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" Note from the Secretariat

1 September 1989

At the request of the Chairman of the Drafting Group, I attach herewith a copy of the draft Annual Report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa. The Drafting Group has completed its first reading

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Aner Araim

Secretary of the Intergovernmental
Group to Monitor the Supply and Shipping of
Oil and Petroleum Products to South Africa.
of the draft.

29 August 1989

Intergovernmental Group to Monitor the Supply and Shipping
of Oil and Petroleum Products to South Africa

DRAFT ANNUAL REPORT

(A/44/44)

I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly through resolution 41/35 F on 10 November 1986. Its mandate has been renewed twice, most recently through resolution 43/50 J of 5 December 1988. The Group consists of the following Member States: Algeria, Cuba, German Democratic Republic, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukrainian Soviet Socialist Republic and United Republic of Tanzania. The Group at its first meeting for the current year re-elected Mr. Tom-Eric Vraalsen (Norway) as Chairman, Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and Mr. Wilbert K. Chagula (United Republic of Tanzania) as Rapporteur.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC) continue to attend meetings of the Intergovernmental Group as observers. The Intergovernmental Group has also sought, since its inception, to co-operate closely with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. Since its report to the forty-third session of the General Assembly the Intergovernmental Group has continued monitoring the supply and shipping of oil and petroleum products to South Africa. It has maintained contacts with Governments and other relevant organizations. It has considered information received on specific alleged violations as well as on those commercial and maritime activities which bear upon possible supplies of oil and petroleum products to South Africa. It has devoted particular attention to cases where circumstances strongly indicate possible

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violations of the oil embargo against South Africa, partly by eliciting clarificatory particulars from Governments deemed to be in a position to provide key information on each individual case, and partly through its own research. Through the public hearings held in April 1989 it has sought to assemble experts, decision makers as well as relevant support groups in the anti-apartheid struggle in order to exchange information amongst themselves, to communicate their particular expertise to the Intergovernmental Group, and to raise public awareness of the issue. The Intergovernmental Group continues to build up its data base of relevant information which will enhance its capacities for global monitoring of all aspects of the oil embargo against South Africa. This has already enabled the Intergovernmental Group to handle a greater number of cases and to do so more expeditiously. The present report was adopted on xx August 1989.

4. The past year has seen heartening and hopefully decisive developments towards a resolution of the issue of Namibian independence. The Group welcomes these developments and expresses its hope that they will lead to a speedy achievement of full independence for Namibia. However, the Intergovernmental Group reiterates the view that the very nature of the apartheid system, which is maintained by a regime intransigently determined to stamp out all opposition to its continued practice, is in no way mitigated by these developments. The Group's basic mandate, to apply peaceful but decisive pressure on the Pretoria regime to eliminate apartheid through an effective oil embargo, thus still retains its compelling importance.

5. The international community has attached special importance to an oil embargo because of Pretoria's almost total dependence on outside sources of petroleum and on outside aid in procuring and transporting the petroleum that it needs. Previous annual

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reports of the Intergovernmental Group have outlined the basic strengths and weaknesses of the oil embargo. Some trends which have become more apparent during the past year suggest that South Africa will face increasing difficulties in evading the oil embargo, while other trends cannot be easily assessed in their ultimate significance for the issue. In any case, these recent trends must be cited and analyzed in order to facilitate the framing of effective oil embargo strategies by the Intergovernmental Group, by other organizations in the international community and by national Governments.

6. The cessation of hostilities in the Gulf Region has led to a return to normal maritime navigation practices in that region and facilitates the Intergovernmental Group's task of monitoring shipping movements of oil tankers. Oil producer organizations have reasserted a greater degree of monitoring accuracy in their efforts to enforce production quotas and this reduces the amount of "unofficial" oil flowing onto the world market. A slight improvement in the demand/supply situation in favour of producers will have the same effect. Both trends will tend to decrease the amount of oil available to South Africa and increase South Africa's cost in obtaining what oil is available. Previous experience has shown that, when the oil price increases, the premium paid by South Africa for clandestine oil procurement increases even more.

7. In addition, new market practices for selling crude oil have grown up which reduce the amount of oil passing through spot markets. Since South Africa obtains most of its oil from spot markets, this will again decrease the available pool of oil from which it can purchase its supplies. As it is expected that spot market trading of oil will retain more of its vitality in the Far East and elsewhere, it can be assumed that South Africa's

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interest in the oil market in those regions will grow.

8. In evading the oil embargo, Pretoria made extensive use of a number of independent oil traders who had become prominent in international oil markets in the early 1980s. However, their number is now declining again and their functions are being taken over to a certain extent by three new types of market agents: oil companies, Wall Street firms and large Japanese trading houses, all of which now have departments and employees permanently deployed in oil trading. Whether this trend will favour or disfavour South Africa is less clear, but flexible strategies require taking note of it.

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9. Over a longer term, the so-called "downstream integration" of major oil producers will shift some of the production and/or control of petroleum products to producer countries which have already banned their export to South Africa. In any case, the Intergovernmental Group considers that a global approach to its task requires due attention also to the question of petroleum products. A final trend to note is the trend to transport an increasing portion of Middle East oil to Europe via pipelines which terminate in Mediterranean ports. This will lead to a corresponding drop in tanker traffic passing the southern tip of Africa.

10. Changing conditions in the shipping industry can only be expected to work against South Africa. The gradual elimination of surplus tanker tonnage, the restabilization of freight rates and the marginal return of major oil companies to the oil tanker market will make it more difficult for Pretoria to find shipping companies willing to circumvent the embargo.

11. The Intergovernmental Group estimates that it presently

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detects 80 per cent or more of all voyages delivering oil or petroleum products to South Africa in violation of the oil embargo. It hopes that it will be able to raise this detection rate and, together with continued efforts to co-ordinate the exchange of information on violations, the loopholes which give rise to them as well as remedial recommendations to counteract them, it will thus further limit the apartheid regime's options in this regard.

12. In fulfilment of its mandate, the Intergovernmental Group collects relevant information on its own. In addition, within the past year considerable expert testimony on South Africa's oil procurement was presented to the Group. Thus the Intergovernmental Group is in a better position to provide an outline of the procedures used and the volumes involved.

13. A portion of South Africa's oil is imported in crude form on tankers. Although most of the tankers have loaded their cargoes in producer/exporter countries, in some cases the link between the original producer/exporter and the ultimate consumer is obscured, if not covered up altogether. The strategy employed is obviously to bring this oil to South Africa in tankers as large as possible under conditions of maximum secrecy. The tactics employed to keep the identity of the ships and their destination secret are rigorous. Within the past year evidence has been offered from several sources that such tankers habitually cease using their assigned radio call signs as they approach South Africa and mask their identity by covering up or painting over the ship's name. In addition, these tankers discharge their cargoes at offshore moorings some distance from shore where they cannot be easily observed from land. Indeed over the years there have been persistent reports of transloading operations being conducted on the high seas. The South African authorities also

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make the utmost efforts to prevent these voyages from becoming known to commercial information gathering firms in the shipping industry. In the past most such oil deliveries were discovered on the basis of discrepancies in the itineraries of the ships.

14. The remaining portion of South Africa's imported oil enters either in the form of refined petroleum products on ships of considerably smaller tonnage or as crude oil on medium size tankers or combination carriers which enter the harbours of Richards Bay or Saldanha Bay for the purpose of picking up cargoes of export ores. These shipments also seem to come from a far greater variety of sources, both geographically and functionally. In this the Pretoria authorities may be pursuing a "diversification" or "dispersal" tactic to lessen their dependence on direct producer-country sources. They do so by purchasing oil from major oil-handling or oil-importing harbours rather than from the exporters. In addition they seem to make maximum use of harbours with free port, export zone or other offshore facilities. As stated with respect to crude oil, in this way the linkage between the original producer/exporter and the ultimate consumer is confused. In both cases the same purpose can be achieved by having cargoes sold and resold several times, thus passing through many hands, before it ultimately goes to South Africa.

II. HEARINGS ON THE OIL EMBARGO AGAINST SOUTH AFRICA

15. In its resolution 43/50 J of 5 December 1988, the General Assembly mandated the Intergovernmental Group, in co-operation with the Special Committee against Apartheid, to hold hearings on this topic. A Task Force was established, chaired by Ms. Nabeela Al-Mulla (Kuwait) and consisting also of the German Democratic Republic.

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Republic, Ghana as Vice-Chairman, Indonesia, Nigeria, Norway, Peru and the Ukrainian Soviet Socialist Republic, which was responsible for organizing the hearings. The Task Force also arranged for suitable publicity and for the background material used at the hearings.

16. At the request of the Task Force a background paper was prepared by Mr. Paul Conlon and issued as document A/AC.234/4. The paper surveyed the situation within the international oil producing and shipping industries as it relates to South Africa's , oil procurement, and traced the development of the energy sector . in South Africa, particularly in the last 15 years after oil producing countries began to impose an oil embargo on that 1 country. It sketched the history of the oil embargo and - highlighted some of the legal issues involved. It provided short J descriptions of South Africa's harbours, refineries, pipelines, stockpiling facilities and synthetic fuel plants as well as discussing various estimates of petroleum fuel consumption. The Cartographic Unit of the Department of Conference Services produced a map (No. 5342) "South African Oil/Fuel Infrastructure" which was annexed to document A/AC.234/4. The map was also 1 distributed at the Hearings and constituted the first time in . over a decade that South Africa's pipelines and storage facilities were depicted in a publicly available document.

17. The Panel convened on 12 April 1989 before the opening of the hearings and elected Mr. Abdelaziz Alwattari, Secretary General of the Organization of Arab Petroleum Exporting Countries (OAPEC), as its Chairman; Lt;-Gen. Peter Dingi Zuze, Permanent Representative of Zambia to the United Nations, as Vice-Chairman; and Mr. Oystein Maeland, Political Adviser to the Minister of Foreign Affairs of Norway, as Rapporteur. The Panel further consisted of Mr. Solomon Gomez, Special Political Affairs Officer

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of the Organization of African Unity (OAU); Mr. Suhail Nasser, Adviser to the Minister of Oil of Kuwait; Mr. Yury G. Samsonov, Director of the Dalneft firm of the All-union Foreign Trade Association Soyuznefteeksport of the Union of Soviet Socialist Republics; and Mr. Alberto Valero, Director of International Affairs at the Ministry of Energy and Mines of Venezuela. The Chairman of the Intergovernmental Group, Mr. Tom Eric Vraalsen (Norway) and the Chairman of the Special Committee, Maj.-Gen. Joseph N. Garba (Nigeria), were ex officio members of the Panel. 18. Sessions of the hearings were held under the chairmanship of Mr. Alwattari on 12 and 13 April 1989 at United Nations Headquarters in New York. The following witnesses appeared: Mr. Pallo Jordan, Member of the National Executive Committee of the African National Congress; Mr. Ahmed Gora Ebrahim, Foreign Secretary of the Pan Africanist Congress of Azania; Mr. Calvin Makgaleng and Mr. Rod Crompton, President and General Secretary of the Chemical Workers Union of South Africa, respectively; Mr. Manene Samela of the South African Chemical Workers; Mr. Jaap Woldendorp, Director of the Shipping Research Bureau of . Amsterdam, the Netherlands; Mr. Peter Sluiter of the Association of West European Parliamentarians against Apartheid; Ms. Donna Katzin, Director of the Interfaith Centre on Corporate , ' Responsibility of New York; Mr. David Craine, EMBARGO, United Kingdom of Great Britain and Northern Ireland; Mr. Martin Bailey, The Observer, London; Mr. Bernard Rivers, an economist, New York; Mr. Kenneth Zinn, Deputy Administrator, United Mineworkers of America, Washington, DC; Mr. Richard Knight, American Committee on Africa, New York; Professor Richard Lillich, University of Virginia in Charlottesville, Virginia; Ms. Kate Pfordresher, ' Labor Committee against Apartheid, New York; and Professor Bashker Vashee of Hampshire College.

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19. Noteworthy insights which emerged from testimony included estimates that South Africa consumed 280,000 barrels per day of petroleum products, of which only 20 per cent could be produced from domestic coal conversion plants, the remainder coming from imports. The procedures for the discharge of oil in South African harbours were described. These included the masking of the identity of tankers when they entered South African waters. Attention was also drawn to "ghost transfers" of oil on the high seas. One particular violation, the case of the Aimare Terza, which was handled by the Intergovernmental Group in 1988, was analyzed in detail for the insights which it provided into conduit and circumvention practices for which the term "paper chase" was coined.

20. There was repeated testimony to the effect that legislative measures adopted were inadequate in certain countries and non-existent in others. Several major oil-exporting States which banned exports of oil to South Africa had not enacted coherent legal statutes to this effect. One witness proposed that the Intergovernmental Group consider framing a model law on this subject. Another major loophole which was mentioned by several witnesses was that national measures against oil supplies to South Africa were often not extended to offshore facilities or to third-country subsidiaries. In regard to the Almara Terza case it was stated that oil embargo legislation in the exporting country "provided no effective restrictions" on third-party shipments of oil to South Africa. One witness specifically recommended that the General Assembly's appeal to States to prohibit oil supplies to South Africa should be extended to include foreign subsidiaries of companies based in those jurisdictions.

21. Testimony predominantly leaned to the view that transnational corporations and, particularly, major oil

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companies, did collaborate in the supply of oil to South Africa, though the exact relationships between transnational corporations and oil deliveries was not clear. Other witnesses described the actions undertaken by anti-apartheid groups to dissuade major oil companies from remaining in South Africa and of the increasing success of such actions, often by threatening or carrying out boycott actions against their subsidiaries.

22. The Panel summarized testimony heard in its report to the Intergovernmental Group and to the Special Committee against Apartheid (A/44/279; S/20634). Testimony preponderantly stressed the South African regime's vulnerability to an oil embargo and urged that an oil embargo be given priority and that the Security Council adopt a mandatory oil embargo. There was furthermore considerable testimony on the lack of measures by oil producing, shipping and handling States and on the lack of co-ordination and co-operation in this matter. The absence or inadequacy of legislative measures was held to have deprived the oil embargo of a basis for successful enforcement and effective monitoring. The methods of enforcement discussed included criminal proceedings against individual violators, blacklisting, contractual sanctions and increased publicity on violations.

23. Much attention was also devoted to the question of destination control particularly through discharge certificates and testimony indicated a general feeling that the monitoring and control of such destination control instruments was lax. There was also a general consensus on the desirability of greater co-operation and co-ordination-between all interested parties, including the Intergovernmental Group, national Governments and relevant international organizations. While action by OAPEEC has been highly appreciated, efforts will be made to achieve closer co-operation between it and the Intergovernmental Group. The

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Group will also seek to highlight the importance of the oil embargo in its contacts with OPEC.

24. The role of transnational corporations, including major oil companies, was highlighted, and additional stress was laid on important external contributions to the apartheid regime's capacity to survive and evade the oil embargo coming from foreign transnational corporations in the areas of technology transfer, vitally important in the oil and chemical industries, as well as in the area of financing and trade support. In this latter context it was suggested that the Intergovernmental Group should study the question of possible conflicts with legal norms in credit and insurance agreements stemming from the circumstances under which oil is being delivered to South Africa in violation of the oil embargo and in violation of export restrictions of oil exporting countries.

25. The Panel reported seven conclusions: that a Security Council adoption of an oil embargo in accordance with Chapter VII of the Charter would be the most appropriate means to complement' the already existing mandatory arms embargo; that South Africa I was heavily dependent on imported oil and that the voluntary oil embargo had had an enormous cost for South Africa; that an effective oil embargo would greatly increase pressure on South Africa; and that pending the adoption of mandatory sanctions efforts at national, regional and multilateral level should be taken to support the oil embargo and make it more effective; that a comprehensive approach to the oil embargo would have to comprise the supply, shipping and handling of oil to South Africa as well as the provision of capital for South Africa's oil industry. The Panel called for the enactment of specific and detailed legislation as a basis for effective co-ordinated implementation of the oil embargo and welcomed the results

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achieved by the Intergovernmental Group as well as by other organizations.

26. The Panel made six recommendations. It recommended that the Security Council invoke Chapter VII of the Charter and impose a mandatory oil embargo on South Africa. It recommended that all States, particularly oil exporting, shipping and handling States, adopt legislative or comparable measures to the same end, and that the Intergovernmental Group undertake a study of existing legislation with a view to achieving greater uniformity; that States should take steps to ensure the application of destination restriction measures, particularly the strict observance of certificates of discharge; should enhance enforcement measures by introducing punitive measures against violators; should co-operate amongst themselves, within intergovernmental and international organizations and extend full co-operation to the Intergovernmental Group; and should publicize violations and successful prosecutions thereof.

III. ACTION ON PROMOTING LEGISLATIVE AND COMPARABLE MEASURES TO IMPLEMENT THE OIL EMBARGO AGAINST SOUTH AFRICA

27. Because of its strong commitment to peaceful and orderly ways of bringing pressure to bear on the apartheid regime, the Intergovernmental Group has always devoted keen attention to legal aspects of the oil embargo. The relative impact of the oil embargo against South Africa is held in no small measure to result from the non-existence of effective or comparable legislative measures in many States. Such legislative measures should not only provide for a prohibition on the supply and shipping of oil and petroleum products to South Africa but also specify penalties for violations of the embargo.

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28. In 1987 and 1988 the Intergovernmental Group circulated a questionnaire to Member States and requested information on legislative or comparable measures to enforce the oil embargo. The replies received demonstrated a general commitment to the aims of the oil embargo on the part of replying States. Some States consider their endorsement of resolutions or declarations concerning the oil embargo against South Africa to be sufficient. Some replies provided a comprehensive and well planned strategy to implement the oil embargo. However, others contained a more general approach where the oil embargo is merely included as part of a more general action programme against apartheid. Some States in their replies expressed the view that, as their countries were not prominently engaged in oil production, shipping or handling, they saw no need for specific legislation. Others made reference to their auto-executory adherence to oil embargo measures decided by international organizations to which they belonged.

29. While the Intergovernmental Group sincerely welcomes the spirit of support for the oil embargo against South Africa/f expressed in so many replies, it is nevertheless felt that effective implementation requires detailed legislative or comparable measures which take into account all possible ramifications of the oil embargo, including, inter alia the issues of discharge control documentation, the penalization of violations, and provisions made for monitoring and prevention. In particular, the Intergovernmental Group has been made aware of cases where countries which are not prominent in oil production, shipping or handling have been used as transaction conduits for shipments of oil to South Africa. It has also highlighted the problems of lopsided implementation arising when States rely on the application of decisions of international organizations without specific complementary statutes at national level.

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30. The Hearings held in April 1989 added further emphasis to this issue. The Panel in its report stated: "The importance of legislative measures that would be unambiguous as well as binding was stressed. Particular reference was made by some speakers to the status of most oil embargo laws, which were considered unclear and insufficiently standardized and ineffectively implemented. The supplying of oil to South Africa should constitute a violation of national law, otherwise effective monitoring and enforcement of the embargo would be rendered impossible." (a A/44/279 - 5/20634, para. 9)

31. The Panel also recommended that the Intergovernmental Group should undertake a study of existing legislative measures with a view to achieving greater uniformity. The Chairman of the Intergovernmental Group informed the permanent representatives and permanent observers accredited to the United Nations of plans for the preparation of an up-to-date compilation of laws and regulations and comparable measures taken by States and requested them to provide copies of their national legislation to this effect. Such a compilation will cover export, shipping and handling of oil and petroleum products to South Africa.

32. The Chairman also stated that these laws, regulations and measures would be analyzed in order to assist in the formulation of a model law which would be presented to Governments for their consideration. The Group will report on the model law at the forty-fifth session of the General Assembly.

IV. INDIVIDUAL CASES OF VIOLATIONS

33. The Intergovernmental Group has continued to follow-up cases of alleged violations by writing to Governments urging their co-operation in investigating cases that concern their Governments

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with the purpose of shedding further light as to the accuracy of the information regarding each case.

34. Several States have responded by providing certificates of discharge of oil shipments while some States have not responded. A number of States have indicated that allegations were being investigated and the Intergovernmental Group is awaiting the results of such investigations.

35. The Intergovernmental Group has decided to send final reminders to Governments concerned with regard to cases of alleged violations reported on in 1987. Governments were requested to submit documentation supporting the information brought forward regarding each case. Certificates of discharge received by the Intergovernmental Group were reviewed and the cases where sufficient evidence has been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa, were closed and consequently removed from Annex I. The remaining cases, where sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa had not been received, were retained in the same annex.

36. Regarding the cases reported in 1988, the Intergovernmental Group sent reminders to Governments concerned with the alleged cases on 18 May 1989. On, the Intergovernmental Group sent another reminder to the Governments who still had not responded to the notes verbales once more requesting information. Certificates of discharge received by the Intergovernmental Group were reviewed and the cases where sufficient evidence has been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa, were closed and consequently removed from Annex II. The remaining cases,

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where sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa had not been received, were retained in the same annex.

37. The majority of the cases reported in 1989 involved a Hong Kong based shipping company, the World-Wide Shipping Group. When Denmark and Norway introduced laws prohibiting oil transports to South Africa in 1986 and 1987, respectively, the involvement of the World-Wide Shipping Group in alleged oil deliveries to South Africa increased dramatically. During the period October 1986 to December 1988, alleged secret oil deliveries by this group . accounted for at least 4.7 million tons of crude oil, or about 14 per cent of South Africa's crude oil import needs. 9

38. During the same period, this company organized an additional 4 number of highly suspect voyages with South Africa as a possible final destination. This could very well push up the total to 7.6 million tons of oil delivered to South Africa during the period i mentioned. It therefore appeared that this company profited from the legal ban on such transport imposed by shipping nations. Details of alleged voyages are given in Annex III of this report. The ensure accuracy and ease of reference the cases handled by . the Intergovernmental Group have been numbered. .

39. The Intergovernmental Group is in the process of reviewing and verifying the replies received. However, it wishes to reiterate that the publication of the cases in Annex III of the present report does not in any way imply a charge against, or a passing of judgement on, the individual States concerned or the companies under their jurisdiction.

40. The Intergovernmental Group has decided to collect and evaluate its own information on all deliveries of oil to South
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Africa. This operational improvement will not, however, diminish the importance of the contribution of Governments and organizations. The Intergovernmental Group will continue to co-operate with those non-governmental organizations which provide information concerning the movement of ships carrying oil and petroleum products to South Africa and others involved in matters related to the oil embargo against South Africa.

