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Intergovernmental Group to Monitor 10:30 a.m.
the Supply and Shipping of Oil and Friday
Petroleum Products to South Africa 7 June 1991

Provisional Agenda

1. Adoption of provisional agenda
2. Consideration of the summary of the decisions of the previous meeting 1
3. Cases of ships ported at South African ports in 1990
4. Issue concerning forgery of discharge documentation of previous cases
5. Communications received from Governments
 - a) on port calls
 - b) on the Model Law
 - c) on previous cases
6. Communications received from non-governmental organizations
7. Other matters

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INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY
AND SHIPPING OF OIL AND PETROLEUM PRODUCTS
TO SOUTH AFRICA

Summary of Decisions

12 April 1991

In the summary of decision for the previous meeting, the Group decided to replace the term "financial implications" with "budgetary expenditure" in decision no. 6.

The Group decided that the annex containing the cases reported in 1987 and 1989 be circulated to all the Member States concerned as a "last attempt" to obtain information on the cases. A formulation must be drafted to express the Group's dissatisfaction on the policy of non-cooperation by some Governments as well as the practice of submitting unsatisfactory responses to cases. The Group's annual report must also reflect this view.

The Group decided that the documentation presented concerning the trade of oil for arms is sufficient for the Group to keep this question under review. The Group therefore requested the Chairman to consult with the Chairman of the 421 Committee on this issue. Copies of resolutions 418 and 421 will be circulated among Members at the next meeting.

The Group authorized the Chairman to send inquiries to Governments concerned on the new cases of alleged violations reported in 1991.

The Group authorized the Chairman to send inquiries to the Governments of Angola, Congo, Egypt, Gabon and Mauritius concerning the information received on alleged violations of the oil embargo as referred to in letters from the Shipping Research Bureau.

The Group took note of the note verbale from the Permanent Representative of New Zealand.

The Group authorized the Chairman to send inquiries concerning the forgeries of documentation to Governments concerned (referred to in letter from the Shipping Research Bureau). The Secretariat was requested to ask for more details from the Shipping Research Bureau on the question as well as check information from shipping industry's sources to determine whether data corroborates that of Governments.

The Group requested the Secretariat to contact EMBARGO to gather more details on the alleged violation of the oil embargo contained in the correspondence from EMBARGO. Decisions regarding the responses of Governments to the 1990 alleged-violations and port calls are contained in the attached annex.

ANNEX

SUMMARY OF DECISIONS ON
RESPONSES FROM GOVERNMENTS ON ALLEGED VIOLATIONS

IGG Meeting - 12 April 1991

SPAIN

90-001 Nor Obo 1 : The Group decided that Spain is no longer associated with the case. Replies from France (previous port) and Panama be awaited for to clarify origin of cargo and where it was delivered.

90-086 Griparion : The Group decided that Spain is no longer associated with the case. Also a certificate of discharge will be requested from Netherlands (port before Spain) and a letter of inquiry will be sent to Mozambique (port after Spain) as indicated in Spain's letter to request for information regarding the porting of ship.

ISLAMIC REPUBLIC OF IRAN

Cases involving the ships Actorl Mirafioril Moscliff World Victory : The Group decided that inquiries be directed to other sources i.e. flag states and also requested the Secretariat to conduct further research on the issue and inform Iran on the findings.

QATAR

90-027 Freedomship L; 90-0281 -030 Fortuneship L.; 90-056

Theogennito; : The Group decided to await replies from the flag states (Liberia, Cyprus) and other porting states (Saudi Arabia, Iran). It was also recommended that an inquiry be directed to Qatar to request for explanation to expression "did not dock in Qatari ports" in order to determine whether this might mean that ships have done off-shore loading/unloading of oil.

90-01; Wozlg Xanadu; 90-068 Bacificos : Since there is a discrepancy between the data from the documentation submitted and data from independent sources, it was decided that the Mission of Qatar be informed of discrepancies. Also inquiries are to be sent to Netherlands (for 90-012) and Japan (for 90-068) to request for information on whether ships docked at their respective ports as indicated in the certificates of discharge. t Indicates that country has already been written to at an earlier date.

90-010 Ethnic : The Group decided to inform Qatar of discrepancy between data contained in their discharge certificate and that from independent sources.

90-039 Captain G. P. Livanos : The Group decided to inform Qatar of discrepanty between data contained in their discharge certificate and that from independent sources.

CYPRUS

90-076 Boni : The Group decided that an inquiry be sent to the Shipping Research Bureau concerning the present registry of the ship.

SUMMARY OF DECISIONS ON
RESPONSES OF GOVERNMENT ON CASES OF PORT CALLS
AUSTRALIA

90-244 Sea Commander; 90-156I -157 Botany Triton; 90-181. -182 Botany Transcendent; 90-174 Botany Troubadour; 90-218 Joe Brevik; 90-255 Jugometal; and 90-314I -315 Essi Flora : The Group decided that these cases be closed based on explanation from Australia. However, it was also decided that inquiries be sent to other states where ships made ports of call before and after porting at South African ports to obtain information on the nature of the voyages made to South Africa. (90-323 Arcturus is closed based on letter from Norway)

ports before South Africa:

Mozambiquei : 90-156 Botany Triton

90-174 Botany Troubadour

90-176 Botany Troubadour

90-182 Botany Transcendent

Indonesiai : 90-315 Essi Flora

ports after South Africa:

Argentina: 90-156, 90-174, 90-176, 90-182

Portugal: 90-315

SPAIN

90-;33 Hasse;: The Group decided to send an inquiry to Spain to find out origin of lubricating oil. A letter is to be sent to Mozambiquea (port before South Africa) to inquire on nature of voyage.

99-185 J9 Cygggss: The Group decided to write to Francea (port before Spain) to inquire about nature of cargo.

90-248 Penteli: The Group decided to write to Spain to inquire about the nature of cargo/identity of cargo's owner. A letter is also to be sent to the Greecea (flag state).

90-320 Barouda: The Group decided to write to Liberiai (flag state) to inquire as to whether oil was carried during this voyage.

ITALY

Oslo : 90-3051 -3041 -3031 -302, 301

Marigola : 90-1671 -1661 -1651 -1641 163:

Barbarossa :. 90-178 -179 -335

The Group decided to close all of the above cases. However, it was also decided that a letter be sent to SRB regarding the above cases to inquire if SRB has some information regarding possible delivery of oil.

JAPAN

90-212 Tenshun Maru: The Group decided to send a letter to Japan to ask the name of the Australian company who chartered the ship during the voyage.

90-258 Caucasus Maru' 90-270 Amazon Maru: The Group decided to await Singapore's (port before South Africa) reply.

90-280 Jarrahz 90-283 Berge Odel: The Group decided to write to Japan to inquire about nature of cargo. Also regarding 90-283, the Group is to await Norway's (flag state) reply.

90-308 Rhine Ore: The Group decided to write to Japan to inquire about the cargo's owner and nationality.

90-267 Ocean Mandarin: The Group decided to write to Japan to inquire about the nature of cargo as well as owner's identity and nationality, since the ship left from a Japanese port.

MAURITIUS

90-202 Global Rio; 90-223 Callunaz 90-102 Magic Mercugyz 90-229

Bow Leopard; 90-092 Iver Stream: 90-200 Global Maceioz 90-145 Bow Sun: The Group decided to close the above cases. However, a letter is to be sent to SRB to inquire whether SRB has any information regarding possibility of oil deliveries. Re 90-102, a letter is to be sent to Mozambiquea to inquire whether oil was delivered to South Africa.

90-097 Singa Wilmona: The Group decided to await for a reply from the Bahamas (flag state).

90-109 Champion Venture L: The Group decided to await for replies from Singapore (port before Mauritius) and Liberia (flag state).

QATAR

90-233 Champion; 90-268 Elita: The Group decided to seek information from the flag states (Liberiat, Panamat) and the managers (Monaco for 90-233) (Bergshav for 90-268).

SWEDEN

90-183 Aurum: The Group decided to send an inquiry to Norway regarding destination and cargo of ship.

CYPRUS

90-278 Ocean Monarch; 90-293 Thalassini Niki: The Group decided to write to Cyprus regarding the present registry of ships as well as to check with the Shipping Research Bureau about the same.

REPUBLIC OF KOREA

90-264 Amber; 90- 2711 -272I -2731 -274 Hanjin Newcastle; 90-310 Topaz: The Group decided that the above cases be closed. However, a letter of inquiry is to be sent to SRB to concerning any available information regarding the possibility of oil deliveries.

MASTER LIST OF PORT CALLS REPORTED IN 1991

Case: 91-065

The Ambra Hawk is currently registered under the flag of Norway (International Registry). The registered owner is Thorsbo (Norway). The manager is Ambra Management. The ship is a combination carrier of 132,409 deadweight tons.

Its movements were reported as follows:

Ras Tanura, Saudi Arabia Arr. 17 June 1990

Dep. 19 June 1990

Saldanha Bay, South Africa Date unknown

Kaohsiung, Taiwan Arr. 1 October 1990

Dep. 5 October 1990

Case: 91-066

The Ambra Hunter is currently registered under the flag of Norway (International Registry). The registered owner is Thorshavn (Norway). The manager is Ambra Management. The ship is a combination carrier of 169,317 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Dep. 25 June 1990

Saldanha Bay, South Africa Date unknown

Gibraltar, Gibraltar Arr. 25 June 1990

Case: 91-067

The Amhgz_ggntg; is currently registered under the flag of Norway (International Registry). The registered owner is Thorshavn (Norway). The manager is Ambra Management. The ship is a combination carrier of 169,317 deadweight tons.

Its movements were reported as follows:

Tubarao, Brazil Arr. 20 August 1990

Dep. 21 August 1990

Master List of Port Calls Reported in 1991

Saldanha Bay, South Africa Date unknown

Kakogawa, Japan Arr. 1 October 1990

Dep. 9 October 1990

Case: 91-068

The Andros Aries is currently registered under the flag of Greece.

The registered owner is Gulf Transport. The ship is a combination carrier of 227,397 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Dep. 13 March 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 17 April 1990

Dep. 21 April 1990

Case: 91-069

The Arapaho is currently registered under the flag of Hong Kong.

The registered owner is Chang Xin Shipping. The manager is Orient Ship Management. The ship is a combination carrier of 123,180 deadweight tons.

Its movements were reported as follows:

New Orleans, USA Arr. 20 March 1990

Dep. 23 March 1990

Richards Bay, South Africa Date unknown

Tobata, Japan Arr. 12 May 1990

Dep. 16 May 1990

Case: 91-070

The A;Qg_ggmging; is currently registered under the flag of Norway (International Registry). The registered owner is Arrow Combiner.

Master List of Port Calls Reported in 1991

The manager is Jebsen K.G.. The ship is a combination carrier of 116,281 deadweight tons.

Its movements were reported as follows:

Brixham, United Kingdom Arr. 3 March 1990

Saldanha Bay, South Africa Date unknown

Hunterston, United Kingdom Arr. 28 April 1990

Dep. 1 May 1990

Case: 91-071

The Atsuta Maru is currently registered under the flag of Japan.

The registered owner is Shoyo Kaiun. The ship is a combination carrier of 218,359 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 8 March 1990

Dep. 9 March 1990

Saldanha Bay, South Africa Date unknown

Yokohama, Japan Arr. 10 May 1990

Dep. 15 May 1990

Case: 91-072

The Atsuta Maru is currently registered under the flag of Japan.

The registered owner is Shoyo Kaiun. The ship is a combination carrier of 218,359 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 26 September 1990

Dep. 26 September 1990

Saldanha Bay, South Africa Date unknown

Yokohama, Japan Arr. 21 November 1990

Dep. 22 November 1990

Master List of Port Calls Reported in 1991

Case: 91-073

The Bakri Navigator is currently registered under the flag of Panama. The registered owner is Tarazona Shipping. The manager is Barber Shipmanagement. The ship is a tanker of 10,895 deadweight tons.

Its movements were reported as follows:

Toamasina, Madagascar Arr. 17 September 1990

Dep. 17 September 1990

Durban, South Africa Arr. 22 September 1990

Dep. 23 September 1990

Mombasa, Kenya Arr. 28 September 1990

Dep. 30 September 1990

Case: 91-074

The Bakri Navigator is currently registered under the flag of Panama. The registered owner is Tarazona Shipping. The manager is Barber Shipmanagement, The ship is a tanker of 10,895 deadweight tons.

Its movements were reported as follows:

Toamasina, Madagascar Arr. 3 December 1990

Durban, South Africa Arr. 5 January 1991

Dep. 6 January 1991

Dar Es Salaam, United Rep. of Tanzania Arr. 12 January 1991

Dep. 12 January 1991

C380 3 91-075

The Barbarossg is currently registered under the flag of Italy. The registered owner is Mediterranea di Navigazione (Italy). The ship is a tanker of 20,800 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Bombay, India Arr. 4 January 1990

Dep. 7 January 1990

Durban, South Africa Arr. 18 January 1990

Dep. 18 January 1990

San Lorenzo, Argentina Arr. 3 February 1990

Dep. 5 February 1990

Case: 91-076

The Barbarossa is currently registered under the flag of Italy.

The registered owner is Mediterranea di Navigazione (Italy). The

ship is a tanker of 20,800 deadweight tons.

Its movements were reported as follows:

Rio Grande, Brazil Arr. 8 February 1990

Dep. 9 February 1990

Durban, South Africa Arr. 25 February 1990

Dep. 25 February 1990

Chittagong Roads, Bangladesh Arr. 14 March 1990

Case: 91-077

The Barbarossa is currently registered under the flag of Italy.

The registered owner is Mediterranea di Navigazione (Italy). The

ship is a tanker of 20,800 deadweight tons.

Its movements were reported as follows:

Pasir Gudang, Malaysia Arr. 26 March 1990

Dep. 28 March 1990

Durban, South Africa Arr. 12 April 1990

Dep. 12 April 1990

Port au Prince, Haiti Arr. 4 May 1990

Dep. 6 May 1990

Master List of Port Calls Reported in 1991

Case: 91-078

The Barbarossa is currently registered under the flag of Italy. The registered owner is Mediterranea di Navigazione (Italy). The ship is a tanker of 20,800 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr.

