if it is to be exactly as master Wang says, would rather return soon along the yellow-soil road with the grave worms boring through my head. Had I known before I would have bought the wine for master Wang”. Some of such stubborn slaves were usually taken to work in the American plantations. While Sea piracy deals with the activities holding sea sailors for ransom within and across these same water bodies and hijacking peoples in nearby close lands towards the hinterlands like that of the Gulf of China in the Southeast Asia and the entire Indian and Pacific Oceans. It is worth noticing that,

⁶⁰ Certain regional trade depends on certain mutual insurance company like the Hellenic war risk mutual even consider piracy as a “war risk”

⁶¹ Today, the disappearance of ships and cargo to piracy already cause direct loses to the tune of reality 200 million per years. Incidents where Japanese vessels alone were involved during the first six months of the year 2000 could have caused Alost of ¥820 million (€7.5 million). But the economic damages could have other dimension too....

Sea Piracy has some influence on the environment and created tension as well as fears or panics same as did the slave trade activities. The transportation of radioactive wastes and plutonium means illegitimate trade has disappeared while replaced by legitimate.⁶² What method could be used to completely put an end to Sea trafficking of human kind and end Piracy in some water masses like Southeast Asian Gulf?

Bibliography

- Gilbert Buti; "Marseille, Port Negrier au XVIII^e siecle. » In Cahiers des Anneaux de la Mémoire N°1, Nantes 2007.
- Julia Martinez, " la Traite des Jaunes, Trafficking in women and children across the China Sea." (ed. Emma Christopher, Cassandra Pybus and Marcus Rediker). In *Many Middle Passages forced migration and the making of the modern world*. University of California press, Los Angeles, 2007 p, 205
- Hanei Après-midi, une bonne prise, Avenir du Tonkin, P.M. edition, Janaury 4 and 5, 1909 p.6
- Suzanne Miers and Janet him, « Mui Tsai through the Eyes of the victim: Tanet lim's story of bondage and Escape » In (ed. Jaschok and miers), *Women and Chinese Patriarchy* Hongkong: Hong-Kong University press, 1994.
- James Francis Warren, "Ah Ku and Karayuki-san, Prostitution in Singapore 1870-1940." Singapore: Oxford University Press, 1993, p.32.
- Laurence Brown, "A most irregular Traffic The Oceanic passages of the melanesian labor Trade "(ed. Emma Christopher Cassandra Pybus and Marcus Rediker) In *Many Middle Passages*, HongKong, Hongkong University press. 2007. P. 199.
- Laurence Brown mention the British Parliament Correspondence Respecting Natives of Western Pacific and Labour traffic", papers of 1883, 47. p.565.
- Laurence Brown « A Most Irregular Traffic the Oceanic Passage of the Melanessian labour trade (ed Emma C, Casandra Pybus and Marcus Rediker). In *Many Middle Passages...* P. 185-186.
- Kay Saunders, "The middle passages » condition on the labour vessel from Queensland to Melanesia, 1863-1907, "Journal of Australian studies volume 5, 1979. P. 38-49.
- Palmer, *Kidnapping in the South Seas: Being a narrative of a Three Months Cruise on HM Ship Rasonrio*. (Edinburgh: np, 187) p.107-108.
- Laurence Brown « A most Irregular Traffic »...P. 190. and Mortensen, "slaving in Australian courts"

⁶² Richard W. Bulliet, Pamela kyle Crossley, Daniel R.Headrick, Steven W. Hirsch, Lyman I. Johnson, David Northrup, *The Earth and its peoples: a global History*, second edition, Volume I, Boston, Houghton Mifflin company. 2001, p.152.