V. MONITORING OF PORT CALLS IN SOUTH AFRICA

41. In fulfilment of its mandate the Intergovernmental Group began during the past year its systematic monitoring of tanker traffic calling at South African ports. For practical reasons 1988 was chosen as the first calendar year for complete coverage. Data were collected on the voyages of all ships which were known -to have called at a South African port in calendar 1988 and which were capable of transporting one or more of the types of cargoes which are covered by the oil embargo. This includes ships which are capable of transporting other types of cargoes as well (e.g. combination carriers which can carry oil as well as mineral ore); The list thus includes crude oil tankers, petroleum product tankers, petrochemical tankers, liquid gas carriers as well as two different types of combination carriers. Several ships were not included in the survey because they were normally stationed in South Africa and thus did not bring oil into the country; one ship was not included because it had been towed into a South African harbour for repairs in damaged condition. A few ships were encompassed in the survey which called at South African ports very early in calendar 1989. The final survey covered 180 ships in the following categories:

General tankers 20

Ore/bulk/oil carriers 53

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Petrochemical and petroleum product tankers .77

Ore/oil carriers 16

Liquid petroleum gas carriers 14.

42. These ships together made 250 voyages to South Africa in 1988. The same ships were also found to have made an additional 224 voyages in the previous two calendar years as well as a small number of voyages early in calendar 1989. The total number of cases from this exercise which the Intergovernmental Group accepted for investigation in 1989 came to 474. These cases, numbered 899049 through 89-522, are described in Annexe IV.

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43. Many of these ships may have called at a South African port for legitimate reasons (emergency repairs, taking on supplies, shifting crews, picking up cargoes, etc.). The Intergovernmental Group is unable to say how many of the ships were loaded with, and/or discharged, oil or petroleum products in South Africa. But because they are capable of carrying oil or petroleum products, the Intergovernmental Group considered it necessary to seek clarification on whether or not a delivery of oil or petroleum products actually took place. However, pending clarification of each individual case, the Intergovernmental Group does not consider calls by such ships at South African ports to be in violation of the oil embargo. The Intergovernmental Group considers it to be within the ambit of its mandate to ascertain if such a port call involved a delivery of oil or petroleum products. In cases where it has been established that no delivery of oil or petroleum products took place, the Intergovernmental Group will take due note and report thereon at the forty-fifth session of the General Assembly.

44. The total available capacity for incoming deliveries of oil and petroleum products represented by the categories of general A/44/44 DRAFT

tankers and petrochemical and petroleum product tankers calling at South African ports in calendar 1988 was 3.6 million, approximately equivalent to one-fourth of South Africa's total oil and petroleum products imports, which have been estimated at 14 million tons. About 30 per cent of this capacity was on such tankers sailing from ports in South America and about 42-43 per cent from ports in the Western Hemisphere. A notable high proportion of these voyages had occurred from harbours with free ports or other offshore facilities. The total available capacity for incoming deliveries on combination carriers, which normally carry crude oil, in calendar 1988 was 12.4 million tons; or about 90% of total estimated oil imports. The frequency with which tankers call at South African ports is approximately the equivalent to one per every working day.

45. In view of the magnitudes cited in the previous paragraph the Intergovernmental Group draws attention to the problems which they entail for the enforcement and monitoring of an effective oil embargo against South Africa.

VI. FOREIGN INVESTMENTS IN THE SOUTH AFRICA PETROLEUM INDUSTRY, THE TRANSFER OF TECHNOLOGY AND THE ROLE OF OIL COMPANIES '

46. The Intergovernmental Group previously brought to the attention of the General Assembly the role of transnational corporations in providing assistance to the apartheid regime in satisfying its energy needs. The Group, in spite of claims to the contrary, still believes that the presence of oil transnationals in South Africa assists the regime in its attempts to satisfy its energy requirements. Of the major oil companies, Shell Oil Company has declared once more that it has no intention of leaving South Africa, while British Petroleum, Caltex and Total

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are still operating in the country. Mobil Oil has decided to withdraw and has sold its assets in South Africa.

47. Another issue of concern with regard to oil companies is the lack of a clear prohibition on the use of their ships, including those under charter to other companies, in the supply and shipping of oil and petroleum products to South Africa. The Intergovernmental Group would welcome the enunciation of more stringent measures to this end.

48. As reported in last year's report 1A/43/44 paragraphs 16, 17 and 221 the Chairman of the Intergovernmental Group sent a letter, dated 27 May 1988, to the Permanent Representative of the United Kingdom of Great Britain and Northern Ireland concerning the involvement of a number of British firms in South Africa's offshore gas development. Two firms, Crawford & Russell International (an offshoot of the engineering firm of John Brown) and Humphreys & Glasgow was reported to be recruiting North Sea workers for offshore work at Mossel Bay. In addition, the British Davy Corporation as well as the firms BOC, Afrox and NEI Africa were also reported to be involved in different aspects of the same project. i

49. A reminder was sent on to the Permanent Representative of the United Kingdom of Great Britain and Northern Ireland. At the time of this reporting no reply has been received on this matter.

50. Also as reported in last years report (A/43/44 paragraphs 20 and 211, the Chairman of the Intergovernmental Group also sent letters to the permanent representatives of France and the United Kingdom of Great Britain and Northern Ireland on 27 May 1988 and to those of Belgium and the Netherlands on 18 June 1988

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concerning the involvement of the ranch company FORAMER, the a British company Crawford & Russell, the British bank Hill Samuel, the Belgian company Ackermans & van Haaren NV and the Dutch company Industriele Handels-Combinatie in the Kudu gasfield in Namibia. While the Intergovernmental Group realizes that Namibia is on the verge of its independence, it felt that reminders should be sent to the permanent representatives concerned in order to obtain information on those companies which have been assisting the apartheid regime. Therefore reminders were sent on However, at the time of this reporting no answers have been received.

51. During the year under review the Intergovernmental Group received information from the Shipping Research Bureau on the involvement of the Dutch company Allseas Engineering BV with the Mossel Bay oil-from-gas project in South Africa. According to this information, Allseas Engineering BV won a contract from the South African State oil exploration company SOEKOR to lay two pipelines of 85 kilometres each from an offshore platform to the coast at Mossel Bay. These pipelines would be used to pipe the gas from Mossel Bay ashore to the liquefaction plants to be built on land. The estimated value of the contract is around 70 million Dutch florins, or about \$ 32 million. The Acting Chairmanv ' addressed a note verbale dated 28 July 1989 to the Permanent Representative of the Netherlands on this subject. At the time of this reporting no reply has been received on this matter.

VII. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

52. In spite of the positive and welcome developments in Namibia, as it moves towards independence, the fact is that the
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situation in South Africa itself remains grim. The Intergovernmental Group considers the situation in South Africa to be fraught with dangers as a result of the policies of apartheid pursued by the regime which continues to hold the black majority in subjugation and to deprive it of its basic human rights, while persisting in its policy of destabilizing Frontline States. Therefore existing sanctions should be strengthened and their scope of application should be broadened to expedite the elimination of apartheid in South Africa.

53. The oil embargo is still considered the most effective measure which the international community is in a position to implement in order to bring about peaceful change in South Africa. oil is the only strategic commodity which South Africa lacks. It is dependent on imports for approximately 80 per cent of its oil needs. An effective oil embargo against South Africa is feasible. Its implementation depends on enforcement measures by oil producing, shipping and handling states as well as the co-ordination of these measures through the active involvement of the Intergovernmental Group and other relevant intergovernmental; and non-governmental organizations.

54. In order that the oil embargo against South Africa to achieves its full effectiveness, the Security Council should invoke Chapter VII of the Charter of the United Nations. Such an action would be complementary to the arms embargo imposed by the Council's resolution 418 (1977). By adopting a mandatory oil embargo against South Africa the Council could assist in the resolution of the present crisis in southern Africa which has serious repercussions on international peace and security. Such a measure would also assist oil exporting, shipping and handling States which have already enacted an oil embargo or comparable policies against South Africa.

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55. In addition to its recommendation that the Security Council adopt a mandatory oil embargo against South Africa, the Intergovernmental Group wishes to emphasize the potential for co-operation by regional and other organizations such as the African-Caribbean-Pacific Group of States, the Association of Southeast Asian Nations, the Caribbean Community, the Council for Mutual Economic Assistance, the European Economic Community, the Gulf Co-operation Council, the International Maritime Organization, the League of Arab States, the Movement of Non-Aligned Countries, the Organization of African Unity, the Organization of American States, the Organization of Arab Petroleum Exporting Countries, the Organization of the Islamic Conference and the Organization of Petroleum Exporting Countries. The Intergovernmental Group would appreciate proposals from these organizations on strengthening the oil embargo as well as on any other form of co-operation between these organizations and itself.

56. Provision should be made for requesting discharge certificates and other methods to prevent evasion and to ensure co-operation among Governments and with the Intergovernmental Group for a more effective implementation of the oil embargo against South Africa.

57. The Intergovernmental Group, while appreciating political support for an effective oil embargo against South Africa by Governments, urges that they ensure that the final destination of their oil and petroleum products not be South Africa. Penalties should be imposed on violators of the oil embargo and cases of successful prosecution should be publicized in conformity with national legislation. Existing statutes as well as future ones on the oil embargo should clearly make violations of the oil embargo

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against South Africa a punishable offence in the terms of the penal codes of the respective countries. Such statutes should reach all those directly or indirectly engaged in the oil trade as well as the public at large. In addition to creating an added deterrent to the violators themselves, such measures also could create a basis for various types of intervention by third parties.

58. The Intergovernmental Group expresses its satisfaction with the present state of its monitoring capacities. It depends in this regard on the co-operation extended to it by Member States as well as by intergovernmental and non-governmental organizations. It is looking forward to strengthening these capacities in order to secure more stringent implementation of the oil embargo. The Intergovernmental Group, while appreciating the co-operation extended to it by most Governments regrets to note that a number of Governments neither responded to its inquiries of cases of alleged violations nor provided responses to the questionnaire or to the request for information on legislative and other measures already adopted.

59. It is essential that the international community not only co-operate with the Intergovernmental Group in the implementation of the oil embargo but also prevent South Africa from gaining access to technology and materiel which enable it to mitigate the effects of the oil embargo.

60. In the course of its investigations into violations of the oil embargo the Intergovernmental Group has noted the predominantly transnational nature of such traffic. Violations normally involve the jurisdictions of several different countries and often of offshore facilities and commercial exclaves as well. In view this situation national measures of the type normally

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employed in customs or export control cannot alone hope to be effective and international co-ordination is therefore necessary.

Recommendations

61. The Intergovernmental Group re-affirms its conviction that a mandatory oil embargo against South Africa is urgently needed to assist the people of South Africa in their struggle for the elimination of apartheid, and therefore recommends once again that the General Assembly request the Security Council to consider invoking Chapter VII of the Charter of the United Nations to impose a mandatory embargo on the supply and shipping of oil and petroleum products to South Africa.

62. The Intergovernmental Group also recommends that the General Assembly request States, pending a decision by the Security Council, to adopt the following measures, _or comparable ones, to ensure a more effective implementation of the present embargo:

(a) To expedite the enactment of legislative or comparable measures to impose an embargo on the supply and shipping of oil and petroleum products to South Africa as well as to prevent the transfer of financial resources, any technical assistance, and other forms of technology to South Africa in the energy field, particularly its oil-from-coal and oil-from-gas industries, the exploration and exploitation of hydrocarbon resources and the storage of oil;

(b) To extend co-operation to the Intergovernmental Group in its investigation of the supply and shipping of oil and petroleum products to South Africa, as well as the provision of manpower, financial resources and technology to South Africa in the field of energy in general;

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(c) To strengthen their co-operation by enhancing the exchange of information amongst themselves to detect and prevent violations of the oil embargo against South Africa and take concerted measures against its violators;

(d) To disseminate widely information to institutions and individuals in their respective countries on the violations of the oil embargo against South Africa and ways and means to prevent such violations;

(e) To enact laws specifically identifying the conveyance of oil and petroleum products to South Africa, or any assistance or co-operation therein, as a punishable offence in terms of the country's penal law, and to publicize cases of successful prosecution in conformity with their national laws;

(f) To extend co-operation to regional and local governmental and non-governmental organizations involved in appropriate action to expose the violations of the oil embargo against South Africa.

63. The Intergovernmental Group recommends that the General Assembly endorse its activities including its contacts with Governments, intergovernmental and non-governmental organizations, with a view to ensuring an effective implementation of all aspects of the oil embargo against South Africa, and to provide greater publicity to this subject in co-operation with relevant United Nations organs as well as other organizations.

64. The Intergovernmental Group recommends that the General Assembly urge Governments and organizations to extend co-

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operation to the Intergovernmental Group, and provide the Intergovernmental Group with the resources necessary for its monitoring activities as well as its publicity operations.

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ANNEX 1

A. Ships and companies reported in 1987 to have been involved in spill in oil to South Africa)
Name of Registration Beneficial Managing Other companies Ports of departure
Ship flag ownership ownership) mentioned involved (date of departure at ports)
Actor Actor Maritime Corp. Mosvold shipping Co. US Federal Hottelship Fateh Terminal, U.A.
E.
(Liberia) (Liberia) (Norway) 1/ Corp. (U.S.A.) (9 April, 15 May,
30 November 1986)
Mina al Fahal, Oman
(11 April 1986)
Egg Enterprise Bergesen A/S Bergesen A/S Bergesen A/S Marubeni (Japan) Mina al Fahal, Oma
n
(Norway) (Norway) (Norway) (Norway) British Petroleum (25 May 1987)
L (South Africa)
to
co
Berge Pioneer Bergesen A/S (Norway) Bergesen A/S (Norway) Bergesen A/S (Norway) Mina al F
ahal, Oman
(Norway) (24 April 1985)
Berge Chief Bergesen d.y. A/S (Norway) Bergesen d.y. A/S (Norway) Transworld Oil Mina al
Fahal, Oman
(Norway) (The Netherlands) (18 March 1987)
Berge Princess General Oil International General Ore International Bergesen A/S (Norway)
Hormuz, Iran (Islamic
(Liberia) Corp. (Liechtenstein) Corp. (Liechtenstein) Republic of)
(10 March 1987)
Berge Prince General Ore International General Ore International Bergesen A/S (Norway) Fa
teh Terminal, U.A.E.
(Liberia) Corp. (Norway/ Corp. or Bergesen AIS (17 December 1984)
Liechtenstein) (Norway? Suez Port, Egypt g/
(25 January 1985)
Ras Misalla Port, Egypt g/
(26 January 1985)

Name of Registration Beneficial Managigg Other cggggnies Port rts of rtur
shiglflag ownership ounershig ggggggx involved (date of ggggrture at egrtsz
Serge Bragg) Sig. Bergesen d.y. & Co. Sig. Bergesen d.y. & Co. Sig. Bergesen d.y. & Co. K
hor Fakkan, U.A.E.
(Norway) (Norway) (Norway) (Norway) (20 July 1985)
Elmina Marine Industrial Not available Ihenamaris ships Marc Rich & Co. AG Seria, Brunei
Darussalam
(Greece) Transports Ltd. (Liberia) Management Inc. (Switzerland) (26 August 1986)
Hawaiian Monarch
(Liberia)
Jahre Transggrter
(Liberia)
Janniche
(Norway)
Lauberhorn
(Liberia)
Liberator
(Greece)
Manhattan Viscount
(Singapore)
East Pacific Carriers Inc.
(Liberia)
Beatty Shipping Ltd.
(Liberia)
K/A AIS Norman Tankers
(Norway)
Trade Ventures, Inc.
(Liberia)
Neu Horld Shipping Corp.
(Liberia)
Lego Commerce Ltd.
(Liberia)
Groton Pacific Carriers
Inc. (United States)
Hallem shipmanagement
Ltd. (Hong Kong)
Klosters Rederi A/s
(Norway)
Trade and Transport, Inc.
(Greece)
Stenakas Shipping Corp.
(United Kingdom)
x
Sanko Kisen K.K.
(Japan)
(Greece)
Groton Pacific Carriers
(United States)
Hallem shipmanagement
(Hong Kong)
Norman International
A/s (Norway)
Brokerage and Manage-
ment Corp. (U.S.)
Diamantis Pateras Ltd.
(United Kingdom)
Fearnley and Eger A/S
(Norway)
Shell (Brunei)
Marubeni (Japan)
Marc Rich & Co. AG
(Switzerland)
Shell (Brunei)
Marubeni (Japan)
Marc Rich & Co. AG
(Switzerland)
shell (Brunei)
Marubeni (Japan)
Marc Rich & Co. AG
(Switzerland)

Shell (Brunei)
Harubeni (Japan)
Marc Rich & Co. AG
(Switzerland)
shell (Brunei)
Marubeni (Japan)
Brunei Darussalam
(25 May 1986)
Brunei Darussalam
(31 Hay 1985)
Fateh Terminal, U.A.E.
(1 March 1986)
Brunei Darussalam
(no date)
Singapore Roads, Singapore
(5 October 1985)
Seria, Brunei Darussalam
(21 April 1985)
Brunei Darussalam
(September 1983)
6Z

Name of Registration Beneficial Hanagigg Other cmnies Port rts of rtute
shinglag ownershig ownershig 9M! involved (date of dearture at arts
Monemvasia Metropolitan Navigation Metropolitan shipping Ltd. Metropolitan shipping Marc
Rich 8. Co. AG Brunei Darussalam
(Greece) Corp. (Liberia) (Greece) (Greece) (Switzerland) (4 Decenber 1985)
Shell (Brunei) Singapore Roads, Singapore
Harubeni (Japan) (9 Decenber 1985)
Mosmi t K/S AIS Mospoint (Norway) Hosvold Rederi A/S Mosvold Rederi A/S - Ras Shukheir, E
gypt
(Norway) (Noruay) (Norway) (11. January 1986)
Negtune Pegasus Neptme ETA Lines Pte. Ltd.
(Singapore) (Singapore) "
Negtune Otome Unknown
(Singapore)
Negtune Subaru Unknown
(Singapore)
Negtune Pavo Neptune IOTA Lines Pte.
(Singapore) Pty. (Singapore)
Patriotic Hoonset Shipping Co. SA
(Greece) (Panama)
Neptune Orient Lines Ltd.
(Singapore) '
Neptune Orient Lines Ltd.
(Singapore)
Neptune Orient Lines Ltd.
(Singapore)
Neptune Orient Lines Ltd.
(Singapore)
Neptune Orient Lines Ltd.
(Singapore)
K
Nereus Shipping SA
(Greece)
Neptune Orient Lines
(Singapore)
Neptune Orient Lines
Ltd. (Singapore)
Neptune Orient Lines
Ltd. (Singapore)
Neptune Orient Lines
(Singapore)
Nereus Shipping SA
(Greece)
Marc Rich 8. Co. AG
(Switzerland)
shell (Brunei)
Marubeni (Japan)
Marc Rich 8. (:0. AG
(Switzerland)
Shell (Brunei)
Marubeni (Japan)
Marc Rich & Co. AG
(Switzerland)
Shell (Brunei)
Harubeni (Japan)
Marc Rich & Co. AG
(Switzerland)
Shell (Brunei)
Harubeni (Japan)
Seria Port, Brunei Darussalam
(27 July and 27 Decenber
1985)
Seria Port, Brunei Diarussalam
(26 Septe'lber 1986)
Singapore Roads, Singapore
(29 September 1986)
Brunei Darussalam
(10 July 1986)
Singapore Roads, Singapore
(12 July 1986)
Seria, Brunei Darussalhm
(8 May 1985 and 2 March

1986)
Jebel Dhanna, U.A.E.
(12 April 1987)
0S

- 4 .

Name of Registration Beneficial Managing Other companies Portlggrts of degrture
shiglflag ounershig ownership EM! involved (date of dearture at arts)
Thamasis M. Ocean Voice Shipping Ltd. Unavailable Thenamaris Ships Manage- Brunei Darussa
lam
(Malta) (Malta) ment (Greece) (January-February 1983)
Thorsholm Thor Dahls Hvalf A/s '-A/D Thor Dahl A/s (Norway) Thor Dahl A/S (Norway) Juayma
h, Saudi Arabia
(Norway) Odd & Ornen (Norway) (9 February 1987)
1/ the Intergovernmental Group took note of the fact that the cases listed here involving
Norwegian companies have taken place before the
Norwegian Act of Economic Boycott of South Africa, which took effect on 20 July 1987. As
at this date, Norwegian ships are prohibited to carry oil to
or from South Africa and Namibia.
g/ It was confirmed that no Egyptian crude oil was delivered.
IE

B. Communications between Governments and the Intergovernmental Group
v concerning cases reported in 1987

1. On 31 October 1988, the Permanent Representative of the United Arab Emirates sent a note verbale referring to the port of Fujairah Anchorage, and stated that "it should be known that neither oil port nor any port for loading and transporting oil exists in Fujairah. TheAcoordingly, no oil, whatsoever, could have been lifted from Fujairah. " 'TheIrrtergmrrmental Group has obtained information confirming the mn-acistenoe of oil facilities in Fujairah Amherage.'lherefore port calls made at Fujairah Anchorage have been deleted in cases reported in 1987 and 1988.

2. The Permanent Representative of the Islamic Republic of Iran sent a note verbale, awompanied with documentation, on 31 March 1989 concerning the cases involvingthe shipsmmggem'ince. rThenote infonnedtheGroup that the ships had discharged their cargo at Rotterdam, Netherlands on 25 June 1985 and Singapore on 30 March 1986, respectlvely. Accordingly, these cases are considered closed. '

3. On 30 July 1989, the Pennanent Representative of Norway sent a note verbale which stated:

"With reference to cases of alleged shipnents reported by the Intergovexmerrtal Group in 1987, it may be noted that these activities took place before the Norwegian Act on Economic Boycott against South Africa and Namibia took effect. They are consequently not punishable awarding to Norwegian law. As the Chairman of the Intergovernmental Group previously has been informed, relevant Norwegian shipowners have been presented with the allegations on shipments of oil by Norwegian tankers to South Africa and Namibia.

'meChairnanof the Intergovernmental Group's noteof 18 May 1989' doemtpresentinfozmtiononshipnentsbyNonvegiantankersafter 20 July 1987. Nor has the Norwegian Govenment rweived such information from other sources. The Permanent Representative of Norway is therefore pleased to annunce that the Norwegian Act prohibiting such activities . proves to be efficient. However, if any oorrtventions should be reported, the claius will be thoroughly mangated and offenders will beprosecuted. Ifthisshouldoocur, theadaainnanofthe Irrtexgovernmental Group will be kept informed. "

4. During the period under review, the Intergoverrmlental Group cordxzted inquiries and investigations relating to the 32 cases reported in 1987. After receiving infomtion involving several cases, 3 case were closed and therefore the remaining 29 cases are listed in Annex I.