Dep.

Durban, South Africa Arr.

Dep.

San Lorenzo, Argentina Arr.

Dep.

Case: 91-079

30 September 1990

1 October 1990

6 October 1990

6 October 1990

23 October 1990

28 October 1990

The Bagbarossa is currently registered under the flag of Italy. The registered owner is Mediterranea di Navigazione (Italy). The ship is a tanker of 20,800 deadweight tons.

Its movements were reported as follows:

Bahia Blanca, Argentina Arr.

Dep .

Durban, South Africa Arr.

Dep.

Chittagong Roads, Bangladesh Arr.

Case: 91-080

1 November 1990

2 November 1990

18 November 1990

19 November 1990

5 December 1990

The Batis is currently registered under the flag of Greece. The registered owner is Batis Maritime. The ship is a combination carrier of 160,106 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Djibouti, Djibouti Arr. 27 February 1990

Dep. 27 February 1990

Saldanha Bay, South Africa Date unknown

Oita, Japan Arr. 18 April 1990

Dep. 21 April 1990

Case: 91-081

The Berge Odel is currently registered under the flag of Norway (International Registry). The registered owner is Berge Odel. The manager is Bergesen (Norway). The ship is a combination carrier of 155,049 deadweight tons.

Its movements were reported as follows:

Mobile, United States of America Arr. 31 March 1990

Dep. 7 April 1990

Richards Bay, South Africa Arr. 3 May 1990

Hirohata, Japan Arr. 4 June 1990

Dep. 8 June 1990

Case: 91-082

The aerge Agheng is currently registered under the flag of Norway (International Registry). The registered owner is Berge Athena. The manager is Bergesen. The ship is a combination carrier of 225,162 deadweight tons.

Its movements were reported as follows:

Port Walcott, Australia Arr. 6 December 1990

Dep. 1 December 1990

Saldanha Bay, South Africa Dep. 28 December 1990

F05, France Arr. 15 January 1991

Dep. 20 January 1991

Master List of Port Calls Reported in 1991

Case: 91-083

The Bergebonde is currently registered under the flag of Norway (International Registry). The registered owner is Bergebonde. The manager is Bergesen. The ship is a combination carrier of 155,049 deadweight tons.

Its movements were reported as follows:

Baltimore, United States of America Arr. 27 March 1990

Dep. 28 March 1990

Richards Bay, South Africa Date unknown

Kakogawa, Japan Arr. 23 May 1990

Case: 91-084

The Bergebonde is currently registered under the flag of Norway (International Registry). The registered owner is Bergebonde. The manager is Bergesen. The ship is a combination carrier of 155,049 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 7 December 1990

Dep. 19 December 1990

Richards Bay, South Africa Arr. 14 January 1991

Singapore, Singapore Arr. 8 February 1991

Dep. 9 February 1991

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Case: 91-085

The getuLQ is currently registered under the flag of Norway (International Registry). The registered owner is Betula. The manager is Alendal Shipmanagement. The ship is a tanker of 10,033 deadweight tons.

Its movements were reported as follows:

Port Sudan, Sudan Arr. '5 February 1990

Dep. 5 February 1990

Master List of Port Calls Reported in 1991

Unidentified Port, South Africa Date unknown

Port Said, Egypt Arr. 11 March 1990

Case: 91-086

The Betula is currently registered under the flag of Norway (International Registry). The registered owner is Betula. The manager is Alendal Shipmanagement. The ship is a tanker of 10,033 deadweight tons.

Its movements were reported as follows:

Toamasina, Madagascar Arr. 4 May 1990

Dep. 6 May 1990

Durban, South Africa Arr. 10 May 1990

Dep. 12 May 1990

Richards Bay, South Africa Date unknown

Port Said, Egypt Arr. 30 May 1990

Case: 91-087

The Botany Triton is currently registered under the flag of Panama. The registered owner is MULA. The manager is Botany Bay Shipping. The ship is a tanker of 6,655 deadweight tons.

Its movements were reported as follows:

Fremantle, Australia Arr. 14 December 1990

Dep. 17 December 1990

Durban, South Africa Arr. 4 January 1991

Dep. 5 January 1991

Beira, Mozambique Arr. 8 January 1991

Dep. 9 January 1991

Master List of Port Calls Reported in 1991

Case: 91-088

The Botany Troubadour is currently registered under the flag of Panama. The registered owner is Royal Melody. The manager is Botany Bay Shipping. The ship is a tanker of 6,569 deadweight tons.

Its movements were reported as follows:

Albany, Australia Arr. 14 March 1990

Dep. 14 March 1990

Durban, South Africa Arr. 31 March 1990

Dep. 2 April 1990

Rosario, Argentina Arr. 21 April 1990

Dep. 23 April 1990

Case: 91-089

The Botany Tradition is currently registered under the flag of Panama. The ship is a tanker of 6,576 deadweight tons.

Its movements were reported as follows:

Fremantle, Australia Arr. 9 May 1990

Dep. 10 May 1990

Durban, South Africa Arr. 25 May 1990

Rio Grande, Brazil Arr. 14 June 1990

0880: 91-090

The Botany Tradition is currently registered under the flag of Panama. The ship is a tanker of 6,576 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 25 June 1990

Dep. 26 June 1990

Cape Town, South Africa Date unknown

Fremantle, Australia Arr. 6 August 1990

Dep. 7 August 1990

Master List of Port Calls Reported in 1991

Case: 91-091

The Botany Tradition is currently registered under the flag of Panama. The ship is a tanker of 6,576 deadweight tons.

Its movements were reported as follows:

Fremantle, Australia Arr. 2 September 1990

Dep. 2 September 1990

Durban, South Africa Arr. 18 September 1990

Dep. 20 September 1990

Buenos Aires, Argentina Arr. 9 October 1990

Dep. 11 October 1990

Case: 91-093

The Botany Tradition is currently registered under the flag of Panama. The ship is a tanker of 6,576 deadweight tons.

Its movements were reported as follows:

Fremantle, Australia Arr. 21 December 1990

Dep. 22 December 1990

Durban, South Africa Arr. 7 January 1991

Dep. 8 January 1991

Rosario, Argentina Arr. 29 January 1991

Dep. 31 January 1991

Case: 91-099

The Botagx Iginitg is currently registered under the flag of Panama. The registered owner is A.S.L. Marine. The manager is Botany Bay Shipping. The ship is a tanker of 6,030 deadweight tons.

Its movements were reported as follows:

Adelaide, Australia Arr. 11 February 1990

Dep. 13 February 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr. 5 March 1990

Dep. 6 March 1990

Buenos Aires, Argentina Arr. 23 March 1990

Dep. 25 March 1990

Case: 91-095

The Bow Fortune is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 27,954 deadweight tons.

Its movements were reported as follows:

Penang, Malaysia Arr. 29 December 1989

Dep. 1 January 1990

Durban, South Africa Arr. 13 January 1990

Dep. 15 January 1990

Salvador, Brazil Arr. 26 January 1990

Dep. 28 January 1990

Case: 91-096

The Bow Fortune is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 27,954 deadweight tons.

Its movements were reported as follows:

Penang, Malaysia Arr. 18 May 1990

Dep. 19 May 1990

Durban, South Africa Dep. 1 June 1990

Richards Bay, South Africa Date unknown

Durban, South Africa Arr. 2 June 1990

Dep. 5 June 1990

Flushing, Netherlands Arr. 24 June 1990

Dep. 25 June 1990

Master List of Port Calls Reported in 1991

Case: 919097

The Bow Fortune is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 27,954 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 11 December 1990

Dep. 13 December 1990

Durban, South Africa Arr. 17 December 1990

Dep. 19 December 1990

Salvador, Brazil Arr. 30 December 1990

Dep. 2 January 1991

Case: 91-098

The Bow Sun is currently registered under the flag of Norway (International Registry). The registered owner is Storli. The manager is Odfjell. The ship is a tanker of 28,021 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 28 March 1990

Dep. 31 March 1990

Durban, South Africa Arr. 12 April 1990

Dep. 14 April 1990

Santos, Brazil Arr. 26 April 1990

Dep. 27 April 1990

Case: 91-099

The 59w gun is currently registered under the flag of Norway (International Registry). The registered owner is Storli. The manager is Odfjell. The ship is a tanker of 28,021 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Mombasa, Kenya Arr. 11 August 1990

Dep. 14 August 1990

Durban, South Africa Arr. 19 August 1990

Dep. 22 August 1990

Rotterdam, Netherlands Arr. 9 September 1990

Dep. 12 September 1990

Case: 91-100

The Bow Spring is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 27,954 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 25 January 1991

Dep. 26 January 1991

Durban, South Africa Arr. 8 February 1991

Dep. 9 February 1991

Rotterdam, Netherlands Arr. 27 February 1991

Dep. 5 March 1991

Case: 91-101

The Bow Cede; is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 21,723 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 14 March 1990

Dep. 16 March 1990

Durban, South Africa Arr. 31 March 1990

Dep. 2 April 1990

Master List of Port Calls Reported in 1991

Rio Grande, Brazil Arr. 14 April 1990

Dep. 15 April 1990

Case: 91-102

The Bow Cedar is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 21,723 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 14 October 1990

Dep. 16 October 1990

Durban, South Africa Arr. 22 October 1990

Dep. 27 October 1990

Straits of Dover, United Kingdom

(Passage only) Pass 14 November 1990

Case: 91-103

The Bow Fighter is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 34,982 deadweight tons.

Its movements were reported as follows:

Penang, Malaysia Arr. 25 April 1990

Dep. 27 April 1990

Durban, South Africa Arr. 12 May 1990

Dep. 15 May 1990

Lisbon; Portugal Arr. 1 June 1990

Dep. 2 June 1990

Master List of Port Calls Reported in 1991

Case: 91-104

The Bow Fighter is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 34,982 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 4 September 1990

Dep. 5 September 1990

Durban, South Africa Arr. 10 September 1990

Dep. 13 September 1990

Rotterdam, Netherlands Arr. 3 October 1990

Case: 91-105

The Bow Sky is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,085 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr. 6 February 1990

Dep. 7 February 1990

Durban, South Africa Arr. 11 February 1990

Dep. 13 February 1990

Richards Bay, South Africa Date unknown

Port Said, Egypt (Passage only) Pass 27 February 1990

Case: 91-106

The Bow \$31 is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,085 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Morehead City, United States of America Arr. 7 April 1990

Dep. 8 April 1990

Durban, South Africa Arr. 29 April 1990

Dep. 2 May 1990

Kandla, India Arr. 13 May 1990

Dep. 14 May 1990

Case: 91-107

The Bow Star is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,085 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 27 January 1990

Dep. 29 January 1990

Durban, South Africa Arr. 25 February 1990

Dep. 26 February 1990

Kandla, India Arr. 9 March 1990

Dep. 12 March 1990

Case: 91-108

The 59w gtg: is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,085 deadweight tons.

Its movements were reported as follows:

El Jorf Lasfar, Morocco Arr. 12 November 1990

Dep. 13 November 1990

Durban, South Africa Dep. 1 December 1990

Master List of Port Calls Reported in 1991

Kandla, India Arr. 11 December 1990

Dep. 13 December 1990

C338: 91-109

The Bow Sea is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,084 deadweight tons.

Its movements were reported as follows:

Morehead City, United States of America Arr. 15 July 1990

Dep. 16 July 1990

Durban, South Africa Arr. 8 August 1990

Dep. 9 August 1990

Mormugao, India Arr. 19 August 1990

Dep. 20 August 1990

Case: 91-110

The Bow Sea is currently registered under the flag of Norway (International Registry). The registered owner is Storli (Norway). The manager is Odfjell (Norway). The ship is a tanker of 28,084 deadweight tons.

Its movements were reported as follows:

Texas City, United States of America Arr. 25 December 1990

Dep. 27 December 1990

Durban, South Africa Arr. 21 January 1991

Dep. 24 January 1991

Seychelles, Seychelles Arr. 30 January 1991

Dep. 1 February 1991

Master List of Port Calls Reported in 1991

Case: 91-112

The British Ranger is currently registered under the flag of Gibraltar (United Kingdom). The registered owner is BP Shipping. The ship is a tanker of 269,881 deadweight tons.

Its movements were reported as follows:

Kharg Island, Iran, Islamic Republic of Arr. 20 January 1990

Dep. 21 January 1990

Walvis Bay, Namibia Arr. 19 February 1990

Europoort, Netherlands Arr. 1 March 1990

Dep. 4 March 1990

Case: 91-113

The Bubiyan is currently registered under the flag of Kuwait. The registered owner is Kuwait Oil Tanker. The ship is a tanker of 339,108 deadweight tons.

Its movements were reported as follows:

Kuwait, Kuwait Date unknown

Cape Town, South Africa Arr. 1 July 1990

Dep. 2 July 1990

Europoort, Netherlands Arr. 22 July 1990

Dep. 25 July 1990

Case: 91-114

The Bung; sepang is currently registered under the flag of Malaysia. The registered owner is MISC. The ship is a tanker of 29,956 deadweight tons.

Its movements were reported as follows:

Sao Francisco do Sul, Brazil Arr. 3 April 1990

Dep. 7 April 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr.

Dep.

Singapore, Singapore Arr.

Dep.

Case: 91-115

21 April 1990

21 April 1990

7 May 1990

8 May 1990

The Calluna is currently registered under the flag of the Netherlands. The registered owner is Winterport Investment I. The manager is Jo Management. The ship is a tanker of 12,186 deadweight tons.

Its movements were reported as follows:

Nacala, Mozambique Arr.

Dep.

Durban, South Africa Arr.

Dep.

Dar Es Salaam, United Rep. of Tanzania Arr.

Dep.