-
- Clare Anderson, "Convict Passages in the Indian Ocean c. 1790-1860" (ed. Emma Christopher Cassandra pybus and Marcus Rediker). In *Many Middle Passages, forced Migration and the Making of the Modern World*. University of California Press, Los Angeles, 2007, p.130.
 - Palmer, *Kidnapping in the South Seas: Being a narrative of a Three Months Cruise on HM Ship Rasonrio*. (Edinburgh: np,187) p.107-108.
 - Clare Anderson, « The Politics of convict space: Indian Penal settlements and the Andamans », In *Isolation: Places and Practices of exclusion*, (ed. Alison Bashford and Carolyn Strange.) London: Routledge; 2003, p.41-45.
 - Clare Anderson drew his facts from Bombay Gazette, July 20, 1840. Bombay Gazette, July6, 1841 London; September 6, 1841. Depositions of captain F.N Rendygrass, January 12 and 19, 1839, IOR, P, 402.30 January 23, 1839.
 - Eric Fréon, The Resurgence of sea piracy in southeast Asia, ERASEC, NO5, 2008, pp. 32-34.
<http://safty-4sea.com/how-piracy-affect-south-eastern-Asia/>
 - [https://www.worldpoliticsreview.com/trend-lines/24158/why-southeast. Asia –remains-a-hot-spot-for-piracy](https://www.worldpoliticsreview.com/trend-lines/24158/why-southeast-Asia-remains-a-hot-spot-for-piracy) (Editors/Thursday February 8, 2018).
 - Eric Fréon, The Resurgence of sea piracy in southeastern Asia, in *Institute de Recherché l'Asie du sud-Est contemporaine*, IRASEC in <http://books.openedition.org/irasec/479?lang=fr>.
 - Tatiana Seijas, The Rise and fall of the Transpacific Slave Trade, In bill.com-previewpdf>book>edcoll (consulted 22/01/2021)
 - Sweta Raj, Slavery in the Indian Ocean 18th and 19th Century, Ambedkar University Delhi, February 2019.
 - Nic Butler Phil Charleston, The End of the TransAtlantic Slave trade, County Public Library ccl Collection. Friday, January 26, 2017
 - <http://time.com/piracy-southeastern-asia-malacca.strait/> By Adam Maccauley, Asia's seas offer rich pickings for marauding pirates who steal oil and supplies worth billions of dollars every year (Consulted 01/01/2020)
 - Eric Frecon, The Resurgence of sea piracy in Southeastern Asia, In *Institute de Recherche sur L'Asie du Sud-Est contemporaine*, IRASEC In <https://books.openedition.org/irasec/479?lang=fr> (Consulted 01/02/2019)
 - <https://safety-4sea.com/how-piracy-affect-southeastern-asia/> (Consulted 01/07/2019)
 - [https://www.worldpoliticsreview.com/trend-lines/24158/why-southeastern.asia-remains-a-hot-spot-for-piracy](https://www.worldpoliticsreview.com/trend-lines/24158/why-southeastern-asia-remains-a-hot-spot-for-piracy) (Editors/Thursday Feb 8, 2018 (Consulted 01/05/2020)
 - <https://www.jstor.org/stable/27913226?seq1> (2003) maritime piracy in Southeast Asia by Carolin Liss pp, 52-68(Consulted 01/02/2019)
 - <https://en.wikipedia.org/wiki/piracy-in-the-strait-of-Malacca> (Consulted 01/02/2019)

- Carolin Liss, Maritime Piracy in Southeast Asia June 2003 In <https://www.researchgate.net/publication/265960559-maritime-piracy-in-southeast-asia>(Consulted 01/02/2020)
- Derek Johnson, Mark J Valencia, Piracy in Southeast Asia: Status, Issues, and Responses 2005, pp.174 code ILAS-PI (Consulted 01/02/2019)
- <https://www.standard-club-com/risk-management/knowledge-centre/news-and-commenta> Title; Piracy in Southeast Asia, 14 January 2019 (Consulted 01/02/2019)
- Adam J Young, Contemporary Maritime Piracy in Southeast Asia: History, Causes and Remedies [Amazon.co.uk/contemporary.maritime-piracy-southeast-Asia/dp/981123](https://www.amazon.co.uk/contemporary.maritime-piracy-southeast-Asia/dp/981123) (Consulted 01/02/2019)
- Business and Human Rights Resource Centre, Out of Sight: Modern Slavery in Pacific Supply Chains of Canned Tuna. A Survey and Analysis of Company Action.