Name of
 ShiglFlag
 Akarita
 (Liberia)
 Actor
 (Liberia)
 Berge Chief
 (Norway)
 Almare Settima g/
 (Italy)
 Almare Terza 5/
 (Italy)
 Berge Prince
 (Liberia)
 A. Shi s and C
 ANNEX II
 in oil to South Africa
 Registration/
 Ownershig
 Dominus Shipping
 Corporation
 Actor Maritime
 Corporation
 Bergesen d.y. &
 Company/Biornstad
 CIES (Norway)
 Almare di Navigazione
 S.P.A.
 (Italy)
 Almare di Navigazione
 \$.P.A.
 (Italy)
 General Ore Inter-
 national Corp.
 (Liechtenstein)
 (Norway)
 Beneficial
 O_Hryihia.
 Uglands Rederi A/S
 (Norway) 1/
 Mosvold shipping
 Company (Norway)
 Bergesen d.y. A/S
 (Norway)
 Almare di Navigazione
 S.P.A.
 (Italy)
 Almare di
 Navigazione
 S.P.A. (Italy)
 a
 General Ore Inter-
 national Corp. and
 Bergesen d.y. A/S
 6
 nies re rted in 1988 to have been involved in shi
 Managing
 (EEEEEEEX_
 1
 Uglands Rederi AIS
 (Norway)
 Federal Motorship
 Corporation
 (U.S.A.)
 Bergesen d.y.
 A/S.(Noruay)
 Almare di
 Navigazione
 S.P.A (Italy)
 Almare di
 Navigazione

S.P.A. (Italy)
Bergesen d.y. A/S
V(Norway)
_A
Other Companies
Involved
Sunitomo (Japan)
Ports/Ports of Departure
(Date of Deggrture at Ports)
Singapore (23 February 1986)
Sirri Island, Iran
(21 July 1985)
Fateh Terminal, U.A.E.
(9 September 1985)
Persian Gulf (June 1986)
Mina al Fahal, Oman
(28 June 1986)
Fateh Terminal, U.A.E.
(1 July 1986)
Jeddah, Saudi Arabia 5/
(3 December 1985)
Sullom Voe, United Kingdom
(10 March 1986)
Nine al Fahal, Oman
(2 May 1986)
Persian Gulf (17 June 1986)
Abu al Bukhoosh, U.A.E.
(date unknown)
Fateh Terminal, U.A.E.
(30 September 1986)
ES

Name of
 ShinFlag
 Cagtain
 GJ.Lmes
 (Greece)
 Ethnic
 (Greece)
 Freedomshie
 L
 (Greece)
 Friendship
 L. (Greece)
 Jane
 Stove (12
 (Norway)
 Janniche
 (Norway)
 Registration/
 Ounershig
 Elcapitaine Inc.
 (Liberia)
 Moonlight Shipping
 Company S.A.
 (Panama)
 Caroline Nav. Inc.
 (Liberia)
 Elfontana Inc.
 (Liberia)
 K/S Lorentzens
 Skibs A/s
 (Norway)
 K/S A/S Norman
 Tankers (Norway)
 Beneficial
 Ownershig
 6.P. Livanos/
 Carras Group
 c/o Unisea (Greece
 C.M. Lemos & Company
 Ltd. (U.K.)
 G.P. Livanos/Carras
 Group c/o Unisea
 (Greece and
 United Kingdom)
 G.P. Livanos/Carras
 Group c/o Unisea
 (Gr ece and
 Uhfted Kingdom)
 Lorentzens Rederi
 (Norway)
 Periscopus A/S
 (Norway)
 -2-
 Managing
 9292991.
 Ceres Hellenic
 Shipping Enter-
 prise (Greece)
 Nereus Shipping
 S.A. (Greece)
 Ceres Hellenic
 Shipping Enter-
 prises (Greece)
 Ceres Hellenic
 Shipping Enter-
 prises (Greece)
 K/S Lorentzens
 Skibs A/s
 (Noruay)
 Norman International
 A/s (Norway)

Other Companies
Involved
Transworld Oil
(Netherlands
and Bermuda)
Marc Rich &
Co. A.G.
(Switzerland)
Ports/Ports of Departure
(Date of Departure at Ports)
Jebel Dhanna, U.A.E.
(19 July 1986)
Zurku Island, U.A.E.
(20 July 1986)
Das Island, U.A.E.
(22 July 1986)
Nine al Fahat, Oman
(12 May 1986)
Halul Island, Qatar
(date unknown)
Fateh Terminal, U.A.E.
(28 June 1986)
Fateh Terminal, U.A.E.
(12 July 1986)
Fateh Terminal, U.A.E.
(14 September 1986)
Fateh Terminal, U.A.E.
(18 February 1986)
Patch Terminal, U.A.E.
(21 May 1986)
17E

Name of
ShiglFlag
Johs.
Stove (12
(Panama)
Licorne
Oceane
(Liberia)
Louisiana
(Bahamas)
Mirafiori
(Liberia)
Registration/
Ownershig
Pater Panama Ltd.
(Panama)
Langcross Carriers
Inc. (Liberia)
Egalite S.A.
(Panama)
Keston Shipping
Corp. (Liberia)
Beneficial
Ownershig
Lorentzens Rederi
Co. (Norway)
Compasnie General
Maritime et
financiere (France)
Hadjipateras Group
c/o Peninsular
Mar. (Greece/
United Kingdom)
Marinpex
(Fed. Republic
of Germany)
-3-
Managing
EQEEEEEX.
K/S Lorentzens
Skibs AIS (Norway)
Seatramp (U.K.) Ltd.
(United Kingdom)
Dorian (Hellas)
S.A. (Greece)
Fearnley & Eger
AIS (Norway)
Other Companies
Involved
German Oil GmbH
(Fed. Republic
of Germany)
Ports/Ports of Departure
(Date of Deggrture at Ports)
Fateh Terminal, U.A.E.
(24 January 1986)
Hormuz Terminal, Islamic
Republic of Iran
(end of January 1987)
Zurku Island, U.A.E.
(28 October 1986)
Fateh Terminal, U.A.E.
(31 October 1986)
Juaymah Terminal, Saudi
Arabia (11 February 1987)
Jebel Dhanna, U.A.E.
(13 June 1987)
Fateh Terminal, U.A.E.'
(15 June 1987)
Zurku Island, U.A.E.
(27 July 1987)

Das Island, U.A.E.
(31 July 1987)
Zurku Island, U.A.E.
(1 August 1987)
sirri Island, Iran
(23 June 1985)
sirri Island, Iran
(23 August 1985)
Persian Gulf
(November 1985)
SE

Name of
ShiglFlag
Rafio
(Liberia)
Morning
Cloud
(Liberia)
Moscliff
(Norway)
Negtune
Pegasus
(Singapore)
Obo Baron
(Bahamas)
Patriotic
(Greece)
Port
Hawkesburz
(United
Kingdom)
Registration/
Ownership
Rafio shipping
Corp. (Liberia)
Seavixen Maritime
Inc. (Liberia)
Mosvold Shipping
Co. A/S (Norway)
Neptune Eta Line\$
Pte. Ltd.
(Singapore)
3. & H. Shipping
Associates Vll
L.P. (U.s.A.)
Moonset Shipping
Co. S.A.
(Panama)
Canadian Pacific
(Bermuda) Ltd.
(Bermuda)
Beneficial
Ownership
Marimpex
(Fed. Republic
of Germany)
Reliance Pacific
Shipping Ltd.
(Hong Kong)
Hosvold Shipping
Co. AIS (Norway)
Neptune Orient Lines
Ltd. (Singapore)
Sigurd Herlofson
& Co. AIS.
(Norway)
c.H. Lemds 8. Co.
Ltd. (United
Kingdom)
Fearnley & Eger
AIS (Norway)
Reliance Pacific
Shipping Ltd.
(Hong Kong)
Mosvold Shipping
Co. A/S (Norway)
Neptune Orient Lines
Ltd. (Singapore)
Sigurd Herlofson
& Co. AIS
(Norway)
Nereus Shipping

S.A. (Greece)
Canadian Pacific
Bulkship Services
Ltd. (United Kingdom)
Other Companies
Involved
Ports/Ports of Departure
(Date of Deegrture at Ports)
Fateh Terminal, U.A.E.
(end of August 1986)
nine al Fahal, Oman
(9 October 1985)
Persian Gulf
(late March 1985)
sirri Island, Iran
(9 June 1985)
Seria, Brunei Darussalam
(7 November 1986)
Umm Said, Qatar
(27 February 1987)
Ras Tanura, Saudi Arabia
(7 March 1987)
Khor Fakkan Anchorage,
U.A.E.
(14 March 1987)
Persian Gulf
(end of November 1986) '
Fateh Terminal, U.A.E.
(31 December 1986)
Halul Island, Qatar
(early January 1987)
Bullen Bay, Netherlands
Antilles (23 January 1985)
SE

Name of
ShiEZFlag
Thorsaga
(Norway)
Thorsholm
(Norway)
Horld
S on
(Liberia)
World Truth
(Liberia)
Horld
Renown
(Liberia)
world Xanadu
(Liberia)
Registration/
Ownership
Thor Dahls Hvalf.
A/S & AIS Odd
& Ornen (Norway)
Thor Dahls Hvalf.
A/S & A/S odd
& Ornen (Norway)
Chisuell Shipping
Ltd. (Liberia)
Liberian Haven
Transports Inc.
(Liberia)
Liberian Jaguar
Transports Inc.
(Liberia)
Liberian Courage
Transports Inc.
(Liberia)
Beneficial
Ownership
A/S Thor Dahl
(Noruhy)
A/S. Thor Dahl
(Norway)
Uorld-Hide shipping
Group (Mong Kong)
Horld-Hide Shipping
Group (Hong Kong)
Horld-Hide Shipping
Group (Mons Kong)
Horld-wide shipping
Group (Mons Kong)
A/S Thor Dahl
(Norway)
A/S Thor Dahl
(Norway)
Horld-Uide shipping
Group (Hong Kong)
Horld-Hide Shipping
Group (Hong Kong)
Horld-Hide Shipping
Group (Kong Kong)
Horld-Hide shipping
Agency, Ltd.
(Hong Kong)
Other Companies
Involved
Marubeni
(Japan)
Marc Rich & Co.
A.G.
(Switzerland)
sigmoil
(United

Kingdan)
Ports/Ports of Departure
(Date of Deggrture at Ports)
Juaymah Terminal, Saudi Arabia
(9 April 1985)
Nine al Fahal, Oman
(early January 1985)
Fateh Terminal, U.A.E.
(7 July 1985)
Zurku Island, U.A.E.
(8 July 1985)
Zurku Island, U.A.E.
(26 September 1986)
Halul Island, Qatar
(unknown date)
Zurku Island, U.A.E.
(late February/
early March 1987)
Singapore Roads, Singapore
(25 June 1985)
Persian Gulf
(11 Hay 1987)
Fateh Terminal, U.A.E.
(24 October 1986)
Mina al Fahal, Oman
(27 October 1986)
LE

Name of Registration/ Beneficial Managing

Shinglag Ownershig Ownershig m

Ships involved in the delivery of oil from Africa to Namibia in 1985 and 1986:

Br'magger AIS Hestfal-Larsen -- Odfjell-Uestfal-

(Norway) 8. Co. (Norway) Larsen Tankers

MS. 8: Co. (Norway)

Cielo di D'Amico Societa -- --

Salerno Di Navigazione

(Italy) SpA.

Luninetta Cunard Steam-ship -- Cunard shipping

(United Co. Plc. (United 'Services Ltd.

Kingdom) Kingdom) 1 (United Kingdom)

Or ienund South African

(Panama) Coupany Unicorn

Lines (Proprietary)

Ltd.

Other Compani es

lnvol ved

Ports/Ports of Departure

(Date of Dearture at Ports)

Halvis Bay, Namibia

(called in 1985)

Halvis Bay, Namibia

(called 7 times in

1985)

Halvis Bay, Namibia

(called 2 times in

1985 and 12 times in

1986)

1/ The Intergovermlental Group took note of the fact that the cases listed here involving Norwegian companies have taken place before the

Norwegian Act of Economic Boycott of South Africa, which took effect on 20 July 1987. As at this date.) Norwegian ships are prohibited to carry oil to

or from South Africa and Namibia.

g/ The Permanent Representative of Italy to the United Nations stated that the management of Societa Almare has

arranged for the inclusion in all contracts of a clause excluding landings in South Afric a.

y The Permanent Representative of Saudi Arabia stated that the ship did not carry crude o il or refined products

from Saudi Arabian ports.

5/ Refer to 11.

8E

B. Ommmicntions between the Governments and the Intergovernmental Group concerning the cases reported in 1988

1. m 10 October 1988, the Permanent Remtative of the Federal Republic of Germany sent a note verbale reaffinuing that its registered ships had not been involved in oil shipments to South Africa. However, no smcific informatim on the cass involved had been provided.

2. 0118My1989, thedaairmanofthelrrtetgovementaleupsentamte verbale to the Mission of Saudi Arabia informing that the Intergovernmental Group received information strongly indicating the delivery of oil to Durban, SouthAfricabytheshipAlmre SettiJnainDeoexmer1988aMftrtherx-equeeted that the infomation be conveyed to His Emellency's Govermtent with the view . to taking appropriate action.

3. Inaddition, the note requested the Mission of Saudi Arabia to send infomation ampanied with relevant docxmerrttation concerning the cases involving the following ships: Thorsholm, Louis____i____ana, Thorsa,g Obo Baron, and World Brasilia.

4. On 18 October 1988, the Permanent Representative of the Bahamas sent a note verbale referring to an earlier mte which was awompanied by responses tothequestionnaireaswellasastatanentoftheBahamianGovenment's positions with regards to policies and practices in relation with the Government of South Africa.

5. Inresponsetoamteverbalefmthelntergovernmentalawprequeetmg intonation on the ship ggePr lnoe's alleged calls at South African ports, the Office of Foreign Affairs of the Principality of Liechtenstein, on 31 October 1988, informed the Group that the ships registered under the flag of; medrtenstein'hidinfactcallatportsinSouthAfrim". Thecallsweree "according to the aulmority contained in the bare-boat charter agreeenent".

6. m9Novenber1988,thePennanentRepresermativeonatarisenttmmtes verbaleswithanloseddocmmsstmimthattheshipsRaJanmggg ise, whldld15daargedthelrcargoat5lrgaporeor125Jmle1986and 27 April 1987, respectively.

7. 01'121Marcl11989, thePermanentRepreeentativeof Qatarserrtamte verbale advising that the established policy of Qatar embodied in Decree no. 140 of 1973 proclaimed severance of all economic, commercial and cultural ties with SouthAfricn. This Decree was preceded by Decree No. 130 of .1973 banning exportation of Qatari Petroleum to South Africa. The note furthe3 tated that Qatar strictly applied all relevant reef ations of the Organiwt: .n of Arab Petroleum Exporting Ommtriee (OAPEC).

8. m29November1988, thePemanentRep: esentativeofcamdasentamte verbale concerning the alleged involvement of the company Canadian Pacific Ltd.,wiultheshipW.Thenotestatedthattheshlp'ms registeredintheUnitedKingdomarximuldhavebeensubjectttothe lawsand policies in effect in that country. The ship has since been sold by a foreign subsidiary of Canadian Pacific Ltd".

9. On 24 January 1989, the Permanent Representative of Iran sent a note verbale accompanied by documentation which showed that the ships Philimine Obo and Beatrice had delivered their cargo to Rotterdam, Netherlands on 23 May 1985 and Genoa, Italy, on 30 May 1986, respectively. Accordingly, these cases are considered closed.

10. In a note verbale dated 18 May 1989 sent to the Mission of Iran, the mailman stated that information received from the Government of the Principality of Liechtenstein confirms the delivery of oil to South Africa by the ships ggggPr lnceand Birgg Pumas (alleged deliveries in February 1985 and March 1987, respectively).

11. On 18 May 1989, the mailman sent a note verbale to the Permanent Representative of Japan stating that information received by the Centre strongly indicated the involvement of the company Sumitomo of Japan with the case of the ship Almara Terza in its alleged delivery of oil to South Africa in March 1986. The mailman also requested that this finding be conveyed to the Japanese Government with a view to investigating the matter further and taking appropriate action.

12. During the period under review, the Intergovernmental Group conducted inquiries and investigations relating to 64 (25% reported in 1988). After 4 v receiving information involving several cases, 6 cases were closed and . therefore there remain 58 cases are listed in Annex II.

Annex III

SUMMARY OF CASES OF ALLEGED VIOLATIONS REPORTED IN 1989

1. On 26 June, 3 July and 28 July 1989, the Intergovernmental Group communicated to the permanent missions and observer missions concerned information it had received regarding 57 cases of alleged violations of the oil embargo against South Africa.
2. The majority of the cases reported during this reporting period involved ships whose beneficial owner is the shipping company World-Wide Shipping Group of Hong Kong and whose managing company is the World-Wide Agency. Ltd. of Hong Kong.
3. The ships World (manager), World Victory and many others were registered under the Panamanian flag. The rest of the ships were registered under the Liberian flag with the exception of Grand, Cagitol, Star Cherry, gemtos, World Prodigy and Dagli, whose countries of registration are indicated below.
(—)
- cases: , 2-
4. The ship Eastern Promise (case no. 89-001) arrived at Fujairah Anchorage, United Arab Emirates, on 3 November 1987 and departed from there on 13 November 1987. It allegedly delivered oil to one or more South African ports between November and December 1987 before the ship returned to Fujairah Anchorage on 15 November 1987.
5. The same ship (case no. 89-002) arrived at Zurku Island, United Arab Emirates, on 12 December 1988 and departed from there on 14 December 1988. The ship allegedly delivered oil to one or more South African ports between December 1988 and January 1989. -
6. The permanent missions of Liberia, United Arab Emirates and the United Kingdom regarding the ship Eastern Promise on 3 July 1989. , i
7. The ship Eastern 5% (case no. 89-003), whose registered owner is Camberwood Co. Ltd. of Liberia, arrived at Zurku Island, United Arab Emirates on 15 August 1988 and departed from there on 17 August 1988. It allegedly delivered oil to one or more South African ports between August and September 1988. The ship arrived at Fateh Terminal, United Arab Emirates, on 25 September 1988. The oil cargo was owned by Comet of the United Kingdom.
8. The same ship (case no. 896004) departed from Fateh Terminal, United Arab Emirates, on 25 September 1988. It arrived at Zurku Island, United Arab Emirates, on the same day and departed from there on 28 September 1988. The ship allegedly delivered oil to one or more South African ports in October 1988 before arriving at Juaymah Terminal, Saudi Arabia on 27 November 1988. i! No oil loading facility exists at Fujairah Anchorage, United Arab Emirates.

9. The Chairman sent notes verbales to the Permanent Missions of Liberia, United Arab Emirates and the United Kingdom regarding the ship Eastern World on 3 July 1989.

10. The ship World Ambassador (case no. 89-005), whose registered owner is Liberian Wisteria Transports, Inc. of Liberia, arrived at Suez, Egypt on 21 February 1988 and departed from there on 22 February 1988. It arrived at Jeddah, Saudi Arabia, on 25 February 1988 and departed from there on 26 February 1988. The ship allegedly delivered oil to one or more South African ports in March 1988 before arriving at Jebel Dharma, United Arab Emirates on 3 April 1988.

11. The Chairman sent notes verbales to the Permanent Missions of Egypt, Liberia, Saudi Arabia, and the United Kingdom regarding the ship World Ambassador on 3 July 1989.

12. The ship World Benmda (case no. 89-006), whose registered owner is Liberian Ulysses Transports, Inc. of Liberia, departed from Pulau Bukom, Singapore, on 28 August 1987 and arrived in Iran (date unknown). The ship allegedly delivered oil to one or more South African ports between September and October 1987 before arriving at Ras Tamra, Saudi Arabia on 1 November 1987. - e

13. The same ship (case no. 89-007) arrived in Ras Tamra, Saudi Arabia on 1 November 1987 and departed from there on 2 November 1987 to an undisclosed destination. It allegedly delivered oil to one or more South African ports in November 1987 before arriving at Fujairah Anchorage, United Arab Emirates, on 13 December 1987.

14. After arriving at Fujairah Anchorage United Arab Emirates, on 13 December 1987, the same ship (case no. 89-008) departed from there on the same day. It allegedly delivered oil to one or more South African ports between December 1987 and January 1988 before arriving at Bahrain on 15 January 1988. The owner of the oil cargo was the Rich/I'iger Petroleum of Switzerland and the

15. The same ship (case no. 89-009) arrived at Fujairah Anchorage, United Arab Emirates, on 16 April 1988 and departed from there on the same day on a voyage charter to an unknown destination. It allegedly delivered oil to one or more South African ports between April and May 1988 before arriving at Hormuz Terminal, Iran, in mid-May 1988.

16. The Chairman sent notes verbales to the Permanent Missions of Iran, Liberia, Singapore, United Arab Emirates and the United Kingdom as well as the Observer Mission of Switzerland regarding the ship World Bermuda on 3 July 1989. '1

17. The ship, World Brasilia (case no. 89-010), whose registered owner is Liberian Bison Transport, Inc. of Liberia, departed from Fateh Terminal, United Arab Emirates, on 18 October 1986 and was later reported to have made a stop at Halul Island, Qatar (date unknown). The ship allegedly delivered oil to one or more South African ports in November 1986 before arriving at Fujairah Anchorage, United Arab Emirates, on 9 December 1986.

18. The same ship (case no. 89-011) departed from Juaymah Terminal, Saudi Arabia, on 30 December 1986. It allegedly delivered oil to one or more South African ports in January 1987 before arriving at Fujairah Anchorage, United Arab Emirates, on 1 February 1987.

19. The (mailman sent notes verbales to the Pennanent Missions of Liberia, Qatar, Saudi Arabia, United Arab Emirates and the United Kingdom regarding the ship World Brasilia on 3 July 1989.

20. The ship World gw_mgion (case no. 89-012), arrived at Juaymah Terminal, Saudi Arabia, on 20 March 1988 and departed from there on 21 March 1988. It arrived at Ras Tanura, Saudi Arabia, on 23 March 1988 and departed from there on 24 March 1988 to an undisclosed destination. It then disappeared for six months. Its next reported call was at Okinawa, Japan, on 26 October 1988.

Bring the period macounted for, there was a reported call at Kharg Islarxi, Iran, on an unlnown date. 'Ihe period unaccounted for, end of March to end of September 1988, allows for up to five secret oil deliveria to South Africa.