Case: 91-116

20 May 1990

21 May 1990

25 May 1990

27 May 1990

2 June 1990

3 June 1990

The Calluna is currently registered under the flag of the Netherlands. The registered owner is Winterport Investment I. The manager is Jo Management. The ship is a tanker of 12,186 deadweight tons.

Its movements were reported as follows:

Rotterdam, Netherlands Arr.

Dep.

Durban, South Africa Arr.

Dep.

Mombasa, Kenya Arr.

Dep.

10 July 1990

14 July 1990

5 August 1990

7 August 1990

20 August 1990

21 August 1990

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Case: 91-117

The Calluna is currently registered under the flag of the Netherlands: The registered owner is Winterport Investment I. The manager is Jo Management. The ship is a tanker of 12,186 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 23 October 1990

Dep. 24 October 1990

Cape Town, South Africa Date unknown

Gibraltar, Gibraltar Arr. 23 November 1990

Dep. 23 November 1990

Case: 91-118

The Championventure L is currently registered under the flag of Norway. The registered owner is Nor Carriers II. The manager is Ditlev-Simonsen H.. The ship is a tanker of 25,200 deadweight tons.

Its movements were reported as follows:

Santos, Brazil Arr. 26 January 1991

Dep. 28 January 1991

Durban, South Africa Arr. 16 February 1991

Dep. 17 February 1991

Karachi, Pakistan Arr. 3 March 1991

Dep. 5 March 1991

Case: 91-119

The Chgmbglg gliQQe; is currently registered under the flag of Liberia. The registered owner is Chembulk Holding. The manager is M.T.M. Ship Management. The ship is a tanker of 22,294 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 10 October 1990

Dep. 11 October 1990

Durban, South Africa Arr. 30 October 1990

Dep. 2 November 1990

Mauritius, Mauritius Arr. 8 November 1990

Dep. 10 November 1990

Case: 91-120

The Chembulk Clipper is currently registered under the flag of Liberia. The registered owner is Chembulk Holding. The manager is M.T.M. Ship Management. The ship is a tanker of 22,294 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr. 8 November 1990

Dep. 10 November 1990

Durban, South Africa Arr. 15 November 1990

Dep. 17 November 1990

La Pallice, France Arr. 7 December 1990

Dep. 10 December 1990

Case: 91-121

The Chemi Pioneer is currently registered under the flag of Liberia. The registered owner is Chemi Pioneer Shipping. The manager is Aspac Maritime Management. The ship is a combination carrier of 123,043 deadweight tons.

Its movements were reported as follows:

Puerto Bolivar, Colombia Arr. 2 November 1990

Dep. 4 November 1990

Cape Town, South Africa Date unknown

Master List of Port Calls Regorted in 1991

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 10 October 1990

Dep. 11 October 1990

Durban, South Africa Arr. 30 October 1990

Dep. 2 November 1990

Mauritius, Mauritius Arr. 8 November 1990

Dep. 10 November 1990

Case: 91-120

The Chembulk Clipper is currently registered under the flag of Liberia. The registered owner is Chembulk Holding. The manager is M.T.M. Ship Management. The ship is a tanker of 22,294 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr. 8 November 1990

Dep. 10 November 1990

Durban, South Africa Arr. 15 November 1990

Dep. 17 November 1990

La Pallice, France Arr. 7 December 1990

Dep. 10 December 1990

Case: 91-121

The Chemi Pioneer is currently registered under the flag of Liberia. The registered owner is Chemi Pioneer Shipping. The manager is Aspac Maritime Management. The ship is a combination carrier of 123,043 deadweight tons.

Its movements were reported as follows:

Puerto Bolivar, Colombia Arr. 2 November 1990

Dep. 4 November 1990

Cape Town, South Africa Date unknown

Master List of Port Calls Reported in 1991

Singapore, Singapore Arr. 2 January 1991

Dep. 3 January 1991

Case: 91-122

The Chux is currently registered under the flag of Brazil. The registered owner is Flumar. The ship is a tanker of 24,083 deadweight tons.

Its movements were reported as follows:

Houston, United States of America Arr. 5 March 1990

Dep. 8 March 1990

Durban, South Africa Arr. 4 April 1990

Dep. 6 April 1990

Dar Es Salaam, United Rep. of Tanzania Arr. 12 April 1990

Dep. 13 April 1990

Case: 91-123

The Cielo di Roma is currently registered under the flag of Italy. The registered owner is D'Amico. The ship is a tanker of 29,910 deadweight tons.

Its movements were reported as follows:

Kandla, India Arr. 23 December 1989

Dep. 1 January 1990

Cape Town, South Africa Date unknown

Tenerife, Spain Arr. 3 February 1990

Dep. 4 February 1990

Case: 91-124

The Combi Sun is currently registered under the flag of Norway (International Registry). The manager is Brovig Shipping & Trading. The ship is a combination carrier of 101,518 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Jebel Dhanna, United Arab Emirates Dep.

Mombasa, Kenya Arr.

Dep.

Richards Bay, South Africa Dep.

Singapore, Singapore Arr.

Dep.

Case: 91-125

4 December 1990

13 December 1990

15 December 1990

25 December 1990

10 January 1991

11 January 1991

The Conny is currently registered under the flag of Liberia. The registered owner is Cargoship Navigation.

Management.

Its movements were reported as follows:

Mombasa, Kenya Arr.

Dep.

Durban, South Africa Arr.

Dep.

Necochea, Argentina Arr.

Dep.

C839 3 91-12 6

The manager is Seaarland

The ship is a tanker of 19,960 deadweight tons.

1 November 1990

11 November 1990

17 November 1990

17 November 1990

2 December 1990

6 December 1990

The nngliag is currently registered under the flag of Panama.

The registered owner is Jacamar.

The manager is S.A.M.A.M.A.. The

ship is a combination carrier of 155,375 deadweight tons.

Its movements were reported as follows:

Zeebrugge, Belgium Arr.

Dep.

Saldanha Bay, South Africa

Tobruk, Libya

1 April 1990

6 April 1990

Date unknown

Date unknown

Master List of Port Calls Reported in 1991

Case: 91-127

The Cornelian is currently registered under the flag of Panama.
The registered owner is Jacamar. The manager is S.A.M.A.M.A..
The ship is a combination carrier of 155,375 deadweight tons.
Its movements were reported as follows:

Amsterdam, Netherlands Dep. 20 September 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 31 October 1990

Dep. 3 November 1990

Case: 91-128

The Deborah is currently registered under the flag of Liberia. The
registered owner is Layla Shipping. The ship is a combination
carrier of 168,685 deadweight tons.

Its movements were reported as follows:

Port Walcott, Australia Arr. 12 April 1990

Dep. 15 April 1990

Saldanha Bay, South Africa Date unknown

Fos, France Arr. 24 May 1990

Dep. 29 May 1990

Case: 91-129

The Diamond is currently registered under the flag of Norway
(International Registry). The registered owner is Diamond. The
manager is Wescol Norway. The ship is a combination carrier of
70,731 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 15 February 1990

Dep. 18 February 1990

Richards Bay, South Africa Date unknown

Master List of Port Calls Reported in 1991

Tomokomai, Japan Arr. 23 March 1990

Case: 91-130

The Dimini Star is currently registered under the flag of Panama. The registered owner is Star Maritime. The ship is a tanker of 9,287 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 21 June 1990

Dep. 24 June 1990

Durban, South Africa Date unknown

Maputo, Mozambique Arr. 3 July 1990

Case: 91-131

The Dolores is currently registered under the flag of Norway (International Registry). The registered owner is Dolores. The manager is Norwegian Shipmanagement. The ship is a tanker of 23,745 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 10 December 1990

Dep. 13 December 1990

Durban, South Africa Arr. 17 December 1990

Dep. 18 December 1990

Necochea, Argentina Arr. 1 January 1991

Dep. 6 January 1991

Case: 91-132

The 53 Cargie; is currently registered under the flag of Turkey. The registered owner is Emmersdale Shipping. The manager is Sonmez Denizcilik. The ship is a combination carrier of 161,798 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 17 September 1990

Dep. 20 September 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 6 November 1990

Dep. 7 November 1990

Case: 91-133

The Elbe Ore is currently registered under the flag of Liberia.

The registered owner is Blue Whale Shipping. The manager is Krupp

Lonrho. The ship is a combination carrier of 160,565 deadweight

tons.

Its movements were reported as follows:

Seven Islands, Canada Arr. 19 March 1990

Dep. 21 March 1990

Saldanha Bay, South Africa Dep. 13 April 1990

Kisarazu, Japan Arr. 11 May 1990

Dep. 15 May 1990

Case: 91-134

The Elbe Ore is currently registered under the flag of Liberia.

The registered owner is Blue Whale Shipping. The manager is Krupp

Lonrho. The ship is a combination carrier of 160,565 deadweight

tons.

Its movements were reported as follows:

Ko Sichang, Thailand Dep. 7 June 1990

Saldanha Bay, South Africa Dep. 28 June 1990

Rotterdam, Netherlands Arr. 16 July 1990

Master List of Port Calls Reported in 1991

Case: 91-13?

The Essi Flora is currently registered under the flag of Norway (International Registry). The registered owner is Ruped & Co (Norway). The manager is Barber International. The ship is a tanker of 15,704 deadweight tons.

Its movements were reported as follows:

Fremantle, Australia Arr. 4 January 1990

Dep. 4 January 1990

Durban, South Africa Arr. 19 January 1990

Dep. 20 January 1990

Algeciras, Spain Arr. 13 February 1990

Dep. 14 February 1990

case: 91-136

The Essi Flora is currently registered under the flag of Norway (International Registry). The registered owner is Ruped & Co (Norway). The manager is Barber International. The ship is a tanker of 15,704 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 14 June 1990

Dep. 17 June 1990

Durban, South Africa Arr. 22 June 1990

Dep. 24 June 1990

Algeciras, Spain Arr. 12 July 1990

Dep. 13 July 1990

Case: 91-137

The Essi Fiora is currently registered under the flag of Norway (International Registry). The registered owner is Ruped & Co (Norway). The manager is Barber International. The ship is a tanker of 15,704 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Mombasa, Kenya Arr. 13 November 1990

Dep. 14 November 1990

Durban, South Africa Arr. 19 November 1990

Dep. 20 November 1990

Cape Town, South Africa Date unknown

Stanlow, United Kingdom Arr. 15 December 1990

Dep. 28 December 1990

Case: 91-138

The Eternity is currently registered under the flag of Singapore.

The registered owner is Eternity Shipping. The manager is Denholm

Management Singapore. The ship is a tanker of 39,834 deadweight

tons.

Its movements were reported as follows:

Cilacap, Indonesia Arr. 28 January 1990

Dep. 29 January 1990

Durban, South Africa Arr. 12 February 1990

Dep. 12 February 1990

Texas City, United States of America Arr. 15 March 1990

Dep. 17 March 1990

Case: 91-139

The Evezggn is currently registered under the flag of Panama. The

registered owner is Moon Rise. The ship is a tanker of 6,730

deadweight tons.

Its movements were reported as follows:

Puerto Cabello, Venezuela Arr. 11 June 1990

Dep. 13 June 1990

Durban, South Africa Arr. 16 July 1990

Master List of Port Calls Reported in 1991

La Pallice, France Arr. 10 August 1990

4 Dep. 12 August 1990

Case: 91-140

The Falkanger is currently registered under the flag of Norway (International Registry). The registered owner is Westfal-Larsen.

The ship is a tanker of 40,257 deadweight tons.

Its movements were reported as follows:

Cilacap, Indonesia Arr. 21 January 1990

Dep. 21 January 1990

Cape Town, South Africa Dep. 7 February 1990

Houston, United States of America Arr. 1 March 1990

Dep. 2 March 1990

Case: 91-141

The Far Carrier is currently registered under the flag of Norway (International Registry). The registered owner is Far Carrier.

The manager is Farstad S.. The ship is a tanker of 40,490 deadweight tons.

Its movements were reported as follows:

Rio Grande, Brazil Arr. 6 May 1990

Dep. 14 May 1990

Durban, South Africa Arr. 29 May 1990

Dep. 30 May 1990

Pasir Gudang, Malaysia Arr. 21 June 1990

Dep. 22 June 1990

Case: 91-142

The Egji azgvgs is currently registered under the flag of Myanmar.

The registered owner is Burma Navigation. The ship is a tanker of 10,732 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Mauritius, Mauritius Arr. 15 June 1990

Dep. 15 June 1990

Durban, South Africa Arr. 21 June 1990

Dep. 22 June 1990

Dar Es Salaam, United Rep. of Tanzania Arr. 28 June 1990

Dep. 29 June 1990

Case: 91-143

The Garden Green is currently registered under the flag of Liberia.

The registered owner is Corrientes Ore Carriers. The ship is a combination carrier of 169,147 deadweight tons.

Its movements were reported as follows:

Wakayama, Japan Arr. 29 January 1990

Dep. 3 February 1990

Saldanha Bay, South Africa Date unknown

Ymuiden, Netherlands Arr. 19 March 1990

Dep. 22 March 1990

Case: 91-144

The Garden Green is currently registered under the flag of Liberia.

The registered owner is Corrientes Ore Carriers. The ship is a combination carrier of 169,147 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 3 July 1990

Dep. 3 July 1990

Saldanha Bay, South Africa Date unknown

Koper, Yugoslavia Arr. 13 August 1990

Dep. 25 August 1990

Hester List of Port Calls Reported in 1991

Case: 91-145

The Global gtar is currently registered under the flag of Greece. The registered owner is British Columbia Shipping. The manager is Sovereign Navigation. The ship is a combination carrier of 118,940 deadweight tons.

Its movements were reported as follows:

Europoort, Netherlands Arr. 27 May 1990

Dep. 30 May 1990

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 27 July 1990

Dep. 29 July 1990

Case: 91-146

The Global Ling is currently registered under the flag of Liberia. The registered owner is Ontario Shipping. The manager is Sovereign Navigation. The ship is a combination carrier of 114,865 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 19 September 1990

Dep. 22 September 1990

Saldanha Bay, South Africa Date unknown

Europoort, Netherlands Arr. 7 November 1990

Case: 91-147

The Global Rio is currently registered under the flag of Brazil. The registered owner is Global Transporte Oceanico. The ship is a tanker of 15,089 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 12 June 1990

Dep. 16 June 1990

Cape Town, South Africa Date unknown

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Master L13; of Port Calls Reported in 1991
Durban, South Africa Arr.