21. ThedairmnsentmtesverbalestothePennanentMissionsofIran, Panama, SaudiArabiaandtheUnitedKingdomregardingthe shipWorlningrim on 3 July 1989.

22. The ship World Eminence (case no. 89-013), whose registered owner is Liberian Titan Transports, Inc. of Liberia, arrived in Fos, France on 19 February 1986 and departed from there on 26 February 1986 with a cargo of crude oil. After a brief stop at Gibraltar, it sailed via the Cape of Good Hope to the Persian Gulf to collect an anmr go of crude oil. The oil cargo taken on board in Fos must have been discharged between Gihrtalararxi its arrival at Sirri Island, Iran on 18 April 1986. It allegedly delivered oil to oneormre South African ports in March 1986. '

23. 'Ihesameshipumseno.89-014)arrivedinthePersianGulfabout20 July.

1987arddepartedfrcxntherethesamemonth. Itsreportedmvmentwasa'

voyagedmrberforanmulamnoanpanyfranthePersianGulftotheWestonZl

August1987. IIherewasalsoareportedvoyagechartertoacompanyon24

September 1987 departing from the Persian Gulf for Japan. It is alleged that

two or three oil deliveries were made to one or more South African ports

between August and october 1987. The ship arrived at Jebel Dhanna, United

Arab Emirates, on 26 Novanber 1987.

24. The same ship (case no. 89-015) departed from Debel Dhanna, United Arab Emirates, on 27 November 1987. It made stops as Das Island and mjairah Anchoragei', United Arab Emirates, and it departed from Fujairah Anchorage on 1 Deoanber 1987. The ship allegedly delivered oil to one or more South African ports in December 1987 before rettm-u'ng to Fujairah Anchorage, United Arab Emirates, on 3 January 1988. '1

25. The same ship (case no. 89-016) arrived at Mina al Fahal, man, on 30 March 1988 and departed from there on 2 April 1988. It allegedly delivered oil to one or more South Africran ports in April 1988. The ship arrived in the Persian Gulf in early May 1988.

26. The same ship (case no. 89-017) allegedly made another oil delivery to one or more South African ports between May and June 1988 as there was a gap in the ship's record for some five weeks after an alleged delivery of oil to South Africa in April 1988. It arrived at Juaymah Terminal, Saudi Arabia, on 16 June 1988. '

27. The same ship (case no. 89-018) departed from Onsan, Republic of Korea, on 22 October 1988. It allegedly delivered oil to one or more South African ports between November to December 1988. The ship arrived at Fateh Terminal, United Arab Emirates, on 3 January 1989.

28. The Chairman sent notes verbales to the Permanent Missions of France, Liberia, (Juan, United Arab Emirates and the United Kingdom as well as the Observer Mission of the Republic of Korea regarding the ship World Eminence on 3 July 1989.

29. The ship World Hitachi Zosen (case no. 89-019), whose registered owner is Solstice Co., Ltd. of Liberia, departed from Ras Gharib, Egypt and arrived at Zeit Bay Terminal, Egypt on 19 June 1988. It allegedly delivered oil to one or more South African ports in July 1988 before arriving at Fujairah Anchorage, United Arab Emirates on 25 July 1988.

30. The same ship (case no. 89-020) departed from Fujairah Anchorage, United Arab Emirates, on 25 July 1988 and arrived at Immm Said, United Arab Emirates, on unknown date. It departed from Umm Said on 30 July 1988. It allegedly delivered oil to one or more South African ports in August 1988 before arriving at Fujairah Anchorage, United Arab Emirates, on 16 September 1988.

31. The Chairman sent notes verbales to the Permanent Missions of Egypt, Liberia, United Arab Emirates and the United Kingdom regarding the ship World Hitachi Zosen on 3 July 1989.

32. The ship World Nisseki (case no. 89-021) departed from Europoort, Netherlands, empty on 19 January 1987, with destination Gibraltar. After passing Brbdlam, United Kingdom, it disappeared for 65 days. It allegedly made a call at an oil-exporting port in West Africa or the Caribbean, and a subsequent oil delivery to one or more South African ports before it reappeared at Fujairah Anchorage, United Arab Emirates on 26 March 1987.

33. The same ship (case no. 89-022) arrived at Jebel Dhanna, United Arab Emirates, on 30 March 1987 and departed from there on 3 April 1987. It arrived at Fateh Terminal, United Arab Emirates, on 4 April 1987 and departed from there on 5 April 1987. It allegedly delivered oil to one or more South African ports between April and May 1987 before it arrived at Fujairah Anchorage, United Arab Emirates, on 30 May 1987.

34. The Chairman sent notes verbales to the Permanent Missions of Liberia, United Arab Emirates and the United Kingdom regarding the ship World Nisseki on 3 July 1989.

35. The ship W (case no. 89-023), whose registered owner is Liberian Begonia Transports Inc. of Liberia, departed from Fateh Terminal, United Arab Emirates, on 21 November 1986. It allegedly delivered oil to one or more South African ports in December 1986 before arriving at Jebel Dhanna, United Arab Emirates, on 20 December 1986.

36. The same ship (case no. 89-024) departed from Jebel Dhanna, United Arab Emirates, on 22 December 1986. It arrived at Fateh Terminal, United Arab Emirates, on 23 December 1986 and departed from there on 24 December 1986. It arrived at Fujairah Anchorage, United Arab Emirates, on 25 December 1986, and departed from there on 26 December 1986. The ship allegedly delivered oil to one or more South African ports in January 1987 before arriving at Hormuz Terminal, Iran, on 28 January 1987.

37. The same ship (case no. 89-025) arrived at Jebel Dhanna, United Arab Emirates, on 17 June 1987 and departed from there on 19 June 1987. It arrived at Das Island, United Arab Emirates, on 19 June 1987 and departed from there on 20 June 1987. It allegedly delivered oil to one or more South African ports in July 1987 before arriving at Khor Fakkan, United Arab Emirates on unknown date. The ship arrived at Fateh Terminal, United Arab Emirates, on 31 July 1987.

38. The same ship (case no. 89-026) departed from Fateh Terminal, United Arab Emirates, on 1 August 1987. It then disappeared for 103 days and reappeared at Jebel Dharma, United Arab Emirates, on 12 November 1987. With the period of 103 days, a call at Iran on unknown date was reported. On 1 August 1987, the ship was chartered to the French oil company Total. This voyage charter was reported on 23 July 1987. Delivery of the ship was in 'direct continuation' for cargo from the United Arab Emirates to United Kingdom/Continent/Mediterranean. No calls at either of these destinations have been reported.

39. The same ship (case no. 89-027) arrived at Jebel Dharma, United Arab Emirates, on 12 November 1987 and departed from there on 14 November 1987. It arrived at Fateh Terminal, United Arab Emirates, on 15 November 1987 and departed from there on 17 November 1987. The ship allegedly delivered oil to one or more South African ports between November and December 1987. The ship was recorded to be off Jebel Ali, United Arab Emirates, on 23 December 1987.

40. The same ship (case no. 89-028) departed from Ras Shukheir, Egypt, on 26 May 1988, and arrived at Zeit Bay Terminal, Egypt, on 27 May 1988. It departed from there on 29 May 1988 and arrived at Jeddah, Saudi Arabia, on 31 May 1988. The ship departed from there on 1 June 1988. It allegedly delivered oil to one or more South African ports in June 1988 before returning to Ras Shukheir, Egypt, on 19 July 1988.

41. The same ship (case no. 89-029) departed from Ras Shukheir, Egypt, on 21 July 1988. It arrived at Zeit Bay Terminal, Egypt, on the same day and departed from there on 23 May 1988. It allegedly delivered oil to one or more South African ports in August 1988 and proceeded to an unknown destination in late August 1988.

42. The same ship (case no. 89-030) sailed from the Red Sea on 23 July 1987, possibly to discharge oil in South Africa in August 1988 (see previous paragraph). It allegedly collected another oil cargo for delivery to South Africa in September 1988. It was reported to have arrived in Singapore in November 1988 from an unknown port.

43. The same ship (case no. 89-031) arrived at Jebel Dhanna, United Arab Emirates, on 19 November 1988 and departed from there on 20 November 1988. It arrived at Fateh Terminal, United Arab Emirates, on 21 November 1988 and departed from there on 22 November 1988 for purported destination Singapore. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports in December 1988. It arrived at Hamriyah Terminal, United Arab Emirates, on 19 December 1988.

44. The Chairman sent notes verbales to the Permanent Missions of Egypt, Iran, Liberia, United Arab Emirates, and the United Kingdom regarding the ship W on 3 July 1989.

45. The ship World Renown (case no. 89-032), whose registered owner is Liberian Jaguar II Shipping Company, Inc. of Liberia, sailed under voyage charter for an unknown company, from Juaymah Terminal, Saudi Arabia, on 16 March 1987. The ship allegedly delivered oil to one or more South African ports in April 1987 before it arrived in the Persian Gulf on 7 May 1987.

46. The same ship (case no. 89-033) departed from the Persian Gulf on mid-May 1987 under a reported voyage charter. It allegedly delivered oil to one or more South African ports between May and June 1987, before it arrived at Juaymah Terminal, Saudi Arabia, on 10 July 1987.

47. The same ship (case no. 89-034) arrived at Fateh Terminal, United Arab Emirates, on 17 January 1988 and departed from there on 19 January 1988. It arrived at Mina al Fahal, Oman, on 24 January 1988 and departed from there on 27 January 1988 with Singapore as destination. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports between February and March 1988. It arrived at Mogadiscio, Somalia, on 4 April 1988.

48. The same ship (case no. 89-035) arrived at Ras Shukheir, Egypt, on 24 April 1988 and departed from there on 30 April 1988. It arrived at Zeit Bay Terminal, Egypt, on 4 May 1988 and departed from there on 5 May 1988 with a cargo of crude oil with purported destination Japan. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports in May 1988. It arrived at Hormuz Terminal, Iran, in mid-June 1988.

49. The Chairman sent notes verbales to the Permanent Missions of Egypt, Oman, Liberia, Saudi Arabia, United Arab Emirates and the United Kingdom, regarding the ship World Renown on 3 July 1988.

50. The ship World Summit (case no. 89-036), whose registered owner is Liberian Seafair Shipping Company, Inc. of Liberia, departed from Bilbao, Spain on 23 March 1987 with no fixed destination. Later, the ballast ship was reported to be heading for Cape Town, South Africa. It disappeared for 89 days and reappeared at Hormuz Terminal, Iran, on 21 June 1987. It allegedly made a call to an oil-exporting port in West Africa or the Caribbean, and subsequently delivered oil to one or more South African ports.

51. The same ship (case no. 89-037) passed the Suez Canal on 2 September 1987. It arrived and departed from the Persian Gulf in mid-September 1987. It allegedly delivered oil to one or more South African ports in October ' 1987. The ship arrived and departed from Iran (date mm) and proceeded to Ulsan, Republic of Korea, arriving there on 28 December 1987.
52. 'The same ship (case no. 89-038) arrived and departed from Larak Island, Iran, at the end of September 1988. It allegedly delivered oil to one or more South African ports in October 1988 before arriving in the Persian Gulf at the end of October 1988.
53. The Chairman sent notes verbales to the Permanent Missions of Iran, Liberia, Spain, and the United Kingdom regarding the ship World Stemniton 3 July 1989.
54. 'The ship W (case no. 89-039), whose registered owner is Chiswell Shipping Ltd. of Liberia, departed from Zurku Island, United Arab Emirates, on 26 September 1986. 'The ship made a stop at Fateh Terminal, United Arab Emirates, on 29 September 1986 and then departed from there on 1 October 1986. It arrived at Halul Island, Qatar, and upon leaving Qatar it allegedly delivered oil to one or more South African ports between October and November 1986. It later arrived at Hormuz Terminal, Iran, (date unknown). It was reported that the oil company Marubeni (Japan) resold the oil to Marc Rich and Co., A. G. (Switzerland), who delivered the oil to South Africa.
55. 'The same ship (case no. 89-040) departed from Zurku Island, United Arab Emirates, on 21 February 1987. It left the Persian Gulf under voyage charter to Marc Rich and Co. (Switzerland). It allegedly delivered oil to one or more South African ports in March 1987 before arriving at Mina Saud, Kuwait, on 12 May 1987.
56. The same ship (case no. 89-041) sailed from the Persian Gulf on 21 February 1987 (see previous paragraph), followed by a prolonged period which was unaccounted for. It allegedly delivered oil to one or more South African ports in April 1987 before arriving at Mina Sand, Kuwait on 12 May 1987 (see previous paragraph).
57. The main statement of the Penetration Unit of Iran, Japan, Liberia, Qatar, and the Azmirat of the United Kingdom as well as the Observer Mission of Switzerland regarding the ship World on 3 July 1989.
58. The ship _____ World Truth (case no. 89-042), whose registered owner is Liberian Haven Transports, Inc. of Liberia, arrived at Fateh Terminal, United Arab Emirates, on 6 July 1987 and then departed from there on 7 July 1987. It allegedly delivered oil to one or more South African ports in July 1987 before arriving at Fujairah Anchorage, United Arab Emirates, on 8 August 1987.
59. The same ship (case no. 89-043) departed from Singapore Roads, Singapore, on 19 September 1987, with reported destination Fujairah Anchorage, United Arab Emirates. It allegedly delivered oil to one or more South African ports between September and October 1987 before arriving at Jubail Terminal, Saudi Arabia, on 30 October 1987.

- 60. The Chairman sent notes verbales to the Permanent Missions of Liberia, Singapore, United Arab Emirates and the United Kingdom regarding the ship World Truth on 3 July 1989.

61. The ship World Victor 5-1 (case no. 89-044), whose registered owner is Brightness 00., S. A. of Panama, departed from Hovic, U. S. Virgin Islands, on 26 March 1987 and disappeared for 101 days. It reappeared at Ras al Khafji, Saudi Arabia, on 5 July 1987 and declined to state previous port of call. It is alleged that the ship made a call at an oil-exporting port in West Africa or the Caribbean, and a subsequent oil delivery to South Africa.

62. The same ship (case no. 89-045) departed from Iran in August 1987 and allegedly delivered oil to one or more South African ports in September 1987. It arrived at Halul Island, Qatar, in mid-October 1987.

63. The Chairman sent notes verbales to the Permanent Missions of Iran, Panama, United Kingdom and the United States regarding the ship World Victor on 3 July 1989.

64. The ship World Xanadu (case no. 89-046) whose registered owner is Liberian Begonia Transports Inc of Liberia, departed from Fateh Terminal, United Arab Emirates, on 24 October 1986. It arrived at Mina al Fahal, same on 26 October 1986 and departed the next day. The ship allegedly delivered oil to one or more South African ports in November 1986 before arriving in the Persian Gulf on 8 December 1986.

65. The same ship (case no. 89-047) departed from Jebel Dhanna, United Arab Emirates, on 7 December 1987. It arrived at Fateh Terminal, United Arab Emirates, on 10 December 1987 and departed from there on 12 December 1987. The ship allegedly delivered oil to one or more South African ports between November 1987 and January 1988 before arriving at Juaynah Terminal, Saudi Arabia, on 29 January 1988. The oil cargo belonged to Rich/rieger Petroleum of Switzerland and the United Kingdom.

66. The same ship (case no. 89-048) departed from Zurku Island, United Arab Emirates, on 24 October 1988. It arrived at Das Island, United Arab Emirates, on 24 October 1988 and departed on 26 October 1988. The ship allegedly delivered oil to one or more South African ports between November 1988 before arriving at Ras Tanura, Saudi Arabia, on 31 December 1988.

67. The Chairman sent notes verbales to the Permanent Missions of Liberia, (same, United Arab Emirates and the United Kingdom as well as the Observer Mission of Switzerland regarding the ship World Xanadu on 3 July 1989.

68. The same ship (case no. 89-530), which is currently owned by Liberian Courage Transports, Inc., arrived at Ras Tanura, Saudi Arabia on 31 December 1988 and departed from there on 6 January 1989. It may have delivered oil to one or more South African ports between January and May 1989 before it arrived at Jebel Dhanna, United Arab Emirates, on 24 May 1989.

69. The Chairman sent notes verbales to the Permanent Missions of Liberia, Saudi Arabia, and the United Kingdom regarding the ship World Xanadu on 3 July 1989.

- - 70. The ship O_rm (case no. 89-523), which is currently registered under the flag of Panama and whose registered owner is Hill Operating Corporation, arrived at Angra dos Reis, Brazil on 26 January 1989 and departed from there on 2 February 1989. It may have delivered oil to one or more South African ports between February and March 1989 before arriving at Juaymah Terminal, Saudi Arabia on 9 April 1989.

71. The Chairman sent notes verbales to the Permanent Missions of Brazil, and Panama regarding the ship m on 28 July 1989.

72. 'The ship Grand (case no. 89-524), which is currently registered under the flag of the United States and whose registered owner is 'IT Grand, arrived at L...OOP. Terminal, mitedstatam27January19893nddepartedfromthereon unknown date. It may have delivered oil to one or more South African ports between February and March 1989 before arriving at Fujairah Ardmrage, United Arab Emirates, on 7 April 1989.

73. IhedaaaimnsentamteverbaletothethePemanentMissionofmetmitted Stats regarding the ship Grand on 28 July 1989.

. 74. The ship Gagito 1(cmse no. 89-525), currently registered under the flag of the Bahamas and owned by Tr Capitol, arrived at Jnaymah Texmiml, Saudi Arabiaon26Deoember19883nddepartedfromtherem290ecember1988. It 1 i may have delivered oil to one or more South African ports between January and mm 1989 before arriving at Fujairah Anchorage, United Arab Emirates, on 9 - April 1989.

75. ThedlainansertmtesverbalesbothePermmentMissimssoftheBahamas and Saudi Arabia regarding the ship Qgitol on 28 July 1989.

76. The shipstar gm (case no. 89-526), curently registered under the flag of Singapore and owned by Palm Star Lines, arrived at Seria, Brunei Darussalam, m10ctober1988anddepartedfmtherem200tober1989. It, may have delivered oil to one or more South African ports before arriving at Ras Tamra, Saudi Arabia, on 28 October 1988.

. 77. 'mectlaimansentmtesverbalestothePennanentMissionsoanmei Darussalamandsingapore regardingtheshipstargemon 28July1989.

78. 'The ship 83% (case no. 89-527), currently registered under the flag of GreeoeandomedbyWnetosShipping, arrivedatSingaporeonZODecember 1988 and departed from there on 22 December 1988. It may have delivered oil to one or more South African ports before arriving at rDexas City, United States, on 13 February 1989. .

79. IhemainnansentmtesverbalestomePemanentMissionsofGreeoeard Singapore regardingthe shipMon 28 July 1989.

80. 'The ship_____ Neverita (case no. 89-528), currently registered under the flag of Liberia and owned by Solena Shipping, arrived at Ras Tamra, Saudi Arabia, mmkrmdateanidepartedfrmtherem9January1989. Itmyhave delivered oil to one or more South African ports before arriving at Seria, Bnmei Damssalam, on 30 Jamary 1989.

- 81. The Chairman sent notes verbala to the Permanent Missions of Liberia and Saudi Arabia regarding the ship Neverita on 28 July 1989.

82. The ship World Prodigy (case no. 89-529), currently registered under the flag of Greece and owned by Ballard Shipping, departed from Wellington, New Zealand on 18 June 1988. It arrived and departed from Um Said, Qatar on unknown dates. The ship may have delivered oil to one or more South African ports before arriving at Apapa/Lagos, Nigeria on 13 August 1988.

83. The Chairman sent notes verbala to the Permanent Missions of Greece, New Zealand, and Qatar regarding the ship World Prodigy on 28 July 1989.

84. The ship M (case no. 89-531) is currently registered under the flag of Norway. It is owned by Jaspidea Shipping and managed by JPP Shipping. The ship departed from Odessa, U.S.S.R. on unknown date and arrived at Istanbul, Turkey on 23 September 1988. The ship passed east from the Black Sea and passed through Gibraltar on 29 September 1988. It allegedly delivered oil to one or more South African ports in October 1988 before arriving at Mina al Fahal, Oman on 6 November 1988.

85. The Chairman sent notes verbale to the Permanent Missions of Norway and the U.S.S.R. regarding the ship M2 on 26 June 1989...

86. On 9 August 1989, the Permanent Representative of Norway sent a note verbale referring to the (ruse involving the ship Daglir which stated: "According to information presently available the ship delivered petroleum products and crude oil. Only the transport of crude oil is prohibited by Norwegian law.

The investigation referred to in the Chairman's note, currently being conducted by relevant Norwegian authorities, pertains to the alleged illegal covering of the ship's name with tarpaulin.

The captain's action was supposedly in compliance with a request by the port authorities of Cape Town.

The investigation of the case is expected to be finalized by the middle of March.

87. On 10 August 1989, the Permanent Representative of the Union of Soviet Socialist Republics sent a note verbale referring to the case involving the ship BELL which stated:

"Checks by the competent Soviet organizations have established that the tanker, sailing under the Norwegian flag, put into Odessa on 21 September 1986: the crude oil it took had been sold by Sayumefteemort to a Greek company, Greek Petroleum G. Maanidicis, and the bill of lading indicated that the cargo was to be offloaded in Italian ports.

Following receipt of the inquiry from the main office of the

Intergovernmental Group dated 26 June 1989, the competent Soviet organizations contacted Greek Petroleum G. Maanidicis, which informed that it had resold

the cargo to Wule (Switzerland). 'That firm had in turn sold it to Falcrest Commodities (United Kingdom) . The cargo was then bought by Baltic dartermg (Switzerland).

'TheGreekfinnwasunabletoobtaindocmnentazyproofofthepoztof delivery from its client, Manparole, because Wtrole ceased operations in early 1989." '

AHEEX IV.

1989 CASES OF PORT CALLS IN SOUTH AFRICA

Listed in numerical order, with date of arrival in first South African port.

Case no. 89-049 Date: post 12 January 1988

Ship: Benyon One, registered in Bahamas

Ownership: Benyon One /managed by Bolton Maritime Management

Voyage route from/via: Hampton Roads (United States)

Case no. 89-050, Date: post 21 March 1988

Ship: Benyon Three, registered in Bahamas

Ownership: Benyon One /managed by Bolton Maritime Management

Voyage route from/via: Umm Said (Qatar)

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Case no. 89-051 Date: pre 20 October 1988

Ship: Hoegh Favour, registered in Bahamas

Ownership: Hoegh & Co.

Voyage route from/via: Hormuz Terminal (Iran)

Case no. 89-052 Date: post 21 March 1988

Ship: Hoegh Forum, registered in Bahamas

Ownership: Hoegh & Co.