Dep.

Rio Grande, Brazil Arr.

C888: 91-148

3 July 1990

5 July 1990

23 July 1990

The GLOba; Maceio is currently registered under the flag of Brazil.

The registered owner is Global Transporte Oceanico. The ship is a
tanker of 15,089 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr.

Dep.

Durban, South Africa Arr.

Dep.

Mauritius, Mauritius Arr.

Dep.

Case: 91-149

16 January 1990

18 January 1990

3 February 1990

5 February 1990

11 February 1990

13 February 1990

The Global Maceio is currently registered under the flag of Brazil.

The registered owner is Global Transporte Oceanico. The ship is a
tanker of 15,089 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr.

Dep.

Durban, South Africa Arr.

Dep.

Mauritius, Mauritius Arr.

Dep.

11 February 1990

13 February 1990

17 February 1990

1 March 1990

7 March 1990

9 March 1990

Master List of Port Calls Reported in 1991

Case: 91-150

The Global Maceio is currently registered under the flag of Brazil. The registered owner is Global Transporte Oceanico. The ship is a tanker of 15,089 deadweight tons.

Its movements were reported as follows:

Mauritius, Mauritius Arr. 7 March 1990

Dep. 9 March 1990

Cape Town, South Africa Date unknown

Baltimore, United States of America Arr. 4 April 1990

Dep. 8 April 1990

Case: 91-151

The Golden Unicorn is currently registered under the flag of Bahamas. The registered owner is Unicorn Shipping. The ship is a tanker of 12,401 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 7 May 1990

Dep. 9 May 1990

Durban, South Africa Arr. 26 May 1990

Dep. 27 May 1990

Jakarta, Indonesia Dep. 16 June 1990

Case: 91-152

The Golden Oak is currently registered under the flag of Panama. The registered owner is Maritime Oak. The manager is Kyoei Kisen. The ship is a tanker of 8,647 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 6 January 1990

Dep. 7 January 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr. 12 January 1990

- . Dep. 14 January 1990

Buenos Aires, Argentina Arr. 30 January 1990

Dep. 2 February 1990

Case: 91-153

The Grazia is currently registered under the flag of Liberia. The registered owner is San Leonard. The manager is Seaarland Management. The ship is a tanker of 19,950 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 18 September 1990

Dep. 22 September 1990

Durban, South Africa Arr. 21 October 1990

Dep. 22 October 1990

Mombasa, Kenya Arr. 28 October 1990

x Dep. 30 October 1990

Case: 91-154

The Griparion is currently registered under the flag of Cyprus.

The registered owner is Tharros Shipping Co Ltd (Cyprus). The beneficial owner is Thalassic Steamship Agency Inc (Greece). The manager is Thalassic Steamship Agency Inc (Greece). The ship is a combination carrier of 70,247 deadweight tons.

Its movements were reported as follows:

Las Palmas, Spain Arr. 5 January 1990

Dep. 5 January 1990

Richards Bay, South Africa Date unknown

Hong Kong, Hong Kong Arr. 2 March 1990

Dep. 6 March 1990

Master List of Port Calls Reported in 1991

Case: 91-155L

The Hanjin Newcastle is currently registered under the flag of the Republic of Korea. The registered owner is Hanjin Shipping. The ship is a combination carrier of 160,188 deadweight tons.

Its movements were reported as follows:

Kwangyang, Republic of Korea Arr. 28 February 1990

Dep. 9 March 1990

Unidentified Port, South Africa Date unknown

Kwangyang, Republic of Korea Arr. 13 July 1990

Dep. 20 July 1990

Case: 91-156

The Hanjin Newcastle is currently registered under the flag of the Republic of Korea. The registered owner is Hanjin Shipping. The ship is a combination carrier of 160,188 deadweight tons.

Its movements were reported as follows:

Pohang, Republic of Korea Arr. 11 December 1990

Dep. 29 December 1990

Richards Bay, South Africa Date unknown

Dampier, Australia Arr. 29 March 1991

Dep. 1 April 1991

Case: 91-157

The Hassel is currently registered under the flag of Panama. The registered owner is Interport Maritime. The ship is a tanker of 9,054 deadweight tons.

Its movements were reported as follows:

Huelva, Spain Arr. 12 January 1990

Dep. 13 January 1990

Master List of Port Calls Reported in 1991

Durban, South.Africa Dep. 3 February 1990

Dar Es Salaam, United Rep. of Tanzania Arr. 13 February 1990

Dep. 14 February 1990

Case: 91-158

The Hoegh Falcon is currently registered under the flag of Bahamas.

The registered owner is Tinfos Papirfabrik (Norway). The manager

is Hoegh & Co (Norway). The ship is a combination carrier of

82,460 deadweight tons.

Its movements were reported as follows:

Amsterdam, Netherlands Arr. 10 March 1990

Dep. 13 March 1990

Richards Bay, South Africa Date unknown

Antwerp, Belgium Arr. 10 May 1990

Dep. 12 May 1990

Case: 91-159

The Hoegh Falcon is currently registered under the flag of Bahamas.

The registered owner is Tinfos Papirfabrik (Norway). The manager

is Hoegh & Co (Norway). The ship is a combination carrier of

82,460 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 27 November 1990

Dep. 28 November 1990

Richards Bay, South Africa Date unknown

Ghent, Belgium Arr. 30 December 1990

Dep. 4 January 1991

Master List of Port Calls Reported in 1991

Case: 91-161_

The Hudson Bay 1 is currently registered under the flag of Panama. The registered owner is Londra Maritime. The manager is S.A.M.A.M.A.. The ship is a combination carrier of 152,396 deadweight tons.

Its movements were reported as follows:

Europoort, Netherlands Dep. 15 May 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 25 June 1990

Dep. 29 June 1990

Case: 91- 62

The Hydrus is currently registered under the flag of Italy. The registered owner is Sidermar. The ship is a combination carrier of 160,787 deadweight tons.

Its movements were reported as follows:

Ymuiden, Netherlands Arr. 7 March 1990

Dep. 10 March 1990

Saldanha Bay, South Africa Arr. 30 March 1990

Dep. 4 April 1990

Rotterdam, Netherlands Arr. 29 April 1990

Case: 91-163

The Irenes Destiny is currently registered under the flag of Greece. The registered owner is Venetiko Shipping. The manager is Tsakos Shipping. The ship is a combination carrier of 145,092 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 10 February 1990

Dep. 13 February 1990

Master List of Port Calls Reported in 1991

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 1 April 1990

Dep. 2 April 1990

C880: 91-164

The Irenes Qestiny is currently registered under the flag of Greece. The registered owner is Venetiko Shipping. The manager is Tsakos Shipping. The ship is a combination carrier of 145,092 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 6 May 1990

Dep. 6 May 1990

Richards Bay, South Africa Date unknown

Rotterdam, Netherlands Arr. 25 June 1990

Case: 91-165

The Iver Hawk is currently registered under the flag of Norway (International Registry). The registered owner is Iver Hawk. The manager is Bugge Management. The ship is a tanker of 32,046 deadweight tons.

Its movements were reported as follows:

Rio Grande, Brazil Arr. 14 May 1990

Dep. 20 May 1990

Durban, South Africa Arr. 3 June 1990

Dep. 4 June 1990

Singapore, Singapore Arr. 21 June 1990

Dep. 22 June 1990

Case: 91-166

The Jahre Rose is currently registered under the flag of Norway (International Registry). The registered owner is Hafslund

Master List of Port Calls Reported in 1991

Transport Obo. The manager is Jahre Shipping. The ship is a combination carrier of 127,050 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 4 March 1990

Dep. 6 March 1990

Richards Bay, South Africa Date unknown

Fukuyama, Japan Arr. 3 May 1990

Dep. 14-May 1990

C838: 91-167

The Jo Hegg is currently registered under the flag of Liberia. The registered owner is Odfjell Overseas. The manager is Jo Management. The ship is a tanker of 7,918 deadweight tons.

Its movements were reported as follows:

St. Helena, St. Helena Arr. 29 September 1990

Dep. 29 September 1990

Durban, South Africa Arr. 8 October 1990

Dep. 8 October 1990

Maputo, Mozambique Arr. 10 October 1990

Dep. 12 October 1990

Case: 91-168

The Jo Lonn is currently registered under the flag of the Netherlands. The registered owner is Odfjell Chemical Carriers III. The manager is Jo Management. The ship is a tanker of 39,273 deadweight tons.

Its movements were reported as follows:

Morehead City, United States of America Arr. 24 January 1990

Dep. 24 January 1990

Durban, South Africa Arr. 17 February 1990

Dep. 17 February 1990

Master List of Port Calls Reported in 1991

Transport Obo. The manager is Jahre Shipping. The ship is a combination carrier of 127,050 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 4 March 1990

Dep. 6 March 1990

Richards Bay, South Africa Date unknown

Fukuyama, Japan Arr. 3 May 1990

Dep. 14 May 1990

Case: 91-167

The Jo Hegg is currently registered under the flag of Liberia. The registered owner is Odfjell Overseas. The manager is Jo Management. The ship is a tanker of 7,918 deadweight tons.

Its movements were reported as follows:

St. Helena, St. Helena Arr. 29 September 1990

Dep. 29 September 1990

Durban, South Africa Arr. 8 October 1990

Dep. 8 October 1990

Maputo, Mozambique Arr. 10 October 1990

Dep. 12 October 1990

Case: 91-168

The Jo Lonn is currently registered under the flag of the Netherlands. The registered owner is Odfjell Chemical Carriers III. The manager is Jo Management. The ship is a tanker of 39,273 deadweight tons.

Its movements were reported as follows:

Morehead City, United States of America Arr. 24 January 1990

Dep. 24 January 1990

Durban, South Africa Arr. 17 February 1990

Dep. 17 February 1990

Master List of Port Calls Reported in 1991

Fremantle, Australia Arr. 1 March 1990

Dep. 3 March 1990

Case: 91-169

The g9 Bowgn is currently registered under the flag of Norway (International Registry). The registered owner is Jo Chemtank I. The manager is Jo Tankers. The ship is a tanker of 38,500 deadweight tons.

Its movements were reported as follows:

Santos, Brazil Arr. 16 January 1990

Dep. 17 January 1990

Durban, South Africa Arr. 31 January 1990

Dep. 3 February 1990

Durban, South Africa Date unknown

Mombasa, Kenya Arr. 29 April 1990

C859: 91'171

The Jo Qypress is currently registered under the flag of the Netherlands. The registered owner is Odfjell Chemical Carriers II. The manager is Jo Management. The ship is a tanker of 17,465 deadweight tons.

Its movements were reported as follows:

Nacala, Mozambique Arr. 22 March 1990

Dep. 23 March 1990

Dar Es Salaam, United Rep. of Tanzania Date unknown

Richards Bay, South Africa Date unknown

Port Said, Egypt Arr. 11 April 1990

Master List of Port Calls Reported in 1991

Case: 91-172

The Jo Cypress is currently registered under the flag of the Netherlands. The registered owner is Odfjell Chemical Carriers II. The manager is Jo Management. The ship is a tanker of 17,465 deadweight tons.

Its movements were reported as follows:

St. Helena, St. Helena Arr. 8 June 1990

Dep. 9 June 1990

Cape Town, South Africa Date unknown

Dar Es Salaam, United Rep. of Tanzania Arr. 1 July 1990

Dep. 2 July 1990

Case: 91-173

The Jo Cygress is currently registered under the flag of the Netherlands. The registered owner is Odfjell Chemical Carriers II. The manager is Jo Management. The ship is a tanker of 17,465 deadweight tons.

Its movements were reported as follows:

St. Helena, St. Helena Arr. 21 January 1991

Dep. 21 January 1991

Durban, South Africa Arr. 28 January 1991

San Nicolas, Argentina Arr. 11 February 1991

Dep. 14 February 1991

Case: 91-174

The Jubilee Venture is currently registered under the flag of Liberia. The registered owner is Nodoca Shipping. The manager is Morland Ship Management. The ship is a tanker of 24,293 deadweight tons.

Its movements were reported as follows:

Maceio, Brazil Arr. 4 December 1990

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Durban, South Africa Arr. 20 December 1990

Dep. 23 December 1990

Tokuyama, Japan Date unknown

Case: 91-175

The Kakugo naru is currently registered under the flag of Japan.

The registered owner is Sanko Steamship. The ship is a tanker of 89,444 deadweight tons.

Its movements were reported as follows:

Dampier, Australia Arr. 1 May 1990

Dep. 17 May 1990

Cape Town, South Africa Arr. 6 June 1990

Unidentified Port, Puerto Rico Date unknown

Case: 91-176

The Kashee is currently registered under the flag of Cyprus. The registered owner is Fourwinds Shipping. The ship is a combination carrier of 138,675 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 10 January 1991

Dep. 10 January 1991

Unidentified Port, South Africa Date unknown

Talcahuano, Chile Arr. 12 February 1991

Dep. 13 February 1991

Case: 91-177

The Katerina P is currently registered under the flag of Liberia.

The registered owner is Minotaur Shipping. The ship is a tanker of 29,687 deadweight tons.

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Its movementstere reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 14 December 1990

Dep. 16 December 1990

Durban, South Africa Arr. 20 December 1990

Dep. 21 December 1990

St. Eustatius, Netherlands Antilles Arr. 27 January 1991

Dep. 28 January 1991

Case: 91-178

The Kiho Mazg is currently registered under the flag of Japan. The registered owner is Meiko Enterprise. The ship is a combination carrier of 169,521 deadweight tons.