Voyage route from/via: Mizushima (Japan), Singapore.

Case no. 89-053 Date: post 18 February 1988

Ship: Kilchem Pacific, registered in Bahamas

Ownership: Kilchem /managed by Larsen K.I.

Voyage route from/via: San Lorenzo (Argentina)

Case no. 89-054 Date: post 21 November 1987

Ship: Kilchem Pacific, registered in Bahamas

Ownership: Kilchem /managed by Larsen K.I.

Voyage route from/via: Buenos Aires (Argentina)

Case no. 89-055 Date: 1 October 1988

Ship: Roxanne, registered in Bahamas

Ownership: Trojan Shipping

Voyage route from/via: Rio de Janeiro (Brazil)

Case no. 89-056 Date: 30 October 1988

Ship: Team Stortviken, registered in Bahamas

Ownership: Stortviken /managed by Wallem/Steckmest

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Voyage route from/via: Hampton Roads (United States), New York
(United States)

Case no. 89-057 Date: 20 April 1987

Ship: Team Storviken, registered in Bahamas

Ownership: Storviken /managed by Wallem/Steckmest

Voyage route from/via: Amsterdam (Netherlands)

Case no. 89-058 Date: post 6 May 1988

Ship: Theotokos, registered in Bahamas

Ownership: Portofino Shipping

Voyage route from/via: Mobile (United States)

Case no. 89-059 Date: 7 April 1987

Ship: Theotokos, registered in Bahamas

Ownership: Portofino Shipping

Voyage route from/via: Ras Tanura (Saudi Arabia), Khor Fakkan
Anchorage (U.A.E.) , v

Case no. 89-060 Date: post 2 JUne 1988

Ship: Waasland, registered in Belgium

Ownership: Temse & Hoboken Rederij /managed by Exmar

Voyage route from/via: Nagoya (Japan)

Case no. 89-061 Date: post 11 October 1987

Ship: Waasland, registered in Belgium

Ownership: Temse & Hoboken Rederij /managed by Exmar

Voyage route from/via: Mobile (United States), St. Eustatius
(Netherlands Antilles)

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Case no. 89-062 Date: post 22 April 1988

Ship: Chuy, registered in Brazil

Ownership: Flumar

Voyage route from/via: Cochin (India)

Case no. 89-063 Date: post 6 February 1988

Ship: Chuy, registered in Brazil

Ownership: Flumar '9

Voyage route from/via: Santos (Brazil), San Lorenzo (Argentina),
Rosario (Argentina), Necochea (Argentina)

Case no. 89-064 Date: 20 October 1987

Ship: Chuy, registered in Brazil

Ownership: Flumar

Voyage route from/via: Rio Grande (Brazil), Buenos Aires
(Argentina)

Case no. 89-065 Date: post 22 August 1986

Ship: Chuy, registered in Brazil

Ownership: Flumar

Voyage route from/via: Rio Grande (Brazil)

Case no. 89-066 Date: post 24 January 1989

Ship: Global Rio, registered in Brazil

Ownership: Global Transporte Oceanico

Voyage route from/via: Mauritius

Case no. 89-067 Date: post 31 December 1988

Ship: Global Rio, registered in Brazil

Ownership: Global Transporte Oceanico

Voyage route from/via: Rio Grande (Brazil), Rosario (Argentina),
Necochea (Argentina)

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Case no. 89-068 Date: post 7 November 1988

Ship: Global Rio, registered in Brazil

Ownership: Global Transporte Oceanico

Voyage route from/via: Rio Grande (Brazil), Bahia Blanca'
(Argentina)

Case no. 89-069 Date: 9 May 1986

Ship: Global Rio, registered in Brazil

Ownership: Global Transporte Oceanico

Voyage route from/via: Rio Grande (Brazil)

Case no. 89-070 Date: post 10 July 1988

Ship: Merity, registered in Brazil '

Ownership: Flumar

Voyage route from/via: Rio Grande (Brazil)

Case no. 89-071 Date: post 12 September 1987

Ship: Merity, registered in Brazil

Ownership: Flumar

Voyage route from/via: Santos (Brazil)

Case no. 89-072 Date: post 9 August 1987

Ship: Merity, registered in Brazil

Ownership: Flumar

Voyage route from/via: Santos (Brazil)

Case no. 89-073 Date: 11 July 1986

Ship: Merity, registered in Brazil

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Ownership: Flumar

Voyage route from/via: Santos (Brazil), Rio Grande (Brazil)

Case no. 89-074 Date: post 29 July 1988

Ship: Alster Star, registered in Cyprus

Ownership: Trireme Shipping

Voyage route from/via: Pohang (Republic of Korea), Singapore

Case no. 89-075 Date: 1 October 1988

Ship: Fort Cheetah, registered in Cyprus

Ownership: White Crane Shipping /managed by Seatankers Management

Voyage route from/via: Karachi (Pakistan), Mombasa (Kenya), Dar es Salaam (United Republic of Tanzania)

Case no. 89-076 Date: 31 October 1988

Ship: Fort Lion, registered in Cyprus

Ownership: Manhattan Navigation /managed by Seatankers Management

Voyage route from/via: Karachi (Pakistan), Mauritius

Case no. 89-077 Date: 30 April 1988

Ship: Fort Puma, registered in Cyprus

Ownership: unknown /managed by Seatankers Management

Voyage route from/via: Freemantle (Australia)

Case no. 89-078 Date: post 8 September 1988

Ship: Griparion, registered in Cyprus

Ownership: Tharros Shipping

Voyage route from/via: Fujairah (U.A.E.)

Case no. 89-079 Date: pre 29 January 1988

Ship: Lady Sky, registered in Cyprus

Ownership: Tradeshores Line

Voyage route from/via: Corpus Christi (United States), Hampton Roads (United States)

Case no. 89-080 Date: post 17 December 1988

Ship: Ocean Carrier, registered in Cyprus

Ownership: Amalia Navigation /managed by Seatankers Management

Voyage route from/via: Kerteh (Malaysia), Singapore

Case no. 89-081 Date: post 3 October 1988

Ship: Ocean Carrier, registered in Cyprus

Ownership: Amalia Navigation /managed by Seatankers Management

Voyage route from/via: New Orleans (United States)

Case no. 89-082 Date: post 1 March 1988
Ship: Ocean Carrier, registered in Cyprus
Ownership: Amalia Navigation /managed by Seatankers Management
Voyage route from/via: Jubail (Saudi Arabia)
Case no. 89-083 Date: post 28 January 1988
Ship: Ocean Pioneer, registered in Cyprus
Ownership: Belgravia Navigation /managed by Seatankers Management
Voyage route from/via: New Orleans (United States)
Case no. 89-084 Date: post 14 September 1987
Ship: Ocean Pioneer, registered in Cyprus
Ownership: Belgravia Navigation /managed by Seatankers Management
Voyage route from/via: Mobile (United States)
Case no. 89-085 Date: post 10 December 1988
Ship: Oyeen Regent, registered in Cyprus
Ownership: Elisto Shipping
Voyage route from/via: Kaohsiung (Taiwan Province)
Case no. 89-086 Date: post 30 September 1988
Ship: Ocean Regent, registered in Cyprus
Ownership: Elisto Shipping
Voyage route from/via: Kaohsiung (Taiwan Province)
Case no. 89-087 Date: post 20 April 1988
Ship: Ocean Regent, registered in Cyprus
Ownership: Elisto Shipping
Voyage route from/via: Umm Said (Qatar)
Case ho. 89-088 Date: post 14 August 1988
Ship: Ocean Sovereign, registered in Cyrrpus
Ownership: Nerice Maritime
Voyage route from/via: Kaohsiung (Taiwan Province)
Case no. 89-089 Date: post 5 June 1988
Ship: Ocean Sovereign, registered in Cyrrpus
Ownership: Nerice Maritimeey"
Voyage route from/via: Kaohsiung (Taiwan Province)
Case no. 89-090 Date: post 22 March 1988
Ship: Ocean Sovereign, registered in Cyprus
Ownership: Nerice Maritime
Voyage route from/via: Kaohsiung (Taiwan Province)

Case no. 89-091 Date: post 4 February 1988
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Kaohsiung (Taiwan Province)

Case no. 89-092 Date: post 30 November 1987
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Singapore Roads (Singapore)

Case no. 89-093 Date: post 21 August 1987
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Singapore Roads (Singapore)

. Case no. 89- 094 Date: 14 May 1987
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime , 1
 Voyage route from/via: Kaohsiung (Taiwan Province) - -

Case no. 89-095 Date: post 11 December 1986
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Kaohsiung (Taiwan Province)

Case no. 89-096 Date: post 5 July 1986
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Amsterdam (Netherlands)

Case no. 89-097 Date: post 14 February 1986
 Ship: Ocean Sovereign, registered in Cyprus
 Ownership: Nerice Maritime
 Voyage route from/via: Taranto (Italy)

Case no. 89-098 Date: post 16 March 1988
 Ship: Ocean Trader, registered in Cyprus
 Ownership: Amor Navigation /managed by Seatankers Management
 Voyage route from/via: New Orleans (United States)

Case no. 89-099 Date: post 1 October 1988 ' .
 Ship: Ocean Voyager, registered in Cyprus
 Ownership: Dualserve Holdings /managed by Seatankers Management
 Voyage route from/via: Taranto (Italy), Algeciras (Spain),
 Buchanan (Liberia)

Case no. 89-100 Date: post 7 June 1988
Ship: Ocean Voyager, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: La Spezia (Italy) -
Case no. 89-101 Date: post 20 March 1988
Ship: Sauda, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Augusta (Italy)
Case no. 89-102 Date: post 2 January 1988
Ship: Sauda, registered in Cyprus
Ownership: Dualserve Holding /managed by Seatankers Management
Voyage route from/via: Augusta (Italy)
Case no; 89-103 Date: post 13 October 1987
Ship: Ocean Voyager, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Augusta (Italy)
Case no. 89-104 Date: post 23 July 1987
Ship: Ocean Voyager, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Augusta (Italy)
Case no. 89-105 Date: post 18 March 1987
Ship: Ocean Voyager, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Palermo (Italy), Las Palmas (Spain)
Case no. 89-106 Date: post 5 November 1986
Ship: Sauda, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Bilbao (Spain)
Case no. 89-107 Date: 13 April 1986
Ship: Sauda, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Dunkirk (France)
Case no. 89-108 Date: 3 February 1986
Ship: Sauda, registered in Cyprus
Ownership: Dualserve Holdings /managed by Seatankers Management
Voyage route from/via: Palermo (Italy), Tenerife (Spain)

Case no. 89-109 Date: post 19 September 1988
 Ship: Panthir, registered in Cyprus
 Ownership: Lucas Marine
 Voyage route from/via: Jubail (Saudi Arabia), New Mangalore (India) .

Case no. 89-110 Date: post 3 October 1988
 Ship: St. John, registered in Cyprus
 Ownership: Saros Maritime
 Voyage route from/via: Kaohsiung (Taiwan Province)

Case no. 89-111 Date: 28 November 1988
 Ship: Success, registered in Cyprus
 Ownership: Tranter Navigation /managed by Intestra
 Voyage route from/via: Ras Tanura (Saudi Arabia)
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Case no. 89-112 Date: post 28 April 1988 . , 2
 Ship: Theogennitor, registered in Cyprus &
 Ownership: Tankertrade Marine
 Voyage route from/via: Mobile (United States)

Case no. 89-113 _Date: post 21 December 1987
 Ship: Marikit, registered in Cyprus
 Ownership: Liria Marine /managed by Marmaestra Naviera
 Voyage route from/via: Fos (France)

Case no. 89-114 Date: 18 June 1988
 Ship: Western Guardian, registered in German Federal Republic
 Ownership: Custos Beteiligungs Dritte /managed by Chemikalien . Seetransport V ' '

Voyage route from/via: Santos (Brazil)

Case no. 89-115 Date: post 13 January 1989
 Ship: Zetagas, registered in Federal Republic of Germany
 Ownership: Zetagas /managed by Sloman Neptun
 Voyage route from/via: Tees (United Kingdom), Moerdijk (Netherlands)

Case no. 89-116 Date: post 5 September 1988
 Ship: Sioux, registered in
 Ownership: Jointline Shipping /managed by Ori9nt Ship Management
 Voyage route from/via: Hong Kong, Singapore

Case no. 89-117 Date: post 14 July 1988
 Ship: Sioux, registered in

Ownership: Jointline Shipping /managed by Orient Ship Management
 Voyage route from/via: Hong Kong
 Case no. 89-118 Date: post 9 March 1988
 Ship: Aegean Sea, registered in Greece
 Ownership: Aegean Sea Traders
 Voyage route from/via: Hong Kong, Singapore
 Case no. 89-119 Date: post 17 January 1988
 Ship: Aegean Sea, registered in Greece
 Ownership: Aegean Sea Traders
 Voyage route from/via: Singapore
 Case no. 89-120 Date: post 14 December 1987
 Ship: Andros Atlas, registered in Greece
 . Ownership: Oceanic Navigation
 Voyage route from/via: Wakamatsu (Japan), Singapore
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 Case no. 89-121 Date: post 11 March 1988
 Ship: Pasithea, registered in Greece
 Ownership: Sao Financing
 Voyage route from/via: Kashima (Japan), Singapore
 Case no. 89-122 Date: post 2 January 1988
 Ship: Pasithea, registered in Greece
 Ownership: Sao Financing
 Voyage route from/via: Pohang (Republic of Korea), Singapore
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 CaSe no. 89-123' Date: post 18 May 1988
 . Ship: _Penteli, registered in Greece ,
 Ownership: Aegean Seaways /
 Voyage route from/via: Kaohsiung (Taiwan Province), Singapore
 Case no. 89-124 Date: 30 November 1988
 Ship: Sporades, registered in Greece
 Ownership: Sporades Shipping /managed by Eletson Corporation
 Voyage route from/via: , Mauritius, Maputo (Mozambique)
 Case no. 89-125 Date: post 21 April 1988
 Ship: Vergo, registered in Greece
 Ownership: Peonia Naviera /managed by Palmyra Management
 Voyage route from/via: Hong Kong, Singapore
 Case no. 89-126 Date: post 16 February 1988
 Ship: Vergo, registered in Greece

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Ownership: Peonia Naviera /managed by Palmyra Management
Voyage route from/via: Yokohama (Japan), Singapore
Case no. 89-127 Date: post 31 October 1988
Ship: Arapaho, registered in Hong Kong
Ownership: Chang Xin Shipping /managed by Orient Ship Management
Voyage route from/via: New Orleans (United States)
Case no. 89-128 Date: post 28 January 1988
Ship: Arapaho, registered in Hong Kong
Ownership: Chang Xin Shipping /managed by Orient Ship Management
Voyage route from/via: New Orleans (United States)
Case no. 89-129 Date: post 30 August 1987
Ship: Arapaho, registered in Hong Kong
Ownership: Chang Xin Shipping /managed by Orient Ship Management
Voyage (cute from/via: New Orleans (United States), Mobile
(United States)
Case no. 89-130 Date: post 24 April 1987
Ship: Arapaho, registered in Hong Kong
Ownership: Chang Xin Shipping /managed by Orient Ship Management
Voyage route from/via: Mobile (United States)
Case no. 89-131 Date: post 10 May 1988
Ship: Choctaw, registered in Hong Kong ,
Ownership: Ping Zhou Shipping /managed by Orient Ship Management.
Voyage route from/via: Mobile (United States)
Case no. 89-132 Date: post 2 July 1988
Ship: Goldstar, registered in Hong Kong
Ownership: Celeste
Voyage route from/via: Mobile (United States)
Case no. 89-133 Date: post 1 October 1988
Ship: Lincolnshire, registered in Hong Kong
Ownership: Britain Steamship /managed by Manx Ship Management
Voyage route from/via: Coatzacoalcas (Mexico), St. Eustatius
(Netherlands Antilles)
Case.no. 89-134 Date: post 1 October 1988
Ship: Mandan, registered in Hong Kong
Ownership: Chang Xin Shipping /managed by Orient Ship Management
Voyage route from/via: Hampton Roads (United States)
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Case no. 89-135 Date: pre 19 May 1988

Ship: Newforest, registered in Hong Kong

Ownership: Clutterfield /managed by P&O Ship Management Hong Kong

Voyage route from/via: Mobile (United States)

Case no. 89-136 Date: post 5 November 1987

Ship: Newforest, registered in Hong Kong

Ownership: Clutterfield /managed by P&O Ship Management Hong Kong

Voyage route from/via: Baltimore (United States)

Case no. 89-137 Date: post 24 November 1988

Ship: New Phase, registered in Hong Kong

Ownership: Globewind /managed by Sealuck Shipping

Voyage route from/via: Kaohsiung (Taiwan Province), Singapore

Case no. 89-138 Date: post 10 March 1988

Ship: New Phase, registered in Hong Kong

Ownership: Globewind /managed by Sealuck Shipping

Voyage route from/via: Vancouver (Canada)

Case no. 89-139 Date:

Ship: New Phase, registered in Hong Kong

Globewind /managed by Sealuck Shipping

Ownership: Hampton Roads (United States)

Voyage route from/via: 21 July 1987

Case no. 89-140 Date: post 29 July 1988

Ship: Pawnee, registered in Hong Kong

Ownership: Chang Bai Shan Shipping /managed by Orient Ship Management

Voyage route from/via: New Orleans (United States)

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Case no. 89-141 Date: post 2 February 1988

Ship: Pawnee, registered in Hong Kong

Ownership: Chang Bai Shan Shipping /managed by Orient Ship Management

Voyage route from/via: Kaohsiung (Taiwan Province), Singapore

Case no. 89-142 Date: post 18 June 1988

Ship: Pawnee, registered in Hong Kong

Ownership: Chang Bai Shan Shipping /managed by Orient Ship Management

Voyage route from/via: New Orleans (United States)

Case no. 89-144 Date: post 7 September 1988

Ship: Traquair, registered in Hong Kong

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Ownership: Anchor Line /managed by Denman

Voyage route from/via: Europoort (Netherlands), Las Palmas (Spain)

Case no. 89-145 Date: pre 10 August 1988

Ship: Traquair, registered in Hong Kong

Ownership: Anchor Line /managed by Denman

Voyage route from/via: Flushing (Netherlands), Tees (United Kingdom)

Case no. 89-146 Date: pre 11 April 1988

Ship: Traquair, registered in Hong Kong

Ownership: Anchor Line /managed by Denman

Voyage route from/via: Naples (Italy), Tarragona (Spain)

Case no. 89-147 Date: 30 August 1988

Ship: Fbrt Garry, registered in Isle of Man

Ownership: Canadian Pacific Bermuda /managed by BCP Ship Management

Voyage route from/via: Freemantle (Australia), Mauritius

Case no. 89-148 Date: 11 October 1988

Ship: Fort Toronto, registered in Isle of Man

Ownership: Canadian Pacific Bermuda /managed by BCP Ship Management

Voyage route from/via: Freemantle (Australia), Mauritius

Case no. 89-149 Date: 13 May 1988

Ship: Barbarossa, registered in Italy

Ownership: Medimar

Voyage route from/via: Bombay (India)

Case no. 89-150 Date: post 12 December 1987

Ship: Hydrus, registered in Italy

Ownership: Sidermar

Voyage route from/via: Taranto (Italy)

Case no. 89-151 Date: post 1 January 1989

Ship: Maramozza, registered in Italy

Ownership: Carbofin

Voyage route from/via: Cochin (India)

Case no. 89-152 Date: post 18 October 1988

Ship: Maramozza, registered in Italy

Ownership: Carbofin

Voyage route from/via: Paradip (India), Colombo (Sri Lanka),

Case no. 89-153 Date: post 1 August 1988
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: New Tuticorin (India)
Case no. 89-154 Date: pre 7 June 1988
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: Madras (India), Colombo (Sri Lanka)
Case no. 89-155 Date: post 21 March 1988
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: Kandla (India)
Case nos 89-156 Date: 15 October 1987 9
Ship: Maramozza, registered in Italy 9
Ownership: Carbofin _
Voyage route from/via: Ceuta (Spain), Libya, '
Case no. 89-157 Date: 29 April 1987
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: Huelva (Spain), , Gresik (Indonesia)
Case no. 89-158 Date: pre 10 October 1986
Ship: Maramozza, registered in Italy
Ownership: Carbofin
. Voyage route from/via: Huelva (Spain), , Gresik (Indonesia)
Case no. 89-159 Date: 5 July 1986
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: Cochin (India)
Case no. 89-160 Date: 3 May 1986
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: New Tuticorin (India)
Case no. 89-161 Date: 10 February 1986
Ship: Maramozza, registered in Italy
Ownership: Carbofin
Voyage route from/via: Huelva (Spain), , Gresik (Indonesia)

Case no. 89-162 Date: pre 23 January 1989

Ship: Marigola, registered in Italy '

Ownership: Carbofin

Voyage route from/via: Gresik (Indonesia)

Case no. 89-163 Date: pre 7 November 1988

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: Visakhapatnam (India), Colombo (Sri Lanka)

Case no. 89-164 Date: pre 23 April 1988

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: Mormugao (India)

Case nos 89-165 Date: post 20 November 1987

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: Haldia (India), Colombo (Sri Lanka)

Case no. 89-166 Date: post 8 May 1987

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: El Jorf Lasfar (Morocco)

Case no. 89-167 Date: 20 February 1987

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: New Tuticorin (India) v

Case no. 89-168 Date: post 30 October 1986

Ship: Marigola, registered in Italy 1

Ownership: Carbofin

Voyage route from/via: Huelva (Spain)

Case no. 89-169 Date: 1 June 1986

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: Huelva (Spain), Gresik (Indonesia)

Case no. 89-170 Date: 18 March 1986

Ship: Marigola, registered in Italy

Ownership: Carbofin

Voyage route from/via: New Tuticorin (India)

Case no. 89-171 Date: post 15 December 1988

Ship: Oslo, registered in Italy '

Ownership: Siculo Oceanica

Voyage route from/via: Augusta (Italy)

Case no. 89-172 Date: post 27 September 1988

Ship: Oslo, registered in Italy

Ownership: Siculo Oceanica

Voyage route from/via: Augusta (Italy)

Case no. 89-173 Date: post 10 July 1988

Ship: Oslo, registered in Italy

Ownership: Siculo Oceanica

Voyage route from/via: Amsterdam (Netherlands)

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Case no. 89-174 Date: post 27 October 1988

Ship: Oslo, registered in Italy

Ownership: Siculo Oceanica

Voyage route from/via: Augusta (Italy)