Its movements were reported as follows:

Kakogawa, Japan Arr. 29 March 1990

Dep. 3 April 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 30 May 1990

Dep. 2 June 1990

Case: 91-179

The Kilchem Baltic is currently registered under the flag of Bahamas. The registered owner is Windblow Holding. The manager is Larsen K.I.. The ship is a tanker of 7,177 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 1 August 1990

Dep. 3 August 1990

Durban, South Africa Arr. 8 August 1990

Dep. 12 August 1990

Leixoes, Portugal Arr. 3 September 1990

Dep. 6 September 1990

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Case: 91-181h

The gigg, presently named Chempetgo; Satin; II, is currently registered under the flag of Panama. The registered owner is Emoos Investments. The ship is a tanker of 8,264 deadweight tons.

Its movements were reported as follows:

Tenerife, Spain Arr. 25 February 1990

Dep. 26 February 1990

Durban, South Africa Arr. 16 March 1990

Dep. 18 March 1990

Las Palmas, Spain Arr. 7 April 1990

Dep. 7 April 1990

Case: 91-182

The Kigg, presently named Chempetrol Sagina 1;, is currently registered under the flag of Panama. The registered owner is Emoos Investments. The ship is a tanker of 8,264 deadweight tons.

Its movements were reported as follows:

Le Havre, France Arr. 10 May 1990

Dep. 11 May 1990

Durban, South Africa Arr. 7 June 1990

Dep. 12 June 1990

Cape Town, South Africa Date unknown

Las Palmas, Spain Arr. 1 July 1990

Dep. 2 July 1990

Case: 91-184

The Kira, presently named Chempetrol Safina II, is currently registered under the flag of Panama. The registered owner is Emoos Investments. The ship is a tanker of 8,264 deadweight tons.

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Its movements were reported as follows:

Huelva, Spain Arr. 21 July 1990

" Dep. 23 July 1990

Durban, South Africa Arr. 14 August 1990

Dep. 17 August 1990

Algeciras, Spain Arr. 6 September 1990

Dep. 8 September 1990

Case: 91-185

The Kira, presently named Chempetrol Safina II, is currently registered under the flag of Panama. The registered owner is Emoos Investments. The ship is a tanker of 8,264 deadweight tons.

Its movements were reported as follows:

Rio de Janeiro, Brazil Arr. 8 October 1990

Dep. 10 October 1990

Durban, South Africa Arr. 29 October 1990

Dep. 30 October 1990

Madras, India Arr. 13 November 1990

Dep. 22 November 1990

Case: 91-186

The Lingzdos is currently registered under the flag of Malta. The registered owner is Cyclades Shipping. The ship is a combination carrier of 103,332 deadweight tons.

Its movements were reported as follows:

Las Palmas, Spain Arr. 7 November 1990

Dep. 7 November 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 24 December 1990

Dep. 24 December 1990

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Case: 91-187

The Maasdijk is currently registered under the flag of Norway (International Registry). The manager is Billabong Ship Management. The Shlp is a tanker of 33,951 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 21 December 1990

Dep. 25 December 1990

Durban, South Africa Arr. 8 January 1991

Dep. 9 January 1991

Rio Grande, Brazil Arr. 22 January 1991

Dep. 25 January 1991

Case: 91-188

The Magic Mercury is currently registered under the flag of Liberia. The registered owner is Magic Mercury. The manager is Fearnley & Eger. The ship is a tanker of 21,090 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 5 February 1990

Dep. 9 February 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 1 March 1990

Dep. 5 March 1990

Buenos Aires, Argentina Arr. 20 March 1990

Dep. 23 March 1990

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The Mggic gegguzx is currently registered under the flag of Liberia. The registered owner is Magic Mercury. The manager is Fearnley & Eger. The ship is a tanker of 21,090 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Buenos AiresJ Argentina Arr. 20 March 1990

" Dep. 23 March 1990

Durban, South Africa Arr. 16 April 1990

Dep. 19 April 1990

Mauritius, Mauritius Arr. 24 April 1990

Dep. 25 April 1990

Case: 91-190

The Magic Mercury is currently registered under the flag of Liberia. The registered owner is Magic Mercury. The manager is Fearnley & Eger. The ship is a tanker of 21,090 deadweight tons.

Its movements were reported as follows:

San Lorenzo, Argentina Arr. 19 May 1990

Dep. 22 May 1990

Durban, South Africa Arr. 13 June 1990

Dep. 14 June 1990

Chittagong Roads, Bangladesh Arr. 30 June 1990

Case: 91-191

The Magic Sky is currently registered under the flag of Liberia. The registered owner is Plan Magic. The manager is Fearnley & Eger. The ship is a tanker of 21,214 deadweight tons.

Its movements were reported as follows:

Rio Grande, Brazil Arr. 25 April 1990

Dep. 26 April 1990

Durban, South Africa Arr. 11 May 1990

Dep. 11 May 1990

Chittagong, Bangladesh Arr. 30 May 1990

Dep. 6 June 1990

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Case: 91-192

The Mandan is currently registered under the flag of Hong Kong. The registered owner is Chang Xin Shipping. The manager is Orient Ship Management. The ship is a combination carrier of 123,043 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 7 April 1990

Dep. 10 April 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 23 May 1990

Dep. 24 May 1990

Case: 91-193

The Mandan is currently registered under the flag of Hong Kong. The registered owner is Chang Xin Shipping. The manager is Orient Ship Management. The ship is a combination carrier of 123,043 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 12 September 1990

Dep. 13 September 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 25 October 1990

Dep. 25 October 1990

Case: 91-194

The Marigglg is currently registered under the flag of Italy. The registered owner is Carbofin. The ship is a tanker of 11,747 deadweight tons.

Its movements were reported as follows:

Bombay, India Arr. 16 January 1990

Dep. 20 January 1990

Richards Bay, South Africa Date unknown

Master List of Port Calls Reported in 1991

Port Said, Egypt (Passage only) Pass 18 February 1990

Case: 91-195

The Marigola is currently registered under the flag of Italy. The registered owner is Carbofin. The ship is a tanker of 11,747 deadweight tons.

Its movements were reported as follows:

Tees, United Kingdom Arr. 27 April 1990

Dep. 28 April 1990

Durban, South Africa Arr. 25 May 1990

Dep. 29 May 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 20 June 1990

Dep. 21 June 1990

Case: 91-196

The Meritg is currently registered under the flag of Brazil. The registered owner is Flumar. The ship is a tanker of 24,105 deadweight tons.

Its movements were reported as follows:

Port Kelang, Malaysia Arr. 8 August 1990

Dep. 11 August 1990

Durban, South Africa Arr. 25 August 1990

Dep. 26 August 1990

Puerto Cabello, Venezuela Arr. 14 September 1990

Master List of Port Calls Reported in 1991

Case: 91-197

The Magic Lady is currently registered under the flag of Liberia. The registered owner is Magic Lady. The manager is Fearnley & Eger. The ship is a tanker of 21,217 deadweight tons.

Its movements were reported as follows:

Rio Grande, Brazil Arr. 2 May 1990

Dep. 8 May 1990

Durban, South Africa Arr. 23 May 1990

Dep. 23 May 1990

Singapore, Singapore Arr. 9 June 1990

Dep. 9 June 1990

Case: 91-198

The Mgunt Athos is currently registered under the flag of Cyprus.

The registered owner is Seafort Shipping. The manager is Good Faith Shipping. The ship is a combination carrier of 161,805

deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 28 March 1990

Dep. 5 April 1990

Saldanha Bay, South Africa Date unknown

Tees Bay, United Kingdom Arr. 17 May 1990.

Case: 91-199

The ngugt agnos is currently registered under the flag of Cyprus.

The registered owner is Seafort Shipping. The manager is Good Faith Shipping. The ship is a combination carrier of 161,805

deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 20 August 1990

Dep. 14 October 1990

Master List of Port Calls Regorted in 1991

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 3 December 1990

n Dep. 6 December 1990

Case: 91-200

The NCC Yamamah is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli. The ship is a tanker of 28,053 deadweight tons.

Its movements were reported as follows:

Algeciras, Spain Arr. 13 April 1990

Dep. 13 April 1990

Durban, South Africa Arr. 30 April 1990

Dep. 3 May 1990

Karachi, Pakistan Arr. 12 May 1990

Dep. 14 May 1990

Case: 91-201

The NCC Madinah is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,060 deadweight tons.

Its movements were reported as follows:

Morehead City, United States of America Arr. 22 May 1990

Dep. 23 May 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 14 June 1990

Dep. 15 June 1990

Mormugao, India Arr. 24 June 1990

Dep. 29 June 1990

Master List of Port Calls Reported in 1991

Case: 91-202

The NCC Madinah is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,060 deadweight tons.

Its movements were reported as follows:

Tampa, United States of America Arr. 23 August 1990

Dep. 23 August 1990

Durban, South Africa Arr. 17 September 1990

Dep. 19 September 1990

Madras, India Arr. 30 September 1990

Dep. 2 October 1990

Case: 91-203

The NCC Tihamah is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,088 deadweight tons.

Its movements were reported as follows:

Tees, United Kingdom Arr. 17 July 1990

Dep. 18 July 1990

Durban, South Africa Arr. 9 August 1990

Dep. 11 August 1990

Mormugao, India Arr. 21 August 1990

Dep. 22 August 1990

Case: 91-204

The ugg_gizgn is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,025 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Penang, Malaysia Arr. 23 December 1990

Dep. 24 December 1990

Durban, South Africa Arr. 4 January 1991

Dep. 11 January 1991

Rotterdam, Netherlands Arr. 29 January 1991

Case: 91-205

The NCC Najran is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli. The ship is a tanker of 28,025 deadweight tons.

Its movements were reported as follows:

Tenerife, Spain Arr. 25 December 1990

Dep. 25 December 1990

Durban, South Africa Arr. 9 January 1991

Dep. 10 January 1991

New Mangalore, India Arr. 20 January 1991

Dep. 20 January 1991

Case: 91-206

The NCC Baha is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 24,728 deadweight tons.

Its movements were reported as follows:

Port Kelang, Malaysia Arr. 29 October 1990

Dep. 31 October 1990

Kuantan, Malaysia Date unknown

Durban, South Africa Arr. 21 November 1990

Dep. 25 November 1990

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Dakar, Senegal Arr. 9 December 1990

- Dep. 9 December 1990

Case: 91-208

The NCC Jon: is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,060 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 7 March 1990

Dep. 8 March 1990

Durban, South Africa Arr. 12 March 1990

Dep. 15 March 1990

Salvador, Brazil Arr. 25 March 1990

Case: 91-209

The NCC Jouf is currently registered under the flag of Norway (International Registry). The registered owner is National Chemical Carriers. The manager is Storli (Norway). The ship is a tanker of 28,060 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 18 July 1990

Dep. 20 July 1990

Durban, South Africa Arr. 24 July 1990

Dep. 27 July 1990

Rotterdam, Netherlands Arr. 14 August 1990

Dep. 19 August 1990

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The Norgas Voyage; is currently registered under the flag of Norway (International Registry). The registered owner is Labogas V. The

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manager is Skaugen Marine. The ship is a liquid gas carrier of 8,700 deadweight tons.

Its movements were reported as follows:

Tees, United Kingdom Arr. 28 May 1990

Dep. 30 May 1990

Richards Bay, South Africa Date unknown

Las Palmas, Spain Arr. 6 July 1990

Dep. 6 July 1990

Case: 91-211

The Norgas Runner is currently registered under the flag of Norway (International Registry). The registered owner is Labogas XIV.

The manager is Skaugen Marine. The ship is a liquid gas Carrier of 6,889 deadweight tons.

Its movements were reported as follows:

Terneuzen, Netherlands Arr. 15 January 1990

Dep. 17 January 1990

Durban, South Africa Arr. 9 February 1990

Dep. 10 February 1990

Las Palmas, Spain Arr. 28 February 1990

Dep. 1 March 1990

Case: 91-212

The 080 Qeniz is currently registered under the flag of Turkey.

The registered owner is Ermar Deniz. The ship is a combination carrier of 103,231 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 12 March 1990

Dep. 15 March 1990

Saldanha Bay, South Africa Date unknown

Master List of Port Calls Reported in 1991
Port Talbot L. United Kingdom Arr. 15 April 1990

Dep. 18 April 1990

Case: 91-213

The 080 Engin is currently registered under the flag of Turkey.
The registered owner is Ermar Deniz. The ship is a combination
carrier of 78,075 deadweight tons.

Its movements were reported as follows:

Amsterdam, Netherlands Arr. 11 June 1990

Dep. 16 June 1990

Saldanha Bay, South Africa Date unknown

Gibraltar, Gibraltar Arr. 9 August 1990

Case: 91-214

The Ocean Campaigner is currently registered under the flag of the
Province of Taiwan. The registered owner is Ji Sheng Marine. The
ship is a combination carrier of 155,759 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 3 August 1990

Dep. 4 August 1990

Durban, South Africa Arr. 3 September 1990

Dep. 15 September 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 15 December 1990

Dep. 16 December 1990

Case: 91-215

The chan Campaigner; is currently registered under the flag of the
Province of Taiwan. The registered owner is Ji Sheng Marine. The
ship is a combination carrier of 155,759 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Singapore, Singapore Arr. 15 December 1990

Dep. 16 December 1990

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 23 February 1991

Dep. 28 February 1991

Case: 91-216

The Ocean Carrier is currently registered under the flag of Cyprus.

The registered owner is Amalia Navigation. The manager is Columbia

Shipmanagement. The ship is a combination carrier of 123,999

deadweight tons.

Its movements were reported as follows:

Genoa, Italy Arr. 9 December 1990

Dep. 15 December 1990

Gibraltar, Gibraltar (Passage only) Pass 18 December 1990

Saldanha Bay, South Africa Date unknown

Swansea, United Kingdom Arr. 28 January 1991

Case: 91-217

The Ocean Merchant is currently registered under the flag of

Cyprus. The registered owner is Manhattan Navigation. The manager

is Columbia Shipmanagement. The ship is a combination carrier of

123,768 deadweight tons.

Its movements were reported as follows:

Las Palmas, Spain Arr. 18 December 1990

Dep. 18 December 1990

Saldanha Bay, South Africa Date unknown

Immingham, United Kingdom Arr. 27 December 1990

Dep. 29 December 1990

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Case: 91-218

The Ocean Servant is currently registered under the flag of Liberia. The registered owner is Comodoro-Gestao. The manager is Columbia Shipmanagement. The ship is a combination carrier of 117,189 deadweight tons.

Its movements were reported as follows:

Gijon, Spain Arr. 14 July 1990

Dep. 19 July 1990

Saldanha Bay, South Africa Date unknown

St. Vincent, Cape Verde Arr. 28 September 1990

Dep. 29 September 1990

Case: 91-219

The Ocean Mandarin is currently registered under the flag of the Province of Taiwan. The registered owner is Ji Sheng Marine (Taiwan). The ship is a combination carrier of 162, 465 deadweight tons.

Its movements were reported as follows:

Kakogawa, Japan Arr. 11 April 1990

Dep. 16 April 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 17 June 1990

Dep. 19 June 1990

Case: 91-220

The Qgggn_ggygzgign is currently registered under the flag of Cyprus. The registered owner is Nerice Maritime. The ship is a combination carrier of 168, 728 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 20 February 1990

Dep. 21 February 1990

Richards Bay, South Africa Date unknown

Master List of Port Calls Reported in 1991
Rotterdam, Netherlands Arr. 6 April 1990

Case: 91-221

The Ocean Sovereign is currently registered under the flag of Cyprus. The registered owner is Nerice Maritime. The ship is a combination carrier of 168,728 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 11 July 1990

Dep. 12 July 1990

Unidentified Port, South Africa Date unknown

Kaohsiung, Taiwan Arr. 12 September 1990

Dep. 8 October 1990

Case: 91-222

The Ocean Sovereign is currently registered under the flag of Cyprus. The registered owner is Nerice Maritime. The ship is a combination carrier of 168,728 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 14 October 1990

Dep. 15 October 1990

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 3 December 1990

Dep. 6 December 1990

Case: 91-223

The Ow; Producer is currently registered under the flag of Norway (International Registry). The registered owner is Producer. The manager is Troms Fylkes. The ship is a tanker of 33,270 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Balikpapan, Indonesia Arr. 11 February 1990

n Dep. 12 February 1990

Durban, South Africa Arr. 2 March 1990

Dep. 2 March 1990

Beaumont, United States of America Arr. 27 March 1990

Dep. 29 March 1990

Case: 91-224

The Pawnee is currently registered under the flag of Hong Kong.

The registered owner is Chang Bai Shan Shipping. The manager is

Orient Ship Management. The ship is a combination carrier of

122,272 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 25 May 1990

Dep. 28 May 1990

Richards Bay, South Africa Date unknown

Fukuyama, Japan Arr. 16 July 1990

Dep. 28 July 1990

Case: 91-225

The Rggxgpglmgilgggg is currently registered under the flag of

Norway (International Registry). The registered owner is Silvera.

The manager is Tschudi & Eitzen. The ship is a tanker of 33,401

deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 4 June 1990

Dep. 5 June 1990

Durban, South Africa Arr. 6 July 1990

Dep. 7 July 1990

Singapore, Singapore Arr. 27 July 1990

Dep. 28 July 1990

Master List of Port Calls Reported in 1991

Case: 91-22;

The Pinoak is currently registered under the flag of Liberia. The registered owner is Valeswood. The ship is a combination carrier of 160,130 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 31 July 1990

Dep. 7 August 1990

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 21 September 1990

Dep. 26 September 1990

C339: 91-227

The Pinoak is currently registered under the flag of Liberia. The registered owner is Valeswood. The ship is a combination carrier of 160,130 deadweight tons.

Its movements were reported as follows:

Hampton Roads, United States of America Arr. 21 November 1990

Dep. 24 November 1990

Saldanha Bay, South Africa Date unknown

Oita, Japan Arr. 18 January 1991

Dep. 22 January 1991

Case: 91-228

The Bhing_g:g is currently registered under the flag of Panama. The registered owner is Turnberry Shipping. The ship is a combination carrier of 264,999 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 7 January 1990

Dep. 8 January 1990

Saldanha Bay, South Africa Dep. 27 January 1990

Master List of Port Calls Reported in 1991
Rotterdam, Netherlands Arr. 19 February 1990

Case: 91-229

The Rhine Ore is currently registered under the flag of Panama.
The registered owner is Turnberry Shipping. The ship is a
combination carrier of 264,999 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 17 May 1990

Dep. 18 May 1990

Saldanha Bay, South Africa Arr. 4 June 1990

Europoort, Netherlands Arr. 6 July 1990

Dep. 8 July 1990

Case: 91-230

The Rhine Ore is currently registered under the flag of Panama.
The registered owner is Turnberry Shipping. The ship is a
combination carrier of 264,999 deadweight tons.

Its movements were reported as follows:

Port Walcott, Australia Arr. 18 October 1990

Dep. 19 October 1990

Saldanha Bay, South Africa Date unknown

Europoort, Netherlands Arr. 27 November 1990

Dep. 1 December 1990

Case: 91-231

The 30350 gag is currently registered under the flag of Panama.
The registered owner is Liberty Alliance. The manager is Marinco
Management. The ship is a combination carrier of 150,900
deadweight tons.

Master List of Port Calls Regorted in 1991

Its movements were reported as follows:

Singapore, Singapore Arr. 2 January 1990

n Dep. 3 January 1990

Richards Bay, South Africa Date unknown

Durban, South Africa Arr. 23 January 1990

Dep. 11 February 1990

Richards Bay, South Africa Date unknown

Kaohsiung, Taiwan Arr. 10 March 1990

Dep. 14 March 1990

Case: 91-232

The Rokko San is currently registered under the flag of Panama.

The registered owner is Liberty Alliance. The manager is Marinco

Management. The ship is a combination carrier of 150,900

deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 16 July 1990

Dep. 17 July 1990

Saldanha Bay, South Africa Date unknown

Istanbul, Turkey (Passage only) Pass 6 September 1990

Case: 91-233

The ngkg gan is currently registered under the flag of Panama.

The registered owner is Liberty Alliance. The manager is Marinco

Management. The ship is a combination carrier of 150,900

deadweight tons.

Its movements were reported as follows:

Tenerife, Spain Arr. 8 February 1991

Dep. 8 February 1991

Saldanha Bay, South Africa Date unknown

Master List of Port Calls Reported in 1991

Taranto, Italy Arr. 17 February 1991

Dep. 20 February 1991

Case: 91-234

The Roxanne is currently registered under the flag of Bahamas. The registered owner is Trojan Shipping. The ship is a tanker of 20,791 deadweight tons.

Its movements were reported as follows:

Houston, United States of America Arr. 29 May 1990

Dep. 2 June 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 6 July 1990

Dep. 8 July 1990

Karachi, Pakistan Arr. 29 July 1990

Case: 91-235

The Roxanne is currently registered under the flag of Bahamas. The registered owner is Trojan Shipping. The ship is a tanker of 20,791 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 6 January 1991

Dep. 11 January 1991

Durban, South Africa Arr. 17 January 1991

Dep. 17 January 1991

Bahia Blanca, Argentina Arr. 1 February 1991

Dep. 3 February 1991

0880: 91-236

The Sanko Chergx is currently registered under the flag of Liberia. The registered owner is Peacock Tankship. The ship is a combination carrier of 70,637 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Singapore, Singapore Arr. 14 November 1990

" Dep. 14 November 1990

Port Elizabeth, South Africa Date unknown

Singapore, Singapore Arr. 20 December 1990

Dep. 20 December 1990

Case: 91-237

The Sea Braves is currently registered under the flag of Liberia.

The registered owner is Botany Shipping. The ship is a tanker of 227,555 deadweight tons.

Its movements were reported as follows:

Karachi, Pakistan Arr. 2 December 1990

Dep. 4 December 1990

Durban, South Africa Arr. 16 December 1990

Dep. 18 January 1990

Singapore, Singapore Arr. 5 February 1991

Dep. 5 February 1991

Case: 91-238

The Sea Qommander is currently registered under the flag of Cyprus.

The registered owner is Methoni Shipping. The ship is a combination carrier of 69,995 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 2 February 1990

Dep. 2 February 1990

Richards Bay, South Africa Date unknown

Tarragona, Spain Arr. 23 March 1990

Dep. 1 April 1990

Master List of Port Calls Reported in 1991

Case: 91-239

The Sea Commander is currently registered under the flag of Cyprus. The registered owner is Methoni Shipping. The ship is a combination carrier of 69,995 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 19 July 1990

Dep. 20 July 1990

Richards Bay, South Africa Date unknown

Tarragona, Spain Arr. 31 August 1990

Dep. 5 September 1990

Case: 91-240

The Sea Victorx is currently registered under the flag of Liberia. The registered owner is Sea Victory Maritime (Liberia). The beneficial owner is European Navigation Inc (Greece). The manager is European Navigation Inc (Greece). The ship is a combination carrier of 85,989 deadweight tons.

Its movements were reported as follows:

Puerto Bolivar, Colombia Arr. 14 December 1990

Dep. 17 December 1990

Richards Bay, South Africa Date unknown

Tarragona, Spain Arr. 10 January 1991

Dep. 22 January 1991

Case: 91-241

The ggggxn is currently registered under the flag of Norway (International Registry). The registered owner is Seaturn. The manager is Goliat Shipping. The ship is a tanker of 10,951 deadweight tons.

Its movements were reported as follows:

Toamasina, Madagascar Arr. 9 March 1990

Dep. 9 March 1990

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Durban, South Africa Arr. 14 March 1990

Dep. 15 March 1990

Beira, Mozambique Arr. 17 March 1990

Dep. 18 March 1990

case: 91-242

The Shellex is currently registered under the flag of Liberia. The registered owner is Barton Shipping. The manager is Botany Bay Shipping. The ship is a tanker of 6,545 deadweight tons.

Its movements were reported as follows:

Phuket, Thailand Arr. 15 January 1991

Dep. 16 January 1991

Durban, South Africa Arr. 3 February 1991

Dep. 3 February 1991

Baltimore, United States of America Arr. 3 March 1991

Dep. 5 March 1991

case: 91-243

The Skrim is currently registered under the flag of Panama. The registered owner is Blue Tram Shipping. The manager is Lange Management. The ship is a combination carrier of 170,414 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 24 May 1990

Dep. 25 May 1990

Saldanha Bay, South Africa Date unknown

Europoort, Netherlands Arr. 15 July 1990

Dep. 18 July 1990

Master List of Port Calls Reported in 1991

Case: 91-244

The Skrim is currently registered under the flag of Panama. The registered owner is Blue Tram Shipping. The manager is Lange Management. The ship is a combination carrier of 170,414 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 25 November 1990

Dep. 25 December 1990

Saldanha Bay, South Africa Date unknown

Singapore, Singapore Arr. 4 February 1991

Dep. 5 February 1991

Case: 91-245

The Stainless Sailor is currently registered under the flag of Panama. The registered owner is Northern Legend. The ship is a tanker of 7,575 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 17 April 1990

Dep. 18 April 1990

Durban, South Africa Arr. 19 May 1990

Dep. 20 May 1990

Unidentified Port, Saudi Arabia Date unknown

C880 3 91-245

The gggiglggg_ggilgr is currently registered under the flag of Panama. The registered owner is Northern Legend. The ship is a tanker of 7,575 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 28 July 1990

Dep. 30 July 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr. 31 August 1990

n Dep. 2 September 1990

Flushing, Netherlands Arr. 28 September 1990

Dep. 29 September 1990

Case: 91-247

The Stainless Sailor is currently registered under the flag of Panama. The registered owner is Northern Legend. The ship is a tanker of 7,575 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 13 November 1990

Dep. 17 November 1990

Durban, South Africa Arr. 23 November 1990

Dep. 23 November 1990

Richards Bay, South Africa Date unknown

Santos, Brazil Arr. 12 December 1990

Dep. 12 December 1990

Case: 91-248

The Stainless Leader is currently registered under the flag of Panama. The registered owner is Transpacific Liberty. The ship is a tanker of 7,544 deadweight tons.

Its movements were reported as follows:

New York, United States of America Arr. 27 January 1990

Dep. 28 January 1990

Durban, South Africa Arr. 24 February 1990

Dep. 26 February 1990

Maputo, Mozambique Arr. 27 February 1990

Dep. 28 February 1990

Master List of Port Calls Reported in 1991

Case: 91-249

The Stainless Leader is currently registered under the flag of Panama. The registered owner is Transpacific Liberty. The ship is a tanker of 7,544 deadweight tons.

Its movements were reported as follows:

Pointe Noire, Congo Arr. 14 June 1990

Dep. 15 June 1990

Durban, South Africa Arr. 24 June 1990

Dep. 25 June 1990

Buenos Aires, Argentina Arr. 14 July 1990

Dep. 15 July 1990

Case: 91-250

The Stainless Leader is currently registered under the flag of Panama. The registered owner is Transpacific Liberty. The ship is a tanker of 7,544 deadweight tons.

Its movements were reported as follows:

New Orleans, United States of America Arr. 20 September 1990

Dep. 22 September 1990

Durban, South Africa Arr. 23 October 1990

Dep. 25 October 1990

Yanbu, Saudi Arabia Date unknown

Case: 91-251

The Stainless Duke is currently registered under the flag of Panama. The registered owner is Imperial Transports. The ship is a tanker of 10,563 deadweight tons.

Its movements were reported as follows:

Buenos Aires, Argentina Arr. 13 July 1990

Dep. 15 July 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr. 6 August 1990

Dep. 8 August 1990

Flushing, Netherlands Arr. 9 September 1990

Dep. 12 September 1990

Case: 91-252

The Stainless Duke is currently registered under the flag of Panama. The registered owner is Imperial Transports. The ship is a tanker of 10,563 deadweight tons.