Case no. 89-175 Date: post 4 August 1987

Ship: Oslo, registered in Italy 7

Ownership: Siculo Oceanica

Voyage route from/via: Augusta (Italy)

Case no. 89-176 Date: post 11 February 1987

Ship: Oslo, registered in Italy

Ownership: Siculo Oceanica

Voyage route from/via: Fos (France)

Case no. 89-177 Date: post 15 September 1988

Ship: Elbe Maru, registered in Japan

Ownership: Sanko Kisen/Zuiko Kaiun

Voyage route from/via: Kure (Japan), Singapore

Case no. 89-178 Date: pre 2 November 1988

Ship: Irenes Destiny, registered in Japan

Ownership: Teh-Hu Steamship /managed by Teh-Hu Cargocean

ngage route from/via: Mobile (United States)

Case no. 89-179 Date: post 22 November 1987

Ship: Oder Maru, registered in Japan

Ownership: Sanko Steamship

Voyage route from/via: Sakai (Japan), Singapore Roads (Singapore)

Case no. 89-180 Date: post 26 September 1987
Ship: Oder Maru, registered in Japan
Ownership: Sanko Steamship
Voyage route from/via: Wakamatsu (Japan), Singapore Roads
(Singapore)
Case no. 89-181 Date: 26 July 1988
Ship: Oriental Crane, registered in Japan
Ownership: Daito Tsusho
Voyage route from/via: Paranagua (Brazil), Buenos Aires
(Argentina)
Case no. 89-182 Date: post 5 September 1988
Ship: Seiko Maru, registered in Japan
Ownership: Sanko Steamship
Voyage route from/via: Wakamatsu (Japan), Port Walcott
(Australia)
Case no. 89-183 Date: pre 14 December 1988
Ship: Daeyang Glory, registered in Republic of Korea
Ownership: Pan Ocean Shipping
Voyage route from/via: Pohang (Republic of Korea)
Case no. 89- 184 Date: post 21 August 1988
Ship: Daeyang Glory, registered in Republic of Korea
Ownership: Pan Ocean Shipping
Voyage route from/via: Kwangyang (Republic of Korea)
Case no. 89- 185 Date: post 25 December 1988 '
Ship: Daeyang Glory, registered in Republic of Korea
Ownership: Pan Ocean Shipping
Voyage route from/via: Pohang (Republic of Korea)
Case no. 89-186 Date: pre 4 August 1988
Ship: Stainless Spray, registered in Republic of Korea
Ownership: Turnbull Scott Shipping /managed by Turnbull Scott
Voyage route from/via: Huelva (Spain), Colombo (Sri Lanka),
Gresik (Indonesia)
Case no. 89- 187 Date: post 20 June 1988
Ship: Chamois, registered in Liberia
Ownership: Twilight Navigation /managed by Atlas Shipmanagement
Voyage route from/via: Singapore, Dammam (Saudi Arabia)

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Case no. 89-188 Date: post 8 January 1988

Ship: Champion, registered in Liberia

Ownership: Oceanides Shipping

Voyage route from/via: , Fujairah Anchorage (U.A.E.), Dar es Salaam (United Republic of Tanzania)

Case no. 89-189 Date: post 12 August 1988

Ship: Eastern Plum, registered in Liberia

Ownership: Profitwell

Voyage route from/via: Jebel Dhanna (U.A.E.), Mombasa (Kenya)

Case no. 89-190 Date: post 4 August 1988

Ship: Elbe Ore, registered in Liberia

Ownership: Blue Whale Shipping /managed by Krupp Lonrho

Voyage route from/via: Hampton Roads (United States)

. Case noi 89-191 Date: post 26 September 1988

Ship: Etienne Schlumberger, registered in Liberia - 1

Ownership: Tacogaz /managed by Norwegian Ship Management 9

Voyage route from/via: Warri (Nigeria)

Case no. 89-192 Date: 13 August 1988

Ship: Gogo Regent, registered in Bahamas

Ownership: Blue Atlantic

Voyage route from/via: Surabaya (Indonesia), Maputo (Mozambique)

Case no. 89-193 Date: 27 May 1988

Ship: Gogo Regent, registered in Bahamas

Ownership: Blue Atlantic

. Voyage route from/via: Paranagua (Brazil)

Case no. 89-194 Date: post 29 November 1986

Ship: Gogo Regent, registered in Bahamas

Ownership: Blue Atlantic

Voyage route from/via: Castellon (Spain)

Case no. 89-195 ' Date: 19 December 1988

Ship: Gogo Royal, registered in Liberia

Ownership: Atlantis Shipping /managed by Grundstad Maritime

Voyage route from/via: Rosario (Argentina), Buenos Aires (Argentina)

Case no. 89-196 Date: 23 November 1988

Ship: Grazia, registered in Liberia

Ownership: San Leonard /managed by Seaarland Management

Voyage route from/via: Rio Grande (Brazil)

Case no. 89-197 Date: pre 6 January 1988
 Ship: Magic Mercury, registered in Liberia
 Ownership: Magic Navigation /managed by Fearnley & Eger
 Voyage route from/via: Bahia Blanca (Argentina)
 Case no. 89-198 Date: 1 April 1988
 Ship: Magic Mercury, registered in Liberia
 Ownership: Magic Navigation /managed by Fearnley & Eger
 Voyage route from/via: Mombasa (Kenya)
 Case no. 89-199 Date: 8 August 1986
 Ship: Magic Mercury, registered in Liberia
 Ownership: Magic Navigation /managed by Fearnley & Eger
 Voyage route from/via: Karachi (Pakistan), Fujairah Anchorage
 (U. A. E.), Mauritius
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Case no. 89- 200 Date: 20 June 1988
 Ship: Owl Trader, registered in Liberia
 Ownership: Chemilugano Navigation /managed by Yuyo Steamship
 Voyage route from/via: Tees (United Kingdom)
 Case no. 89- 201 Date: pre 26 April 1988
 Ship: Owl Trader, registered in Liberia
 Ownership: Chemilugano Navigation /managed by Yuyo Steamship
 Voyage route from/via: Texas City (United States)
 Case no. 89- 202 Date: pre 28 December 1987
 Ship: Owl Trader, registered in Liberia
 Ownership: Chemilugano Navigation /managed by Yuyo Steamship
 Voyage route from/via: Buenos Aires (Argentina), Necochea
 (Argentina)
 Case no. 89- 203 Date: 12 September 1987
 Ship: Owl Trader, registered in Liberia
 Ownership: Chemilugano Navigation /managed by Yuyo Steamship
 Voyage route from/via: Port Kelang (Malaysia), Penang (Malaysia)
 Case no. 89- 204 Date: 17 January 1987
 Ship: Owl Trader, registered in Liberia
 Ownership: Chemilugano Navigation /managed by Yuyo Steamship
 Voyage route from/via: Singapore Roads (Singapore)
 Case no. 89-205 Date: post 11 July 1988
 Ship: Petrobulk Pioneer, registered in Liberia

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Ownership: Petrobulk Internatibnal /managed by Naess Shipping
Holland

Voyage route from/via: Jubail (Saudi Arabia), Bahrain

Case no. 89-206 Date: 18 August 1988

Ship: Petrobulk Pioneer, registered in Liberia

Ownership: Petrobulk International /managed by Naess Shipping
Holland

Voyage route from/via: Mombasa (Kenya), Maputo (Mozambique),

Beira (Mozambique), Toamasina (Madagascar)

Case no. 89-207 Date: 6 November 1988

Ship: Petros, registered in Liberia

Ownership: Mobil Shipping/Transportation /managed by Atlas
Maritime

Voyage route from/via: Belawan (Indonesia), Penang (Malaysia),

Port Kelang (Malaysia), Pasir Gudang (Malaysia), Singapore

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Case no. 89-208 Date: post 27 July 1988

Ship: Point Clear, registered in Liberia

Ownership: Primula Naviera /managed by Palmyra Management

Voyage route from/via: Mobile (United States)

Case no. 89-209 Date: 7 September 1988

Ship: Rainbow, registered in Liberia

Ownership: Berry Maritime

Voyage route from/via: Maceio (Brazil)

Case no. 89-210 Date: 18 September 1987

Ship: Rainbow, registered in Liberia

Ownership: Berry Maritime

Voyage route from/via: Rotterdam (Netherlands), Maputo

(Mozambique), Mombasa (Kenya), Maputo (Mozambique)

Case no. 89-211 Date: post 28 October 1988

Ship: Sea Victory, registered in Liberia

Ownership: Sea Victory

Voyage route from/via: Fujairah Anchorage (U.A.E.)

Case no. 89-212 Date: post 17 February 1988

Ship: Sea Victory, registered in Liberia

Ownership: Sea Victory

Voyage route from/via: Constantza (Romania),

Case no. 89-213 Date: 9 July 1988

Ship: Stolt Avance, registered in Liberia

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Ownership: Ventura
Voyage route from/via: Tampa (United States)
Case no. 89-214 Date: 21 May 1986
Ship: Stolt Avance, registered in Liberia
Ownership: Ventura
Voyage route from/via: Santos (Brazil)
Case no. 89-215 Date: 27 January 1986
Ship: Stolt Avance, registered in Liberia
Ownership: Ventura
Voyage route from/via: Houston (United States)
Case no. 89-216 Date: 23 April 1988
Ship: Stolt Condor, registered in Liberia
Ownership: Stolt Condor
-Voyage route from/via: Arata (Brazil)
Case no. 89-217 Date: pre 18 July 1987
Ship: Stolt Condor, registered in Liberia
Ownership: Stolt Condor
Voyage route from/via: Arata (Brazil)
Case no. 89-218 Date: 16 April 1986
Ship: Stolt Condor, registered in Liberia
Ownership: Stolt Condor
Voyage route from/via: Arata (Brazil), Santos (Brazil), Paranagua
(Brazil)
Case no; 89-219 Date: 25 September 1988
Ship: Stolt Eagle, registered in Liberia
Ownership: Stolt Eagle
Voyage route from/via: Arat8 (Brazil)
Case no. 89-220 . Date: 8 May 1988
Ship: Stolt Eagle, registered in Liberia
Ownership: Stolt Eagle
Voyage route from/via: Santos (Brazil)
Case no. 89-221 Date: 24 December 1987
Ship: Stolt Eagle, registered in Liberia
Ownership: Stolt Eagle
Voyage route from/via: Aratn (Brazil)
Case no. 89-222 Date: 20 August 1987

Ship: Stolt Eagle, registered in Liberia

Ownership: Stolt Eagle

Voyage route from/via: Arata (Brazil)

Case no. 89-223 Date: 29 June 1987

Ship: Stolt Eagle, registered in Liberia

Ownership: Stolt Eagle

Voyage route from/via: Karachi (Pakistan), Mombasa (Kenya)

Case no. 89-224 Date: pre 18 April 1987

Ship: Stolt Eagle, registered in Liberia

Ownership: Stolt Eagle

Voyage route from/via: Arata (Brazil)

Case no. 89-225 Date: 5 March 1987

Ship: Stolt Eagle, registered in Liberia

Ownership: Stolt Eagle

Voyage route from/via: Pasir Gudang (Malaysia), Singapore Roads1 , 2

(Singapore), Port Kelang (Malaysia), Mombasa (Kenya)

Case no. 89-226 Date: pre 26 December 1986

Ship: Stolt Eagle, registered in Liberia

Ownership: Stolt Eagle V

Voyage route from/via: Rio de Janeiro (Brazil)

Case no. 89-227 . Date: 13 January 1988

Ship: Stolt Emerald, registered in Liberia

Ownership: Stolt Emerald

Voyage route from/via: Houston (United States)

Case no. 89-228 Date: pre 26 December 1986

Ship: Stolt Emerald, registered in Liberia

Ownership: Stolt Emerald

Voyage route from/via: Houston (United States)

Case no. 89-229 Date: 30 December 1988

Ship: Owl Transporter, registered in Liberia

Ownership: Mobil.Shipping/Transportation /managed by Atlas

Maritime

Voyage route from/via: Pasir Gudang (Malaysia)

Case no. 89-230 Date: pre 10 October 1988

Ship: Owl Transporter, registered in Liberia

Ownership: Mobil Shipping/Transportation /managed by Atlas

Maritime

Voyage route from/via: Salvador (Brazil)

Case no. 89-231 Date: 16 January 1989
Ship: Stolt Exporter, registered in Liberia
Ownership: Stolt Exporter
Voyage route from/via: Aratu (Brazil)
Case no. 89-232 Date: post 19 June 1988
Ship: Stolt Exporter, registered in Liberia
Ownership: Stolt Exporter
Voyage route from/via: Arata (Brazil)
Case no. 89-233 Date: post 22 May 1987
Ship: Stolt Exporter, registered in Liberia
Ownership: Stolt Exporter
Voyage route from/via: Arat8 (Brazil)

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Case no. 89-234 Date: post 17 October 1986
Ship: Stolt Exporter, registered in Liberia
Ownership: Stolt Exporter
Voyage route from/via: Arat& (Brazil)
Case no. 89-235 Date: 19 January 1986
Ship: Stolt Exporter, registered in Liberia
Ownership: Stolt Exporter
Voyage route from/via: Santos (Brazil)
Case no. 89-236 Date: 24 May 1988
Ship: Stolt_Falcon, registered in Liberia
Ownership: Stolt Falcon
Voyage route from/via: Aratu (Brazil)
Case no. 89-237 Date: 14 January 1988
Ship: Stolt Falcon, registered in Liberia
Ownership: Stolt Falcon
Voyage route from/via: Maceio (Brazil)
Case no. 89-238 Date: 24 August 1988
Ship: Stolt Falcon, registered in Liberia
Ownership: Stolt Falcon
Voyage route from/via: Aratu (Brazil)
Case no. 89-239 Date: 4 June 1986
Ship: Stolt Falcon,-registered in Liberia
Ownership: Stolt Falcon
Voyage route from/via: Singapore Roads (Singapore)

Case no. 89- -240 Date: 20 March 1986
Ship: Stolt Falcon, registered in Liberia
Ownership: Stolt Falcon
Voyage route from/via: Arata (Brazil)
Case no. 89-241 Date: 23 October 1986
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Arat8 (Brazil)
Case no. 89-242 Date: 30 January 1988
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Aratu (Brazil)
Case no. 89-243 Date: 24 December 1987
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Port Kelang (Malaysia), Mombasa (Kenya)
Case no. 89-244 Date: pre 21 October 1987
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Arata (Brazil)
Case no. 89-245 Date: 23 July 1986
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Aratn (Brazil)
Case no. 89-246 Date: 21 February 1986
Ship: Stolt Hawk, registered in Liberia
Ownership: Stolt Hawk
Voyage route from/via: Arata (Brazil)
Case no. 89-247 Date: 26 November 1988
Ship: Stolt Jade, registered in Liberia
Ownership: Stolt Jade
Voyage route from/via: Houston (United States)
Case no. 89-248 Date: 3 May 1988
Ship: Stolt Jade, registered in Liberia
Ownership: Stolt Jade
Voyage route from/via: Santos (Brazil)

Case no. 89-249 Date: 18 March 1988
Ship: Stolt Loyalty, registered in Liberia
Ownership: Stolt Loyalty
Voyage route from/via: Houston (United States)
Case no. 89-250 Date: 31 May 1987
Ship: Stolt Loyalty, registered in Liberia
Ownership: Stolt Loyalty
Voyage route from/via: Houston (United States), Aratn (Brazil)
Case no. 89-251 Date: 26 May 1986
Ship: Stolt Loyalty, registered in Liberia
Ownership: Stolt Loyalty
Voyage route from/via: Houston (United States), Hovic (U.S.
Virgin Islands)

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Case no. 89-252 Date: 1 March 1986
Ship: Stolt Loyalty, registered in Liberia
Ownership: Stolt Loyalty
Voyage route from/via: Houston (United States)
Case no. 89-253 Date: 9 August 1988
Ship: Stolt Pride, registered in Liberia
Ownership: Stolt Pride
Voyage route from/via: Houston (United States), Hovic (U.S.
Virgin Islands)
Case no. 89-254 . Date: 29 May 1988
Ship: Stolt Pride, registered in Liberia
Ownership: Stolt Pride
Voyage route from/via: Singapore, Penang (Malaysia), Port Kelang
(Malaysia), Singapore

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Case no. 89-255 Date: 24 November 1987
Ship: Stolt Pride, registered in Liberia
Ownership: Stolt Pride
Voyage route from/via: New Orleans (United States)
Case no. 89-256 Date: 12 September 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Houston (United States), Hovic (U.S.
Virgin Islands)
Case no. 89-257 Date: 28 October 1988

Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Dubai (U.A.E.), Jubail (Saudi Arabia)
Case no. 89-258 Date: pre 30 December 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Houston (United States)
Case no. 89-259 Date: 6 June 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: New Orleans (United States)
Case no. 89-260 Date: 24 March 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Dubai (U. A. E.), Jebel Ali (U. A. E.), Jubail (Saudi Arabia)
Case no. 89-261 Date: 13 February 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Texas City (United States)
Case no. 89-262 Date: 3 September 1987
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: Freeport (United States)
Case no. 89-263 Date: 16 October 1986
Ship: Stolt Spirit, registered in Liberia
Ownership: Stolt Spirit
Voyage route from/via: New Orleans (United States)
Case no. 89-264 Date: 20 October 1988
Ship: Stolt Spirit, registered in Liberia
Ownership: Monterey Shipping
Voyage route from/via: Bahia Blanca (Argentina), Santos (Brazil)
Case no. 89-265 Date: 27 March 1986
Ship: Stolt Spirit, registered in Liberia
Ownership: Monterey Shipping
Voyage route from/via: Buenos Aires (Argentina)

Case no. 89-266 Date: post 6 November 1988
Ship: World Duality, registered in Liberia
Ownership: Athos Shipping
Voyage route from/via: Kwangyang (Republic of Korea)
Case no. 89-267 Date: post 5 July 1988
Ship: World Duality, registered in Liberia
Ownership: Athos Shipping
Voyage route from/via: Constantza (Romania),
Case no. 89-268 Date: post 19 December 1987
Ship: World Duality, registered in Liberia
Ownership: Athos Shipping
Voyage route from/via: Singapore
Case no. 89-269 Date: post 12 March 1987
Ship: World Duality, registered in Liberia
Ownership: Athos Shipping
Voyage route from/via: Singapore Roads (Singapore)
Case no. 89-270 Date: 13 February 1986
Ship: World Duality, registered in Liberia
Ownership: Athos Shipping
Voyage route from/via: Piraeus (Greece)
Case no. 89-271 Date: post 10 May 1989
Ship: World Duet, registered in Liberia
Ownership: Porthos Shipping
Voyage route from/via: Jubail (Saudi Arabia)
Case no. 89-272 Date: post 9 November 1988
Ship: World Duet, registered in Liberia
Ownership: Porthos Shipping
Voyage route from/via: Singapore
Case no. 89-273 4' Date: post 27 April 1988
Ship: World Duet, registered in Liberia
Ownership: Porthos Shipping-1
Voyage route from/via: Jubail (Saudi Arabia)
Case no. 89-274. Date: post 24 December 1987
Ship: World Duet, registered in Liberia
Ownership: Porthos Shipping
Voyage route from/via: Pulau Bukom (Singapore)

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Case no. 89-275 Date: post 28 March 1987

Ship: World Duet, registered in Liberia

Ownership: Porthos Shipping

Voyage route from/via: Fujairah Anchorage (U. A. E.)