Its movements were reported as follows:

St. Anna Bay, Netherlands Antilles Arr. 30 October 1990

Dep. 2 November 1990

Durban, South Africa Arr. 2 December 1990

Dep. 4 December 1990

Singapore, Singapore Arr. 29 December 1990

Dep. 30 December 1990

Case: 91-253

The Stainless Mariner is currently registered under the flag of Panama. The registered owner is Liberty Transport. The ship is a tanker of 7,569 deadweight tons.

Its movements were reported as follows:

Abidjan, Cote d'Ivoire Arr. 27 March 1990

Dep. 28 March 1990

Durban, South Africa Arr. 13 April 1990

Dep. 16 April 1990

Singapore, Singapore Arr. 14 May 1990

Dep. 22 May 1990

Master List of Port Calls Reported in 1991

Case: 91-254

The Stainless Mariner is currently registered under the flag of Panama. The registered owner is Liberty Transport. The ship is a tanker of 7,569 deadweight tons.

Its movements were reported as follows:

Dakar, Senegal Arr. 28 July 1990

Dep. 28 July 1990

Mtwara, United Republic of Tanzania Date unknown

Durban, South Africa Arr. 16 August 1990

Dep. 17 August 1990

Maceio, Brazil Arr. 7 September 1990

Dep. 21 September 1990

Case: 91-255

The Stainless Marine; is currently registered under the flag of Panama. The registered owner is Liberty Transport. The ship is a tanker of 7,569 deadweight tons.

Its movements were reported as follows:

Port of Spain, Trinidad and Tobago Arr. 1 December 1990

Dep. 6 December 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 2 January 1991

Dep. 3 January 1991

Mombasa, Kenya Dep. 11 January 1991

Case: 91-255

The Stainless Governo; is currently registered under the flag of Panama. The registered owner is Royal Legend. The ship is a tanker of 7,578 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Las Palmas, Spain Arr. 27 February 1990

Dep. 27 February 1990

Durban, South Africa Arr. 20 March 1990

Dep. 21 March 1990

Richards Bay, South Africa Date unknown

Flushing, Netherlands Arr. 17 April 1990

Dep. 18 April 1990

Case: 91-257

The Stainless Governor is currently registered under the flag of Panama. The registered owner is Royal Legend. The ship is a tanker of 7,578 deadweight tons.

Its movements were reported as follows:

Madre de Deus, Brazil Dep. 15 June 1990

Durban, South Africa Arr. 1 July 1990

Dep. 3 July 1990

Richards Bay, South Africa Date unknown

Rouen, France Arr. 30 July 1990

Dep. 30 July 1990

Case: 91-258

The Stainless Governor is currently registered under the flag of Panama. The registered owner is Royal Legend. The ship is a tanker of 7,578 deadweight tons.

Its movements were reported as follows:

Luanda, Angola Date unknown

Durban, South Africa Arr. 13 September 1990

Dep. 14 September 1990

Port Said, Egypt (Passage only) Pass 3 October 1990

Master List of Port Calls Reported in 1991

Case: 91-259

The Stainless Governor is currently registered under the flag of Panama. The registered owner is Royal Legend. The ship is a tanker of 7,578 deadweight tons.

Its movements were reported as follows:

Abidjan, C6te d'Ivoire Arr. 19 November 1990

Dep. 20 November 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 5 December 1990

Dep. 7 December 1990

Richards Bay, South Africa Date unknown

Terneuzen, Netherlands Dep. 8 January 1991

Case: 91-260

The Shropshire is currently registered under the flag of Bahamas. The registered owner is Bibby Bulk/Britain Steamship. The ship is a tanker of 12,749 deadweight tons.

Its movements were reported as follows:

Europoort, Netherlands Dep. 24 September 1990

Cape Town, South Africa Date unknown

Durban, South Africa Arr. 22 October 1990

Dep. 23 October 1990

Maputo, Mozambique Date unknown

Master List of Port Calls Reported in 1991

Case: 91-261

The Stainless Supporter is currently registered under the flag of Panama. The registered owner is European Transports. The ship is a tanker of 6,535 deadweight tons.

Its movements were reported as follows:

Las Palmas, Spain Arr. 10 February 1990

Dep. 11 February 1990

Durban, South Africa Arr. 8 March 1990

Dep. 9 March 1990

Mauritius, Mauritius Arr. 16 March 1990

Dep. 19 March 1990

Case: 91-262

The Stainless Supporter is currently registered under the flag of Panama. The registered owner is European Transports. The ship is a tanker of 6,535 deadweight tons.

Its movements were reported as follows:

Rotterdam, Netherlands Arr. 19 June 1990

Dep. 26 June 1990

Durban, South Africa Arr. 24 July 1990

Dep. 27 July 1990

Douala, Cameroon Arr. 7 August 1990

Dep. 10 August 1990

C886 3 91-253

The gtaiQLQSS Suggorte; is currently registered under the flag of Panama. The registered owner is European Transports. The ship is a tanker of 6,535 deadweight tons.

Its movements were reported as follows:

Rio de Janeiro, Brazil Arr. 4 November 1990

Dep. 6 November 1990

Master List of Port Calls Reported in 1991

Durban, South Africa Arr. 23 November 1990

Dep. 23 November 1990

Calcutta, Iddia Arr. 18 December 1990

Dep. 20 December 1990

Case: 91-264

The Stainless Commander is currently registered under the flag of Panama. The registered owner is Naval Alliance. The ship is a tanker of 8,322 deadweight tons.

Its movements were reported as follows:

Apapa/Lagos, Nigeria Arr. 3 January 1990

Dep. 9 January 1990

Durban, South Africa Arr. 21 January 1990

Dep. 22 January 1990

Singapore, Singapore Dep. 13 February 1990

Case: 91-265

The Star Delaware is currently registered under the flag of Bahamas. The registered owner is Texaco Panama. The manager is Texaco Marine Services. The ship is a combination carrier of 128,320 deadweight tons.

Its movements were reported as follows:

Tenerife, Spain Arr. 5 August 1990

Dep. 7 August 1990

Saldanha Bay, South Africa Arr. 21 August 1990

Dep. 22 August 1990

Gibraltar, Gibraltar (Passage only) Pass 6 September 1990

Case: 91-266

The gtatrade; is currently registered under the flag of Norway (International Registry). The registered owner is Statrader. The manager is Staubo H.. The ship is a tanker of 40,520 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Kharg Island, Iran, Islamic Republic of Date unknown

Durban, South Africa Arr. 14 January 1991

Dep. 14 January 1991

San Lorenzo, Argentina Arr. 6 February 1991

Dep. 8 February 1991

Case: 91-267

The Stolt Surf is currently registered under the flag of Liberia.

The registered owner is SP Surf. The ship is a tanker of 23,299 deadweight tons.

Its movements were reported as follows:

Port Kelang, Malaysia Arr. 18 December 1990

Dep. 19 December 1990

Cape Town, South Africa Date unknown

Aratu, Brazil Arr. 18 January 1991

Dep. 21 January 1991

Case: 91-268

The Stolt Excellence is currently registered under the flag of Liberia. The registered owner is Stolt Excellence. The ship is a tanker of 30,992 deadweight tons.

Its movements were reported as follows:

St. Helena, St. Helena Arr. 18 January 1990

Dep. 18 January 1990

Durban, South Africa Arr. 25 January 1990

Dep. 26 January 1990

Cochin, India ' Arr. 5 February 1990

Dep. 6 February 1990

Master List of Port Calls Reported in 1991

Case: 91-269

The Stolt EXcellence is currently registered under the flag of Liberia. The registered owner is Stolt Excellence. The ship is a tanker of 30,992 deadweight tons.

Its movements were reported as follows:

Morehead City, United States of America Arr. 13 August 1990

Dep. 14 August 1990

Durban, South Africa Dep. 6 September 1990

Jebel Ali, United Arab Emirates Arr. 17 September 1990

Dep. 17 September 1990

Case: 91-270

The Stolt Eagle is currently registered under the flag of Liberia. The registered owner is SP Eagle. The ship is a tanker of 37,067 deadweight tons.

Its movements were reported as follows:

Aratu, Brazil Arr. 16 September 1990

Dep. 18 September 1990

Durban, South Africa Date unknown

Singapore, Singapore Arr. 21 October 1990

Dep. 22 October 1990

Case: 91-271

The \$391;_Egglg is currently registered under the flag of Liberia. The registered owner is SP Eagle. The ship is a tanker of 37,067 deadweight tons.

Its movements were reported as follows:

Penang, Malaysia Arr. 20 November 1990

Dep. 21 November 1990

Durban, South Africa Arr. 3 December 1990

Dep. 5 December 1990

Master List of Port Calls Reported in 1991

La Plata, Argentina Arr. 19 December 1990

Dep. 20 December 1990

Case: 91-272

The Stolt Eagle is currently registered under the flag of Liberia.

The registered owner is SP Eagle. The ship is a tanker of 37,067 deadweight tons.

Its movements were reported as follows:

Aratu, Brazil Arr. 1 January 1991

Dep. 4 January 1991

Durban, South Africa Date unknown

Singapore, Singapore Arr. 31 January 1991

Dep. 2 February 1991

Case: 91-273

The Stolt Heron is currently registered under the flag of Liberia.

The registered owner is Stolt Heron. The ship is a tanker of 36,613 deadweight tons.

Its movements were reported as follows:

Labuan, Malaysia Arr. 25 January 1990

Dep. 2 February 1990

Cape Town, South Africa Date unknown

New York, United States of America Arr. 14 March 1990

Dep. 16 March 1990

C880: 91-276

The Stolt Hawk is currently registered under the flag of Liberia.

The registered owner is SP Hawk. The ship is a tanker of 37,086 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Singapore, Singapore Arr. 3 October 1990

Dep. 8 October 1990

Unidentified Port, South Africa Date unknown

Rio Grande, Brazil Arr. 7 November 1990

Dep. 8 November 1990

C359: 91-275

The Stolt Hawk is currently registered under the flag of Liberia.

The registered owner is SP Hawk. The ship is a tanker of 37,086 deadweight tons.

Its movements were reported as follows:

Aratu, Brazil Arr. 26 November 1990

Dep. 29 November 1990

Durban, South Africa Date unknown

Singapore, Singapore Arr. 28 December 1990

Dep. 29 December 1990

Case: 91-276

The Stolt Topaz is currently registered under the flag of Liberia.

The registered owner is Stolt Topaz. The ship is a tanker of 38,818 deadweight tons.

Its movements were reported as follows:

Aratu, Brazil Dep. 14 November 1990

Durban, South Africa Arr. 26 November 1990

Mormugao, India Arr. 7 December 1990

Dep. 9 December 1990

Master List of Port Calls Reported in 1991

Case: 91-277

The Stolt Aiiiance is currently registered under the flag of Panama. The registered owner is Aspiration Maritima. The ship is a tanker of 12,674 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 1 April 1990

Dep. 1 April 1990

Richards Bay, South Africa Date unknown

Port Said, Egypt (Passage only) Pass 26 April 1990

Case: 91-278

The Sto;t Resolute is currently registered under the flag of Liberia. The registered owner is Stolt Partners. The ship is a tanker of 39,013 deadweight tons.

Its movements were reported as follows:

Santos, Brazil Arr. 9 November 1990

Dep. 14 November 1990

Durban, South Africa Arr. 1 December 1990

Dep. 3 December 1990

Singapore, Singapore Arr. 19 December 1990

Dep. 24 December 1990

C850 3 91-279

The gxanggn is currently registered under the flag of Panama. The registered owner is Devan. The manager is Transmarine Management. The ship is a tanker of 17,610 deadweight tons.

Its movements were reported as follows:

Mombasa, Kenya Arr. 13 September 1990

Dep. 18 September 1990

Master List of Port Calls Reported in 1991
Durban, South Africa Arr. 24 September 1990
n Dep. 26 September 1990
Dublin, Ireland Arr. 20 October 1990
Dep. 24 October 1990

Case: 91-280

The Theogennitor is currently registered under the flag of Cyprus. The registered owner is Tankertrade Marine Ltd (Cyprus). The beneficial owner is Polembros Shipping Ltd (United Kingdom). The manager is Polembros Shipping Ltd (United Kingdom). The ship is a combination carrier of 116,978 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 18 October 1990

Dep. 20 October 1990

Saldanha Bay, South Africa Date unknown

Taranto, Italy Arr. 25 November 1990

Dep. 28 November 1990

Case: 91-281

The Tenhiro is currently registered under the flag of Panama. The registered owner is Pine Tree Shipping. The ship is a tanker of 6,733 deadweight tons.

Its movements were reported as follows:

Apapa/Lagos, Nigeria Arr. 19 January 1990

Dep. 21 January 1990

Durban, South Africa Dep. 7 February 1990

Tokuyama, Japan Arr. 9 March 1990

Dep. 9 March 1990

Master List of Port Calls Reported in 1991

Case: 91-282

The Tenhiro is currently registered under the flag of Panama. The registered owner is Pine Tree Shipping. The ship is a tanker of 6,733 deadweight tons.

Its movements were reported as follows:

Beira, Mozambique Arr. 23 August 1990

Dep. 24 August 1990

Durban, South Africa Arr. 27 August 1990

Dep. 29 August 1990

Misumi, Japan Arr. 1 October 1990

Dep. 3 October 1990

Case: 91-283

The Tenhyaku is currently registered under the flag of Panama. The registered owner is Pine Tree Shipping. The ship is a tanker of 6,752 deadweight tons.

Its movements were reported as follows:

Rosario, Argentina Arr. 11 August 1990

Dep. 11 August 1990

Durban, South Africa Arr. 6 September 1990

Dep. 7 September 1990

Bunbury, Australia Arr. 25 September 1990

Dep. 27 September 1990

Case: 91-284

The Tiber Qre is currently registered under the flag of Liberia.

The registered owner is Quorate International. The ship is a combination carrier of 152,298 deadweight tons.