Case no. 89-276 Date: 23 June 1988

Ship: Bunga Sepang, registered in Malaysia

Ownership: MISC

Voyage route from/via: Bahia Blanca (Argentina)

Case no. 89-277 Date: 20 July 1988

Ship: Zainab Sky, registered in Malta

Ownership: Zaimass Shipping

Voyage route from/via: La Spezia (Italy), , Mombasa (Kenya)

Case no. 89-278 Date: 25 November 1988

. Ship: C?lluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers - 1

Voyage route from/via: Huelva (Spain)

Case no. 89-279 Date: pre 18 September 1988

Ship: Calluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers

Voyage route from/via: Antwerp (Belgium), Abidjan (Cote d'Ivoire)

Case no. 89- 280 Date: 12 July 1988

Ship: Calluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers

Voyage route from/via: Augusta (Italy), , Port Sudan (Sudan),

Jeddah (Saudi Arabia), Mombasa (Kenya), Maputo (Mozambique)

Case no. 89-281 Date: 19 April 1988

Ship: Calluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers

Voyage route from/via: Rotterdam (Netherlands), Swansea (United Kingdom)

Case no. 89-282 Date: 6 February 1988

Ship: Calluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers

Voyage route from/via: Melilli (Italy), Assab (Ethiopia), Mombasa (Kenya)

Case no. 89-283 Date: 28 November 1988

Ship: Calluna, registered in Netherlands

Ownership: Winterport Investment I /managed by Winterport Tankers

Voyage route from/via: Rouen, Mombasa (Kenya)
Case no. 89- 284 Date: 30 September 1987
Ship: Calluna, registered in Netherlands
Ownership: Winterport Investment I /managed by Winterport Tankers
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-285 Date: 22 July 1987
Ship: Calluna, registered in Netherlands
Ownership: Winterport Investment I /managed by Winterport Tankers
Voyage route from/via: Maputo (Mozambique)
Case no. 89-286 Date: pre 17 July 1987
Ship: Calluna, registered in Netherlands
Ownership: Winterport Investment I /managed by Winterport Tankers
. Voyage route from/via: Leixoes (Portugal)
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Case no. 89-287 Date: 17 May 1987
Ship: Calluna, registered in Netherlands 1
Ownership: Winterport Investment I /managed by Winterport Tankers 1
Voyage route from/via: Antwerp (Belgium)
Case no. 89-288 Date: 24 March 1987
Ship: Calluna, registered in Netherlands
Ownership: Winterport Investment I /managed by Winterport Tankers
Voyage route from/via: Le Havre (France)
Case no. 89-289 , Date: 12 January 1987
Ship: Calluna, registered in Netherlands
. Ownership: Winterport Investment I /managed by Winterporthankers
Voyage route from/via: Augusta (Italy), Mombasa (Kenya)
Case no. 89-290 Date: 12 November 1986
Ship: Calluna, registered in Netherlands
Ownership: Winterport Investment I /managed by Winterport Tankers
Voyage route from/via: Augusta (Italy), Mombasa (Kenya), Dar es
Salaam (United Republic of Tanzania)
Case no. 89-291 Date: 19 January 1989
Ship: Austanger, registered in Norway (International Registry)
Ownership: 'Dae Woo Austanger /managed by Westfal-Larsen
Voyage route from/via: Antwerp (Belgium), Rotterdam
(Netherlands), Tees (United Kingdom)
Case no. 89-292 Date: pre 9 February 1988

Ship: Austanger, registered in Norway (International Registry)
Ownership: Dae Woo Austangar /managed by Westfal-Larsen
Voyage route from/via: Morehead City (United States)
Case no. 89-293 Date: pre 29 December 1986
Ship: Austanger, registered in Norway (International Registry)
Ownership: Dae Woo Austanger /managed by Westfal-Larsen
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom)
Case no. 89-294 Date: 10 September 1988
Ship: Berganger, registered in Norway (International Registry)
Ownership: Berganger /managed by Westfal-Larsen
Voyage route from/via: Singapore, Pasir Gudang (Malaysia)
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Case no. 89-295 Date: 30 April 1988 - w
Ship: Berganger, registered in Norway (International Registry) '
Ownership: Berganger /managed by Westfal-Larsen
Voyage route from/via: Penang (Malaysia)
Case no. 89-296 Date: 15 December 1987
Ship: Berganger, registered in Norway (International Registry)
Ownership: Berganger /managed by Westfal-Larsen
Voyage route from/via: Port Kelang (Malaysia), Pasir Gudang (Malaysia), Singapore Roads (Singapore)
Case no. 89-297 ; Date: 31 July 1987
Ship: Berganger, registered in Norway (International Registry)
. Ownership: Berganger /managed by Westfal-Larsen ' '
Voyage route from/via: Penahg (Malaysia)
Case no. 89-298 Date: 15 February 1986
Ship: Berganger, registered in Norway' (International Registry)
Ownership: Berganger /managed by Westfal-Larsen
Voyage route from/via: Pasir Gudang (Malaysia), Mauritius
Case no. 89-299 Date: 1 May 1988
Ship: Bergebonde, registered in Norway (International Registry)
Ownership: Bergebonde /managed by Bergesen
Voyage route from/via: Hampton Roads (United States)
Case no. 89-300 Date: pre 20 September 1987
Ship: Bergebonde, registered in Norway (International Registry)
Ownership: Bergebonde /managed by Bergesen

Voyage route from/via: Mobile (United States)
Case no. 89-301 Date: pre 30 September 1988
Ship: Berge Odel, registered in Norway (International Registry)
Ownership: Berge Odel /managed by Bergesen
Voyage route from/via: Hampton Roads (United States)
Case no. 89-302 Date: 4 September 1987
Ship: Berge Odel, registered in Norway (International Registry)
Ownership: Berge Odel /managed by Bergesen
Voyage route from/via: Hampton Roads (United States)
Case no. 89-303 Date: 17 April 1987
Ship: Berge Odel, registered in Norway (International Registry)
Ownership: Berge Odel /managed by Bergesen
Voyage route from/via: Europoort (Netherlands)
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Case no. 89-304 Date: 23 December 1988
Ship: Betula, registered in Norway (International Registry)
Ownership: Betula /managed by Alendal T.
Voyage route from/via: Mombasa (Kenya), Yanbu (Saudi Arabia)
Case no. 89-305 Date: 12 October 1988
Ship: Betula, registered in Norway (International Registry)
Ownership: Betula /managed by Alendal T.
Voyage route from/via: Augusta (Italy), Assab (Ethiopia)
Case no. 89-306 V Date: 21 August 1988
Ship: Betula, registered in Norway (International Registry)
Ownership: Betula /managed by Alendal T. ,
Voyage route from/via: Augusta (Italy), Mombasa (Kenya), Beira
(Mozambique)
Case no. 89-307 Date: pre 20 June 1988
Ship: Betula, registered in Norway (International Registry)
Ownership: Betula /managed by Alendal T.
Voyage route from/via: Varna (Bulgaria), Mombasa (Kenya)
Case no. 89-308 Date: 23 August 1986
Ship: Betula, registered in Norway (International Registry)
Ownership: Betula /managed by Alendal T.
Voyage route from/via: Mogadiscio (Somalia), Mombasa (Kenya),
Toamasina (Madagascar)
Case no. 89-309 Date: post 29 April 1986

Ship: Biakh, registered in Norway (International Registry)
Ownership: Bill Biakh /managed by Gill-Johannessen L.
Voyage route from/via: Pointe Noire (Congo)
Case no. 89-310 Date: 15 October 1988
Ship: Bow Fortune, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Penang (Malaysia)
Case no. 89-311 Date: pre 8 Spetember 1988
Ship: Bow Fortune, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Texas City (United States), St. Anna Bay
(Netherlands Antilles)
Case no. 89-312 Date: pre 3 June 1987
Ship: E w Fortune, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Houston (United States)
Case no. 89-313 Date: 20 June 1986
Ship: Bow Fortune, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Aqaba (Jordan), Mombasa (Kenya), Dar es
Salaam (United Republic of Tanzania)
Case no. 89-314 Date: 21 March 1986
Ship: Bow Fortune, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Galveston (United States), Coatzacoalcas
(Mexico) v
Case no. 89-315 Date: post 21 April 1988
Ship: Bow Saphir, registered in Norway (International Registry)
Ownership: Chem-Tank III /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands), Tees (United
Kingdom)
Case no. 89-316 1 Date: post 17 May 1988
Ship: Bow Sea, registered in Norway (Internatiodal Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Singapore
Case no. 89-317 Date: pre 11 January 1988
Ship: Bow Sea, registered in Norway (International Registry)

Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom), Dakar (Senegal)
Case no. 89-318 Date: 16 February 1987
Ship: Bow Sea, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom)
Case no. 89-319 Date: 10 August 1986
Ship: Bow Sea, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Port Kelang (Malaysia), Pasir Gudang (Malaysia), Singapore Roads (Singapore)
Case no. 89-320 Date: 28 March 1986
Ship: Bow Sea, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Penang (Malaysia), Mauritius
Case no. 89-321 Date: 17 August 1988
Ship: Bow Sky, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Pasir Gudang (Malaysia)
Case no. 89-322 Date: 10 November 1987
Ship: Bow Sky, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Pasir Gudang (Malaysia), Singapore Roads (Singapore) v)
Case no. 89-323 Date: 28 September 1988
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Tees (United Kingdom)
Case no. 89-324 Date: 13 July 1988
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-325 Date: 24 November 1987
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Salvador (Brazil)

Case no. 89-326 Date: post 24 May 1987
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Mombasa (Kenya)
Case no. 89-327 V Date: post 12 May 1987
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Augusta (Italy)
Case no. 89-328 Date: pre 8 November 1986
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Norway
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom)
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Case no. 89-329 Date: 7 March 1986
Ship: Bow Spring, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Penang (Malaysia), Mauritius
Case no. 89-330 Date: 26 March 1988 ,
Ship: Bow Star, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands), Dakar (Senegal)
Case no. 89-331 ; Date: 12 November 1987
Ship: Bow Star, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell r '
Voyage route from/via: Tees (United Kingdom)
Case no. 89-332 Date: 14 Spetember 1987
Ship: Bow Star, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Port Kelang (Malaysia), Mombasa (Kenya)
Case no. 89-333 Date: 2 April 1987
Ship: Bow Star, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom), Dakar (Senegal)
Case no. 89-334 Date: pre 8 January 1987
Ship: Bow Star, registered in Norway (International Registry)

Ownership: Storli /managed by Odfjell
Voyage route from/via: Jacksonville (United States)
Case no. 89-335 Date: 8 February 1986 .
Ship: Bow Star, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Augusta (Italy), Mombasa (Kenya)
Case no. 89-336 Date: 7 July 1988
Ship: Bow Sun, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Penang (Malaysia)
Case no. 89-337 Date: pre 4 March 1988
Ship: Bow Sun, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Penang (Malaysia)
Case no. 89-338 Date: 12 October 1987
Ship: Bow Sun, registered in Norway (International Registry)
Ownership: Storli_/managed by Odfjell
Voyage route from/via: Penang (Malaysia), Mauritius
Case no. 89-339 Date: 5 June 1987
Ship: Bow Sun, registered in Norway (International Registry)
Ownership: Storli /managed by Odfjell
Voyage route from/via: Port Kelang (Malaysia), Mombasa (Kenya)
Case no. 89-340 ' Date: 23 September 1986
Ship: Bow Sun, registered in Norway (International Registry)'
Ownership: Storli /managed by Odfjell
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-341 Date: 4 December 1988
Ship: Brage Atlantic, registered in Norway (International Registry)
Ownership: Chemship /managed by Billabong Ship Management
Voyage route from/via: Pasir Gudang (Malaysia), Singapore
Case no. 89-342 Date: 17 March 1988
Ship: Brage Atlantic, registered in Norway (International Registry)
Ownership: Chemship /managed by Billabong Ship Management
Voyage route from/via: Antwerp (Belgium)

Case no. 89- 343 Date: 21 May 1988
Ship: Brimanger, registered in Norway (International Registry)
Ownership: Westfal- Larsen
Voyage route from/via: Penang (Malaysia)
Case no. 89-344 Date: pre 16 November 1987
Ship: Brimanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Singapore Roads (Singapore)
Case no. 89-345 Date: Mombasa (Kenya)
Ship: Brimanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Pasir Gudang (Malaysia), Singapore Roads (Singapore), Mauritius
Case no; 89-346 Date: 1 September 1986
Ship: Brimanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Port Kelang (Malaysia), Pasir Gudang (Malaysia), Singapore Roads (Singapore)
Case no. 89-347 Date: 25 September 1988
Ship: Essi Flora, registered in Norway (International Registry)
Ownership: Ruped & Co. /managed by Ruud-Pedersen B.
Voyage route from/via: Freemantle (Australia), Jakarta (Indonesia)
Case no. 89-348 Date: 3 May 1988
Ship: Essi Flora, registered in Norway (International Registry)
Ownership: Ruped & Co. /managed by Ruud-Pedersen B.
Voyage route from/via: Freemantle (Australia)
Case no. 89-349 Date: pre 20 July 1987
Ship: Essi Flora, registered in Norway (International Registry)
Ownership: Ruped & Co. /managed by Ruud-Pedersen B.
Voyage route from/via: Puerto Cabello (Venezuela)
Case no. 89-350 Date: 26 December 1988
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Bahrain
Case no. 89-351 Date: 1 August 1988
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.

Voyage route from/via: Singapore, Mombasa (Kenya)
Case no. 89-352 Date: pre 4 January 1988
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Algeciras (Spain)
Case no. 89-353 Date: 22 October 1988
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Freemantle (Australia), Mombasa (Kenya)
Case no. 89-354 Date: 31 May 1987
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Singapore Roads (Singapore), Mombasa (Kenya)
Case no. 89-355 Date: 16 January 1987
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Bahrain, Mombasa (Kenya)
Case no. 89-356 Date: pre 25 September 1986
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Liverpool (United Kingdom)
Case no. 89-357 Date: 28 July 1986
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Bahrain, Mombasa (Kenya)
Case no. 89-358 Date: 3 March 1986 -
Ship: Essi Gina, registered in Norway (International Registry)
Ownership: Essi Gina /managed by Ruud-Pedersen B.
Voyage route from/via: Bahrain, Mombasa (Kenya)
1 Case no. 89-359 Date: pre 17 March 1988
Ship: Havglint, registered in Norway (International Registry)
Ownership: Centum Shipping /managed by Havtor Management
Voyage route from/via: New Orleans (United States), Mauritius
Case no. 89-360 Date: 10 June 1988
Ship: Iver Chaser, registered in Norway (International Registry)

Ownership: Iver Chaser /managed by Bugge Management
Voyage route from/via: Maputo (Mozambique)
Case no. 89-361 Date: 2 June 1988 .
Ship: Iver Chaser, registered in Norway (International Registry)
Ownership: Iver Chaser /managed by Bugge Management
Voyage route from/via: Barcelona (Spain)
Case no. 89-362 Date: 28 May 1986
Ship: Iver Chaser, registered in Norway (International Registry)
Ownership: Iver Chaser /managed by Bugge Management
Voyage route from/via: Haldia (India), Colombo (Sri Lanka),
Maputo (Mozambique)
Case no. 89-363 Date: 27 November 1988
Ship: Iver Hawk, registered in Norway (International Registry)
Ownership: Iver Hawk /managed by Bugge Management
Voyage route from/via: Bahia Blanca (Argentina), Paranagua
(Brazil)
Case no. 89-364 Date: post 25 February 1988
Ship: Jahre Pearl, registered in Norway (International Registry)
Ownership: Jahre Pearl /managed by Wallem Shipping
Voyage route from/via: Kaohsiung (Taiwan Province)
Case no. 89-365 Date: post 19 September 1988
Ship: Jahre Rose, registered in Norway (International Registry)
Ownership: Bulls Tankrederi /managed by Jahre J. Shipping
Voyage route from/via: Mobile (United States)
Case no. 89-366 Date: post 30 April 1988
Ship: Jahre Rose, registered in Norway (International Registry)
Ownership: Bulls Tankrederi /managed by Jahre J. Shipping
Voyage route from/via: New Orleans (United States)
Case no. 89-367 Date: post 29 January 1988
Ship: Jomaas, registered in Norway (International Registry)
Ownership: Jomaas /managed by Morland A. J.
Voyage route from/via: Huelva (Spain)
Case no. 89-368 Date: 1 December 1987
Ship: Jomaas, registered in Norway (International Registry)
Ownership: Jomaas /managed by Morland A. J.
Voyage route from/via: Leixoes (Portugal)

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Case no. 89-369 Date: 13 July 1987

Ship: Jomaas, registered in Norway (International Registry)

Ownership: Jomaas /managed by Morland A. J.

Voyage route from/via: Constantza (Romania), Toamasina (Madagascar), Beira (Mozambique)

Case no. 89-370 Date: pre 16 January 1986

Ship: Jomaas, registered in Norway (International Registry)

Ownership: Jomaas /managed by Morland A. J.

Voyage route from/via: Mombasa (Kenya), Mauritius, Reunion

Case no. 89-371 Date: pre 8 June 1988

Ship: Mauranger, registered in Norway (International Registry)

Ownership: Mauranger /managed by Westfal-Larsen

Voyage route from/via: Morehead City (United states)

Case noi 89-372 Date: 5 September 1986

Ship: Mauranger, registered in Norway (International Registry)

Ownership: Mauranger /managed by Westfal-Larsen

Voyage route from/via: Houston (United States), Dakar (Senegal)

Case no. 89-373 Date: abt. 10 November 1988

Ship: Norgas Mariner, registered in Norway (International Registry)

Ownership: Nopal Norte /managed by Norwegian Ship Management

Voyage route from/via: Houston (United States)

Case no. 89-374 Date: post 18 April 1988

Ship: Norgas Mariner, registered in Norway (International Registry)

Ownership: Nopal Norte /managed by Norwegian Ship Management1

Voyage route from/via: Naples (Italy), Tarragona (Spain)

Case no. 89-375 Date: 31 May 1988

Ship: Norgas Runner, registered in Norway (International Registry)

Ownership: Labogas II /managed by Norwegian Ship Management

Voyage route from/via: Santos (Brazil)

Case no. 89-376 Date: 20 September 1988

Ship: Norgas Sailor, registered in Norway (International Registry)

Ownership: Labogas /managed by Norwegian Ship Management

Voyage route from/via: Salvador (Brazil)

Case no. 89-377 Date: pre 12 July 1988

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Ship: Norgas Trader, registered in Norway (International Registry) '

Ownership: Norwegian Shipping Invest /managed by Norwegian Ship Management

Voyage route from/via: Terneuzen (Netherlands)

Case no. 89-378 Date: post 2 January 1988

Ship: Norgas Runner, registered in Norway (International Registry)

Ownership: Norwegian Shipping Invest /managed by Norwegian Ship Management

Voyage route from/via: Houston (United States)

Case no. 89-379 Date: post 28 August 1987

Ship: Norgas Trader, registered in Norway (International Registry)

Ownership: Norwegian Shipping Invest /managed by Norwegian Ship Management

Voyage route from/via: Moerdijk (Netherlands), Tees (United Kingdom)

Case no. 89-380 Date: post 15 March 1987

Ship: Norgas Trader, registered in Norway (International Registry)

Ownership: Norwegian Shipping Invest /managed by Norwegian Ship Management

Voyage route from/via: Algeciras (Spain)

Case no. 89-381 Date: post 5 August 1988

Ship: Norgas Voyager, registered in Norway (International Registry)

Ownership: Labogas V /managed by Norwegian Ship Management

Voyage route from/via: Tarragona (Spain)

Case no. 89-382 Date: post 28 October 1987

Ship: Norgas Voyager, registered in Norway (International Registry)

Ownership: Labogas V /managed by Norwegian Ship Management

Voyage route from/via: Tarragona (Spain)

Case no. 89-383 Date: pre 20 December 1988

Ship: North Sea, registered in Norway (International Registry)

Ownership: Brovig Chemical Tank8rs I /managed by Brovig Ship Management

Voyage route from/via: Rosario (Argentina), Santos (Brazil), Arata (Brazil)

Case no. 89-384 Date: post 6 August 1988
Ship: North Sea, registered in Norway (International Registry)
Ownership: Brovig Chemical Tankers I /managed by Brovig Ship Management
Voyage route from/via: Arat& (Brazil)

Case no. 89-385 Date: 6 January 1988
Ship: North Sea, registered in Norway (International Registry)
Ownership: Brovig Chemical Tankers I /managed by Brovig Ship Management
Voyage route from/via: San Nicolas (Argentina)

Case no. 89-386 Date: 21 August 1987
Ship: North Sea, registered in Norway (International Registry)
Ownership: Brovig Chemical Tankers I /managed by Brovig Ship Management
Voyage route from/via: Buenos Aires (Argentina), Paranagua (Brazil)

Case no. 89-387 Date: 18 January 1986
Ship: North Sea, registered in Norway (International Registry)
Ownership: Brovig Chemical Tankers I /managed by Brovig Ship Management
Voyage route from/via: Santos (Brazil)

Case no. 89-388 Date: 4 October 1988 -
Ship: North Wind, registered in Norway (International Registry)
Ownership: Brovig Chemical Tankers II /managed by Brovig Ship Management
Voyage route from/via: Paranagua (Brazil)

Case no. 89-389 Date: post 3 February 1989
Ship: Sunny Lady, registered in Norway (International Registry)
Ownership: Gas Lady /managed by Pedersens Rederi
Voyage route from/via: Rio Grande (Brazil)

Case no. 89-390 Date: post 24 October 1988
Ship: Sunny Lady, registered in Norway (International Registry)
Ownership: Gas Lady /managed by Pedersens Rederi
Voyage route from/via: Zeebrugge (Belgium), Terneuzen (Netherlands)

Case no. 89-391 Date: post 7 May 1988
Ship: Sunny Lady, registered in Norway (International Registry)
Ownership: Gas Lady /managed by Pedersens Rederi
Voyage route from/via: Tees (United Kingdom), Las Palmas (Spain)

Case no. 89-392 Date: post 21 August 1988
Ship: Norman Hunter, registered in Norway (International Registry)
Ownership: Finans-Invest VI Konsortie I /managed by Norman International 9
Voyage route from/via: Hampton Roads (United States)
Case no. 89-393 Date: 24 November 1988
Ship: Risanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Rotterdam (Netherlands), Tees (United Kingdom)
Case no. 89-394 Date: post 18 June 1988
Ship: Risanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage (cute from/via: Penang (Malaysia), Singapore
Case no. 89-395 Date: 15 February 1988
Ship: Risanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Penang (Malaysia), Mombasa (Kenya)
Case no. 89-396 Date: 10 July 1987
Ship: Risanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen -
Voyage route from/via: Penang (Malaysia)
Case no. 89-397 Date: 10 August 1986
Ship: Risanger, registered in Norway (International Registry)
OwnerShip: Westfal-Larsen
Voyage route from/via: Galveston (United States)
Case no. 89-398 Date: 18 May 1986
Ship: Risanger, registered in Norway (International Registry)
Ownership: Westfal-Larsen
Voyage route from/via: Port Kelang (Malaysia), Pasir Gudang (Malaysia), Singapore Roads-(Singapore)
Case no. 89-399 Date: post 28 August 1988
Ship: Skaubo, registered ih Norway (International Registry)
Ownership: unknown /managed by Dahl T. '
Voyage route from/via: Jebel Ali (U.A.E.), Fujairah Anchorage (U.A.E.), Dar es Salaam (United Republic of Tanzania)

Case no. 89-400 Date: 7 November 1988
 Ship: Spinanger, registered in Norway (International Registry)
 Ownership: Westfal- Larsen
 Voyage route from/via: Texas City (United States)

Case no. 89-401 Date: 4 July 1988
 Ship: Spinanger, registered in Norway (International Registry)
 Ownership: Westfal-Larsen
 Voyage route from/via: Morehead City (United States)

Case no. 89-402 Date: 31 July 1988
 Ship: Spinanger, registered in Nofway (International Registry)
 Ownership: Westfal-Larsen '
 Voyage route from/via: Visakhapatnam (India)

Case no. 89-403 Date: 14 July 1987
 Ship: S inanger, registered in Norway (International Registry)
 Ownershlp: Westfal-Larsen
 Voyage route from/via: Freemantle (Australia)

Case no. 89-404 Date: 9 November 1986
 Ship: Spinanger, registered in Norway (International Registry)
 Ownership: Westfal-Larsen -
 Voyage route from/via: Penang (Malaysia), Mauritius, Maputo
 (Mozambique)
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Case no. 89-405 Date: 1 July 1986
 Ship: Spinanger, registered in Norway (International Registry)
 Ownership: Westfal-Larsen
 Voyage route from/via: Singapore Roads (Singapore), Port Kelang
 (Malaysia), Penang (Malaysia) v
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Case no. 89-406 Date: 23 April 1986
 Ship: Spinanger, registered in Norway (International Registry)
 Ownership: Westfal-Larsen
 Voyage route from/via: Bayport (United States)

Case no. 89-407 Date: 29-October 1988
 Ship: Iver Stane, registered in Norway (International Registry)
 Ownership: Iver stane /managed by Bugge Management
 Voyage route from/via: Leixoes (Portugal)

Case no. 89-408 Date: post 26 April 1988
 Ship: Thorshavn, registered in Norway V(International Registry)
 Ownership: Thorshavn /managed by Barber International
 Voyage route from/via: Sepetiba Terminal (Brazil)

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Case no. 89-409 Date: 7 March 1988

Ship: Torvanger, registered in Norway (International Registry)

Ownership: Westfal-Larsen

Voyage route from/via: Algeciras (Spain), Dakar (Senegal)

Case no. 89-410 Date: post 20 August 1988

Ship: Alster Ore, registered in Panama

Ownership: Lexham Marine

Voyage route from/via: Ceyhan (Turkey)

Case no. 89-411 Date: post 29 July 1988

Ship: Alster Ore, registered in Panama

Ownership: Lexham Marine

Voyage route from/via: Pohang (Republic of Korea), Singapore

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Case no. 89-412 Date: 25 May 1988

Ship: Aurora Sky, registered in Panama

Ownership: Sands Maritime /managed by Tomoe Shipping Co.

Voyage route from/via: Mombasa (Kenya)

Case no. 89-413 Date: 5 December 1988

Ship: Bow Pioneer, registered in Panama

Ownership: Dae Woo Bow Pioneer /managed by Odfjell

Voyage route from/Via: Port Kelang (Malaysia), Singapore

Case no. 89-414 Date: 18 August 1988

Ship: Bow Pioneer, registered in Panama

Ownership: Dae Woo Bow Pioneer /managed by Odfjell

Voyage route from/via: Tees (United Kingdom)

Case no. 89-415 Date: 9 February 1988

Ship: Bow Pioneer, registered in Panama

Ownership: Dae Woo Bow Pioneer /managed by Odfjell

Voyage route from/via: Penang (Malaysia), Mauritius

Case no. 89-416 Date: past 29 October 1988

Ship: Botany Tradition, registered in Panama

Ownership: Harima Marine /managed by Botany Bay Shipping

Voyage route from/via: Aratn (Brazil)

Case no. 89-417 Date: 2 October 1988

Ship: Botany Tradition, registered in Panama

Ownership: Harima Marine /managed by Botany Bay Shipping

Voyage route from/via: Adelaide (Australia), Beira (Mozambique)

Case no. 89-418 Date: 13 June 1988

Ship: Botany Tradition, registered in Panama

Ownership: Harima Marine /managed by Botany Bay Shipping

Voyage route from/via: Melbourne (Australia), Beira (Mozambique)

Case no. 89-419 Date: 23 May 1986

Ship: Botany Tradition, registered in Panama

Ownership: Harima Marine /managed by Botany Bay Shipping

Voyage route from/via: Freemantle (Australia)

Case no. 89-420 Date: 20 February 1986

Ship: Botany Tradition, registered in Panama

Ownership: Harima Marine /managed by Botany Bay Shipping

Voyage route from/via: Freemantle (Australia)

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Case no. 89-421 Date: 30 September 1988

Ship: Botany Trident, registered in Panama

bOwnership: Sun Marine /managed by Botany Bay Shipping

Voyage route from/via: Freemantle (Australia), Beira (Mozambique)

Case no. 89-422 Date: 6 May 1988

Ship: Botany Trident, registered in Panama

Ownership: Sun Marine /managed by Botany Bay Shipping

Voyage route from/via: Paranagua (Brazil), Buenos Aires
(Argentina)

Case no. 89-423. Date: 19 March 1988

Ship: Botany Trident, registered in Panama

Ownership: Sun Marine /managed by Botany Bay Shipping '

Voyage route from/via: Freemantle (Australia), Beira (Mozambique)

Case no. 89-424 Date: 27 November 1987

Ship: Botany Trident, registered in Panama

Ownership: Sun Marine /managed by Botany Bay Shipping

Voyage route from/via: Freemantle (Australia), Beira (Mozambique)

Case no. 89-425 Date: 10 September 1987

Ship: Botany Trident, registered in Panama

Ownership: Sun Marine /managed by Botany Bay Shipping

Voyage route from/via: Adelaide (Australia)

Case no. 89-426 Date: 20 May 1987

Ship: Botany Trident, registered in Panama

Ownership: Sun Marine /managed by Botany Bay Shipping

Voyage route from/via: Freemantle (Australia)
Case no. 89- 427 Date: 3 April 1986
Ship: Botany Trident, registered in Panama
Ownership: Sun Marine /managed by Botany Bay Shipping
Voyage route from/via: Freemantle (Australia), Beira (Mozambique)
Case no. 89-428 Date: 9 August 1988
Ship: Botany Trinity, registered in Panama
Ownership: A.S.L. Marine /managed by Botany Bay Shipping
Voyage route from/via: Freemantle (Australia)
Case no. 89-429 Date: 13 February 1988
Ship: Botany Trinity, registered in Panama
Ownership: A.S.L. Marine /managed by Botany Bay Shipping
. Voyage route from/via: Freemantle (Australia), Beira (Mozambique)
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Case no. 89-430 Date: 24 October 1987
Ship: Botany Trinity, registered in Panama
owned by A.S.L. Marine /managed by Botany Bay Shipping
Voyage route from/via: Freemantle (Australia), Mombasa (Kenya),
Beira (Mozambique)
Case no. 89- 431 Date: 7 September 1986
Ship: Botany Trinity, registered in Panama
Ownership: A. S. L. Marine /managed by Botany Bay Shipping
Voyage route from/via: Bluff (New Zealand), Beira (Mozambique)
. Case no. 89-432 Date: pre 10 February 1988
Ship: Marksman, registered in Bahamas
Ownership: Chosan Shipping /managed by Mariner Shipmanagement
Voyage route from/via: Singapore, Mauritius
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Case no. 89-433 Date: post 29 June 1988
Ship: EB Carrier, registered in Panama_
Ownership: Emmersdale Shipping
Voyage route from/via: Pohang (Republic of Korea), Singapore
Case no. 89-434 Date: post 3 April 1988
Ship: Erika Jacob, registered in Panama
Ownership: Nordische Jacob /managed by Jacob E.
Voyage route from/via: Rio de Janeiro (Brazil)
Case no. 89-435 Date: post 3 May 1988
Ship: Fujikaze No. 3, registered in Panama

Ownership: I.S.P.
Voyage route from/via: Rosario (Argentina)
Case no. 89-436 Date: 13 April 1988
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Rosario (Argentina)
Case no. 89-437 Date: 25 January 1988
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Adelaide (Australia)
Case no. 89-438 Date: 6 March 1988
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: San Lorenzo (Argentina)
Case no. 89-439 Date: pre 16 September 1987
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Buenos Aires (Argentina)
Case no. 89-440 Date: 20 October 1986
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Rio Grande (Brazil)
Case no. 89-441 , Date: 20 October 1986
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Rio Grande (Brazil)
Case no. 89-442 Date: 23 February 1986
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Buenos Aires (Argentina)
Case no. 89-443 Date: 16 January 1986
Ship: Fujikaze No. 3, registered in Panama
Ownership: I.S.P.
Voyage route from/via: Necochea (Argentina)
Case no. 89-444 Date: 4 January 1988
Ship: Gaz Fidelity, registered in Panama

Ownership: Fidelity Shipping /managed by Naftomar Shipping
Voyage route from/via: Reunion
Case no. 89-445 Date: 8 December 1987
Ship: Gaz Fidelity, registered in Panama
Ownership: Fidelity Shipping /managed by Naftomar Shipping
Voyage route from/via: Reunion
Case no. 89-446 Date: 6 July 1987
Ship: Gaz Fidelity, registered in Panama
Ownership: Fidelity Shipping /managed by Naftomar Shipping
Voyage route from/via: Bahrain, Fujairah Anchorage (U.A.E.),
Reunion
Case no. 89-447 Date: pre 7 February 1987
Ship: Gaz Fidelity, registered in Panama
Ownership: Fidelity Shipping /managed by Naftomar Shipping
Voyage route from/via: Reunion
Case no. 89-448 Date: 19 April 1988
Ship: Gogo Chemstar, registered in Panama
Ownership: Paz de Grande Naviera /managed by Grundstad Maritime
Voyage route from/via: Constantza (Romania)
Case no. 89-449 Date: 20 September 1987
Ship: Gogo Chemstar, registered in Panama
Ownership: Paz de Grande Naviera /managed by Grundstad Maritime
Voyage route from/via: Venice (Italy)
Case no. 89-450 Date: pre 5 April 1986
Ship: Gogo Chemstar, registered in Panama
Ownership: Paz de Grande Naviera /managed by Grundstad Maritime
Voyage route from/via: Buenos Aires (Argentina)
Case no. 89-451 Date: 14 May 1988
Ship: Golden Daiei, registered in Panama
Ownership: Daiei Tankships
Voyage route from/via: Freemantle (Australia)
Case no. 89-452 Date: 10 April 1988
Ship: Golden Sunshine, registered in Panama
Ownership: Maritime Princess Shipping /managed by Kyoei Kisen
Voyage route from/via: Buenos Aires (Argentina)
Case no. 89-453 Date: post 15 December 1987

Ship: Golden Sunshine, registered in Panama
Ownership: Maritime Princess Shipping /managed by Kyoei Kisen
Voyage route from/via: Augusta (Italy), Port Sudan (Sudan),
Djibouti '
Case no. 89-454 Date: 5 March 1987
Ship: Golden Sunshine, registered in Panama
Ownership: Maritime Princess Shipping /managed by Kyoei Kisen
Voyage route from/via: Rotterdam (Netherlands), Mombasa (Kenya)
Case no. 89-455 Date: 7 November 1988
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Algeciras (Spain), Mombasa (Kenya), Dar es
Salaam (United Republic of Tanzania)
Case no. 89-456 Date: 26 August 1988
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Rotterdam (Netherlands), Mombasa (Kenya),
Dar es Salaam (United Republic of Tanzania)
Case no. 89-457 Date: pre 13 June 1988
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Antwerp (Belgium)
Case no. 89-458 Date: 2 April 1988
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Rotterdam (Netherlands), St. Helena Island
Case no. 89-459 Date: 6 January 1988
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Leixoes (Portugal)
Case no. 89-460 Date: pre 3 November 1987
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-461 Date: pre 4 September 1987
Ship: Golden Venus, registered in Panama
Ownership: Maritime Angel Shipping /managed by Kyoei Chemical
Voyage route from/via: Huelva (Spain), Abidjan (Cote d'Ivoire)

Case no. 89-462 Date: 16 June 1987

Ship: Golden Venus, registered in Panama

Ownership: Maritime Angel Shipping /managed by Kyoei Chemical

Voyage route from/via: Rotterdam (Netherlands)

Case no. 89-463 Date: 4 April 1987

Ship: Golden Venus, registered in Panama

Ownership: Maritime Angel Shipping /managed by Kyoei Chemical

Voyage route from/via: Rouen, Las Palmas (Spain), Abidjan (Cote d'Ivoire)

Case no. 89-464 Date: 6 February 1987

Ship: Golden Venus, registered in Panama

Ownership: Maritime Angel Shipping /managed by Kyoei Chemical

Voyage route from/via: Yanbu (Saudi Arabia), Mombasa (Kenya)

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Case no. 89-465 Date: 31 December 1987

Ship: Grenanger, registered in Panama

Ownership: Dae Woo Grenanger /managed by Westfal-Larsen

Voyage route from/via: Pasir Gudang (Malaysia), Singapore, Mauritius

Case no. 89-466 Date: 11 July 1987

Ship: Grenanger, registered in Panama

Ownership: Dae Woo Grenanger /managed by Westfal-Larsen

Voyage route from/via: Tees (United Kingdom), Dakar (Senegal)

Case no. 89-467 Date: 26 February 1989

Ship: Hassel, registered in Panama

Ownership: Maritime Glory International

Voyage route from/via: Rotterdam (Netherlands)

Case no. 89-468 Date: 9 September 1988

Ship: Hassel, registered in Panama

Ownership: Maritime Glory International

Voyage route from/via: Huelva (Spain)

Case no. 89-469 Date: 23 June 1988

Ship: Hassel, registered in Panama

Ownership: Maritime Glory International

Voyage route from/via: Algeciras (Spain)

Case no. 89-470 Date: 3 April 1988

Ship: Hassel, registered in Panama

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Ownership: Maritime Glory International
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-471 Date: 10 July 1988
Ship: Hegg, registered in Panama
Ownership: International Progress
Voyage route from/via: Rotterdam (Netherlands)
Case no. 89-472 Date: 8 May 1988
Ship: Hegg, registered in Panama
Ownership: International Progress
Voyage route from/via: Rotterdam (Netherlands), Dar es Salaam
(United Republic of Tanzania)
Case no. 89-473 Date: 26 February 1988
Ship: Hegg, registered in Panama
Ownership: International Progress
Voyage route from/via: Le Havre (France), Rotterdam (Netherlands)
Case no. 89-474 Date: 1 May 1988
Ship: Hikari, registered in Panama
Ownership: Northern Corporation
Voyage route from/via: Rosario (Argentina)
Case no. 89-475 Date: post 13 July 1988
Ship: Hudson Bay, registered in Panama
Ownership: Londra Maritime /managed by S.A.M.A.M.A.
Voyage route from/via: Flushing (Netherlands), Hampton Roads
(United States)
Case no. 89-476 Date: post 27 February 1988
Ship: Hudson Bay, registered in Panama
Ownership: Londra Maritime /managed by S.A.M.A.M.A.
Voyage route from/via: Fos (France),
Case no. 89-477 .1 Date: post 13 October 1988
Ship: Irene L.V., registered in Panama
Ownership: Adriatic Tankers '
Voyage route from/via: Rio de Janeiro (Brazil)
Case no. 89-478 Date: post 23 June 1988
Ship: Kimizuru, registered in Panama
Ownership: Bardenac Maritime
Voyage route from/via: Kamaishi (Japan), Singapore

Case no. 89-479 Date: post 30 September 1987
Ship: Musashi.Spirit, registered in Panama
Ownership: VSSI Navigation /managed by Teekay Shipping
Voyage route from/via: Fujairah Anchorage (U.A.E.)
Case no. 89-480 Date: pre 17 November 1988
Ship: Orense, registered in Panama
Ownership: Seven Winds Shipping
Voyage route from/via: Jubail (Saudi Arabia), Bombay (India)
Case no. 89-481 Date: 2 September 1988
Ship: Orense, registered in Panama
Ownership: Seven Winds Shipping
Voyage route from/via: Bombay (India)
Case no. 89-482 Date: 20 June 1988
Ship: Oyl Trader, registered in Panama
Ownership: Chemilugano Navigation /managed by Yuyo Steamship
Voyage route from/via: Tees (United Kingdom)
Case no. 89-483 Date: pre 24 April 1988
Ship: Owl Trader, registered in Panama
-Ownership: Chemilugano Navigation /managed by Yuyo Steamship
Voyage route from/via: Texas City (United States)
Case no. 89-484 Date: pre 27 December 1987
Ship: Owl Trader, registered in Panama
Ownership: Chemilugano Navigation /managed by Yuyo Steamship
Voyage route from/via: Necochea (Argentina)
Case no. 89-485 Date: 12 September 1987
Ship: Owl Trader, registered in Panama
Ownership: Chemilugano Navigation /managed by Yuyo Steamship
Voyage route from/via: Penang (Malaysia) v
Case no. 89-486 Date: 17 January 1987
Ship: Owl Trader, registered in Panama
Ownership: Chemilugano Navigation /managed by Yuyo Steamship
Voyage route from/via: Singapore Roads (Singapore)
Case no. 89-487 Date: 2 October 1988
Ship: Paganini, registered in Panama
Ownership: Narwhal Marine /managed by Arminster
Voyage route from/via: Leghorn (Italy), Dakar (Senegal)

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Case no. 89-488 Date: 22 June 1988

Ship: Penang (Malaysia) Express; registered in Panama

Ownership: Corporal Shipping

Voyage route from/via: Augusta (Italy), Mombasa (Kenya)

Case no. 89-489 Date: post 20 February 1988

Ship: Rhine Ore, registered in Panama

Ownership: Turnberry Shipping

Voyage route from/via: Hirohata (Japan), Singapore

Case no. 89-490 Date: abt. 20 July 1987

Ship: Rhine Ore, registered in Panama

Ownership: Turnberry Shipping

Voyage route from/via: Singapore Roads (Singapore)

. Case no. 89-491 Date: post 13 January 1986

Ship: Rhine Ore, registered in Panama

Ownership: Turnberry Shipping , v

Voyage route from/via: Wakamatsu (Japan)

Case no. 89-492 Date: post 19 August 1988

Ship: Ruhe Ore, registered in Panama

Ownership: Moon Rose Marine /managed by Columbia Shipmanagement

Voyage route from/via: Taranto (Italy)

Case no. 89-493 Date: post 26 July 1987

Ship: Ruhe Ore, registered in Panama

Ownership: Moon Rose Marine /managed by Columbia Shipmanagement

Voyage route from/via: Kaohsiung (Taiwan Province), Singapore

. Roads (Singapore)

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Case no. 89-494 Date: 3 March 1988

Ship: Shoun Nectar, registered in Panama

Ownership: Orange Field

Voyage route from/via: Freemantle (Australia)

Case no. 89-495 Date: post 5 October 1988

Ship: Shoun Taurus, registered in Panama

Ownership: Eiko Maritime

Voyage route from/via: Colombo (Sri Lanka), unknown port

(Mozambique)

Case no. 89-496 Date: post 23 October 1988

Ship: South Star, registered in Panama

Ownership: Brookwood Shipping

Voyage route from/via: Constantza (Romania)

Case no. 89-497 Date: 5 November 1988
Ship: Stolt Trader, registered in Panama
Ownership: Chuyo Navegacidn /managed by Chuyo Kisen
Voyage route from/via: Rosario (Argentina), Belem (Brazil)

Case no. 89-498 Date: 9 September 1988
Ship: White Atlas, registered in Panama
Ownership: White Shipping
Voyage route from/via: Algeciras (Spain), Mombasa (Kenya),
Toamasina (Madagascar)

Case no. 89-499 Date: 27 November 1986
Ship: White Atlas, registered in Panama
Ownership: White Shipping
Voyage route from/via: Jeddah (Saudi Arabia), Mauritius

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Case no. 89-500 Date: 23 November 1988
Ship: Lake Anne, registered in Singapore
Ownership: Thomar Shipping /managed by Theme Ship Management
Voyage route from/via: Arata (Brazil)

Case no. 89-501 Date: 16 September 1986
Ship: Lake Anne, registered in Singapore
Ownership: Thomar Shipping /managed by Theme Ship Management
Voyage route from/via: Pulau Bukom (Singapore), Toamasina
(Madagascar), Maputo (Mozambique)

Case no. 89-502' Date: post 11 February 1988
Ship: Team Providence, registered in Singapore .
Ownership: North Navigation /managed by Theme Ship Management
Voyage route from/via: Port de Bouc (France)

Case no. 89-503 Date: 25 July 1988
Ship: Stolt Maria Pando, registered in Spain
Ownership: Antares Maritima
Voyage route from/via: Aratu (Brazil)

Case no. 89-504 Date: 15 March 1988
Ship: Stolt Maria Pando, registered in Spain
Ownership: Antares Maritima
Voyage route from/via: Arata (Brazil)

Case no. 89-505 Date: 2 April 1987
Ship: Stolt Maria Pando, registered in Spain

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Ownership: Antares Maritima

Voyage route from/via: A Aratu (Brazil)

Case no. 89-506 Date: 12 June 1986

Ship: Stolt Maria Panda, registered in Antares Maritima

Ownership: Spain

Voyage route from/via: Santos (Brazil)

' Case no. 89-507 Date: post 9 November 1988

Ship: Abant, registered in Turkey

Ownership: Yildiz Deniz Tasimaciligi

Voyage route from/via: Ceyhan (Turkey)

Case no. 89-508 Date: post 9 September 1988

Ship: Abant, registered in Turkey

Ownership: Yildiz Deniz Tasimaciligi

Voyage route from/via: Iskenderun (Turkey)

Case no. 89-509 Date: post 17 July 1988

Ship: Abant, registered in Turkey

Ownership: Yildiz Deniz Tasimaciligi

Voyage route from/via: Istanbul (Turkey)

Case no. 89-510 Date: post 20 February 1988

Ship: M. Efes, registered in Turkey

Ownership: Cerrahogullari

Voyage route from/via: Augusta (Italy)

Case no. 89-511 Date: post 3 December 1987

Ship: Obo Vega, registered in Turkey

Ownership: Vestal Shipping

Voyage route from/via: Dunkirk (France)

Case no. 89-512 ,Date: post 22 March 1988

Ship: Kerch, registered in Union of Soviet Socialist Republics

Ownership: U.S.S.R. Georgian Shipping

Voyage route from/via: Sevastopol (U.S.S.R.)

Case no. 89-513 Date: pre 23 February 1988

Ship: Pyatidesyatiletie Sovetskoy Gruzii, registered in Union of Soviet Socialist Republics

Ownership: U. s. S. R. Georgian Shipping

Voyage route from/via: Batumi (U. S. S. R.), Nacala (Mozambique), Beira (Mozambique)

Case no. 89-514 Date: post 11 November 1988

Ship: Falcon Duchess, registered in United States of America

Ownership: Falcon Carriers /managed by Seahawk Management

Voyage route from/via: Beaumont (United States), Mombasa (Kenya)

Case no. 89-515 Date: 29 October 1988

Ship: Falcon Princess, registered in United States of America

Ownership: Boston Carriers /managed by Seahawk Management

Voyage route from/via: St. Eustatius (Netherlands Antilles),
Nacala (Mozambique), Mombasa (Kenya)

Case no. 89-516 Date: 10 December 1988

Ship: Falcon Princess, registered in United States of America

Ownership: Boston Carriers /managed by Seahawk Management

Voyage route from/via: Mombasa (Kenya)

. Case no. 89-517 Date: 6 February 1988

Ship: Dorothea Schulte, registered in Vanuatu V

Ownership: Dorothea Schulte /managed by Schulte B.

Voyage route from/via: Terneuzen (Netherlands), Las Palmas
(Spain)

Case no. 89-518 Date: post 17 December 1988

Ship: Ocean Carrier, registered in Cyprus

Ownership: Amalia Navigation /managed by Seatankers Management

Voyage route from/via: Singapore

Case no. 89-519 Date: post 11 January 1989

Ship: Sea Commander, registered in Cyprus

Ownership: Methoni Shipping

. Voyage route from/via: Taichung (Taiwan Province)

Case no. 89-520 Date: post 24 December 1988

Ship: Zeus, registered in Greece

Ownership: Attaleia Marine /managed by Univan Ship Management

Voyage route from/via: Angra dos Reis (Brazil)

Case no. 89-521 Date: post 23 February 1989

Ship: World Duality, registered in Liberia

Ownership: Athos Shipping

Voyage route from/via: Jubail (Saudi Arabia)

Case no. 89-522 Date: post 1 March 1989

Ship: Aello, registered in Liberia

Ownership: Paraporti Maritime

Voyage route from/via: New Orleans (United States), Jeddah (Saudi
Arabia)