Its movements were reported as follows:

Ymuiden, Netherlands Arr. 30 November 1990

Dep. 4 December 1990

Master List of Port Calls Reported in 1991
Saldanha Bay, South Africa Dep. 25 December 1990
Taranto, Italy Arr. 17 January 1991
Dep. 19 January 1991
Case: 91-285

The Trade Endeavor is currently registered under the flag of Liberia. The registered owner is Trade Tankers. The manager is Trade & Transports. The ship is a combination carrier of 113,706 deadweight tons.

Its movements were reported as follows:
Mobile, United States of America Arr. 19 April 1990
Dep. 22 April 1990
Richards Bay, South Africa Date unknown
Singapore, Singapore Arr. 6 June 1990
Dep. 7 June 1990
Case: 91-286

The USA Maru is currently registered under the flag of Japan. The registered owner is Shoyo Kaiun. The ship is a combination carrier of 269,110 deadweight tons.

Its movements were reported as follows:
Singapore, Singapore Arr. 20 March 1990
Dep. 21 March 1990
Saldanha Bay, South Africa Date unknown
Oita, Japan Arr. 11 May 1990
Dep. 14 May 1990

Case: 91-287
The Vallabhbhai Pate; is currently registered under the flag of India. The registered owner is India Shipping. The ship is a combination carrier of 113,925 deadweight tons.

Master List of Port Calls Reported in 1991

Its movements were reported as follows:

Tubarao, Brezil Arr. 20 July 1990

Dep. 23 July 1990

Saldanha Bay, South Africa Date unknown

Mizushima, Japan Arr. 25 October 1990

Dep. 29 October 1990

Case: 91-288

The Verazzano is currently registered under the flag of Italy. The registered owner is Carbofin. The ship is a tanker of 12,000 deadweight tons.

Its movements were reported as follows:

Pointe Noire, Congo Arr. 7 April 1990

Dep. 7 April 1990

Durban, South Africa Arr. 17 April 1990

Dep. 22 April 1990

Yanbu, Saudi Arabia Date unknown

Case: 91-289

The/Vergo is currently registered under the flag of Greece. The registered owner is Peonia Naviera. The manager is Palmyra Management. The ship is a combination carrier of 113,812 deadweight tons.

Its movements were reported as follows:

Jubail, Saudi Arabia Arr. 19 August 1990

Dep. 22 August 1990

Fujairah Anchorage, Persian Gulf Arr. 24 August 1990

Dep. 24 August 1990

Richards Bay, South Africa Date unknown

Rotterdam, Netherlands Arr. 6 October 1990

Master List of Port Calls Reported in 1991

Case: 91-290

The Wind Spirit is currently registered under the flag of Norway (International Registry). The registered owner is Wind Spirit. The manager is Wind Management. The ship is a tanker of 32,389 deadweight tons.

Its movements were reported as follows:

Dar Es Salaam, United Rep. of Tanzania Arr. 7 November 1990

Dep. 11 November 1990

Durban, South Africa Arr. 15 November 1990

Dep. 16 November 1990

Dar Es Salaam, United Rep. of Tanzania Arr. 29 December 1990

Dep. 31 December 1990

Case: 91-291

The World Recovegy is currently registered under the flag of Greece. The registered owner is Clan Shipping. The ship is a combination carrier of 231,054 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 15 May 1990

Dep. 18 May 1990

Saldanha Bay, South Africa Date unknown

Singapore, Singapore Arr. 25 June 1990

Dep. 27 June 1990

Case: 91-292

The World 92glity is currently registered under the flag of Liberia. The registered owner is Athos Shipping. The ship is combination carrier of 114,144 deadweight tons.

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Master List of Port Calls Regorted in 1991

Its movements were reported as follows:

Singapore, Singapore Arr. 21 April 1990

Dep. 22 April 1990

Richards Bay, South Africa Date unknown

Singapore, Singapore Arr. 22 June 1990

Dep. 22 June 1990

Case: 91-293

The World Duality is currently registered under the flag of Liberia. The registered owner is Athos Shipping. The ship is a combination carrier of 114,144 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 9 August 1990

Dep. 10 August 1990

Saldanha Bay, South Africa Date unknown

Gibraltar, Gibraltar (Passage only) Pass 14 September 1990

Case: 91-294

The World Duet is currently registered under the flag of Liberia.

The registered owner is Porthos Shipping. The ship is a

combination carrier of 114,144 deadweight tons.

Its movements were reported as follows:

Bahrain, Bahrain Arr. 13 January 1990

Dep. 18 January 1990

Richards Bay, South Africa Date unknown

Rotterdam, Netherlands Arr. 4 March 1990

Master List of Port Calls Reported in 1991

Case: 91-295

The World Ddet is currently registered under the flag of Liberia. The registered owner is Porthos Shipping. The ship is a combination carrier of 114,144 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 7 July 1990

Dep. 8 July 1990

Richards Bay, South Africa Date unknown

Europoort, Netherlands Arr. 14 August 1990

Dep. 15 August 1990

Case: 91-296

The Yusr is currently registered under the flag of Panama. The registered owner is Sherwood Overseas. The ship is a tanker of 7,336 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 22 December 1990

Dep. 27 December 1990

Durban, South Africa Arr. 16 February 1991

Singapore, Singapore Arr. 18 March 1991

Dep. 22 March 1991

Case: 91-297

The Zeus is currently registered under the flag of Greece. The registered owner is Mytika Shipping. The manager is Tsakos Shipping. The ship is a combination carrier of 158,694 deadweight tons.

Its movements were reported as follows:

Singapore, Singapore Arr. 24 February 1990

Dep. 25 February 1990

Saldanha Bay, South Africa Date unknown

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Master List of Port Calls Reported in 1991

Istanbul, Turkey (Passage only) Pass 11 April 1990

Case: 91-298

The Zeus is currently registered under the flag of Greece. The registered owner is Mytika Shipping. The manager is Tsakos Shipping. The ship is a combination carrier of 158,694 deadweight tons.

Its movements were reported as follows:

Tobata, Japan Arr. 17 July 1990

Dep. 22 July 1990

Saldanha Bay, South Africa Date unknown

Maputo, Mozambique Date unknown

INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY
AND SHIPPING OF OIL AND PETROLEUM PRODUCTS
TO SOUTH AFRICA

Note from the Secretariat

The Intergovernmental Group received last year a communication from the Shipping Research Bureau (SRB) dated 19 March 1990 concerning the possibility that some discharge documentation which had been presented to the Group were forged. The Group requested further evidence from SRB to enable Governments to investigate the matter. The Group received further information last year. The Permanent Mission of Norway sent a letter dated 6 February 1991 indicating that "the documentation attached does not provide sufficient evidence to justify an investigation of these cases by the Norwegian authorities".

At its previous meeting the Group requested the Secretariat to contact SRB for further information. Attached is another letter from SRB dated 13 May 1991 providing more details on each case.

SHIPPING RESEARCH BUREAU

- AMSTERDAM is May 1591

The Secretary

Lhtergovevhmentai Ercup co MOHIEQP the Supply and

Shippirlg of Oil and Petroleum Products to South Africa . 001354

Centre against Rpartheid _

Ream 8-3577C

United Nations

New York, NY 10017

U.S.R.

re: Dil shipments to South Rfrica by the vessels

BEATRICE, SERGE ENTERPRISE, BERGE KING, BERGE PRINCE, BISCRYA,

ETHNIC, EVITR, FIDIUS, GENTLE BREEZE, DHILIPPINE OED 3,

RAFIO, SINGR STAR

Dear Mr Qraim,

Further to our earlier correspondence, and your additional request for information on oil shipments to South Africa (all regarding cases which have been investigated by the Group during the past years), we herewith would like to recapitulate some information on apparent oil deliveries by the vessels listed above.

In our earlier letters on the subject, we have dealt with cases in which apparent oil deliveries to South Africa were removed from the Intergovernmental Group's reports, often in spite of clear indications that documents 'provingt the discharge of oil cargoes in countries outside South Africa must be considered forgeries. As indicated, e.g., in our letter to the Intergovernmental Group of 19 March 1990, the justification of a possible reconsideration of the cases under consideration is to be found especially in the necessity of a strengthening of the oil-exporting countries' monitoring uechanisus with regard to certificates submitted to them by the buyers of their oil.

One should bear in mind that, even if the available information makes it abundantly clear that a tdoeument' must be forged, this obviously does not imply a judgment on who have executed the forgery. Identifying a forgery does not in itself imply a statement as to which of the parties involved in the shipment in question is to be tblaned' for it. However, it does lead to the identification of an apparent oil delivery to South Africa.

In the following, case numbers are those in the Shipping Research Bureau reports Oil to South Africa (1986), Table A, and Fuel for Apartheid (1990), Table A; and the numbers of the SR8 Summary Data Sheets referring to the cases.

NEWFAXNO.31-20-6220130 H)

NEW TELEPHONE NOS.

6251300 / 6266073 I 6200066

M

PO. BOX 11898 1001 GW AMSTERDAM TPE NETFERLAMJS m (020)2513XJ/266OT3 FAX (020322013) TELE
X 10236 SANAM NL KVK S 200961

SR8 to UN Intergovernmental GPQUD 13 May 1991 -

r...

BERTRICE C1388: Rio - 9321

a e tar ea iaev_.fleafet suggested that the shlp delixerea new car'o .n
lCily.

t Hoyer. the Ngcwgg;an_gh;nggeg has confirmed. in a letter to the
Shipping Research Bureau Gated 16 February 1988, that the ship wen ,3
South Hfrlca, anc not to Italy. 9 confidential copy of the letter to SR8
was attached as anex 8 to our letter to the Group of E9 May 1990.

9 Furthermore, the Qgggrnmgt_gf_;italy has confirmed, in a letter sent to the
Shipping Research Bureau by the Permanent Representative of Italy to the
United Nations on 38 August 1989, that the ship has not been in the Italian
port mentioned in the 'certificatel on the date indicated, and that "This could
indeed substantiate the conclusion that the documentt..1 in question EwasJ
falsified". Copies of the letter of the Italian U.N. Mission to SR8 have been
sent to the Group on 4 September 1989 and again on 19 March 1990.

9 Rdditional evidence showing that the so-called 'certificate' is an obvious
falsification has been set out in our Memorandum to the Group dated
24 January 1989. Among other things, it was pointed out that there is no
,Section San Sabba' in the port of Genoa (the 'document1 is an apparent
adaptation of other 'certificates' which however refer to the port of
Trieste), and that, in view of the faulty use of the Italian language, the
producers of the forgery could not have been Italian Customs' officers.

BERGE ENTERPRISE E1990: R7 - 9343

0 A forged 'certificate' presented to the Government of Saudi Arabia (where
the ship had loaded part of her cargo) suggested that the ship delivered
her cargo in the Egyptian Egg_gga_pgrrt_gf_Q;n_ggghng towards the end of
April 1987. (This was indicated on the 'documentt, in spite of the fact
that at an earlier stage, the Government of Saudi Arabia was informed that
the Saudi oil had been discharged in Singapore (letter of the Permanent
Representative of Saudi Arabia to the Group dated 8 October 1987, quoted
in the Group's report 9/42/45, page 54).)

9 According to the Group's report 9/44/44 (page 29), the Government of
Qatar - in which country the ship had also collected a part cargo during
the sale trip - was presented with a document which showed that the ship
had discharged her cargo of oil from Qatar in 51999995; on 27 April 1987.
It will be clear that the ship could not have been in the Red Sea and
Singapore at the same time.

0 Apparently, the discharge story emerging from the ldocuments' lacks
In this letter the Bureau was informed that the ship went to Sbuth erica
and not to either Singapore or the Red Sea. A confidential copy of the letter
to SR8 was attached as Annex B to our letter to the Group of 29 May 1990.

9 Furthermore, French Qort data on the cargo discharged by the vessel ELBE MARU
(which vessel, according to the 'certificate' submitted to Saudi Arabia,
allegedly took care of transshipping the cargo from the BERBE ENTERPRISE to
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SR8 to UN Intergovernmental Group 13 May 1991 _3_

France), reveals that 011 delivered 1m FQS/Lavera (France) Ly

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NQEU could have originated from the BtRb: :NuEnPRISE, aane .ne ,.35:

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SERGE ENJCKrNJSE - Saudi Qrablan cargo. according to copy of 011 Enport
Declaratlon allegedly transferred lhtO ELBE MQRU:

Arablan Medium Crude 135,883 tons

ELBE MQRU - cargo delivered in France:

Arabian Heavy Crude 63,159 tons

Iranian Heavy Crude 54,423 tons

117,581 tons

show that in the quarter under consideration, 4 Norwegian-owned tankers
among which 3 Norwegian-flagged ones, together have delivered 1,300,000
tons of crude oil to South Africa. Calculations on the basis of the
tonnages and flags given, lead to the inevitable conclusion that the
360,700 deadweight-tonnaged Norwegian-flagged BERGE ENTERPRISE must have
made two trips to South Africa to deliver crude oil during these months
(cf. next case), thus corroborating the confirmation given by the Nor-
wegian shipowner. There were no other ships in the Norwegian fleet at the
time which could have accounted for the tonnage listed in the Norwegian
statistics. The calculation has been presented, a.o., by the Norwegian
newspaper Verdens Bang, 17 August 1987 (attached as annex C to our letter
to the Group of 29 May 1990).

9 Additional evidence showing that the linformation' introduced in the
return copy of the Saudi Arabian Oil Export Declaration contains obvious
falsifications has been presented in the SRB report Fuel for Apartheid.
Oil Supplies to South Africa (1990), page 3.

BERSE ENTERPRISE E1990: 98 - 9633

Research Bureau dated 16 February 1986, that the ship went to South
Africa. 30 any 'document1 submitted to the Governments of the United Arab
Emirates and Oman showing other alleged countries of discharge must be
false. 9 confidential copy of the letter of the shipowner to SRB was
attached as Annex A to our letter to the Group of 29 May 1990.

0 Needless to add that the above-mentioned calculations on the basis of the
together with the ship's published voyage history, prove that the BERGE
ENTERPRISE once more discharged her cargo in South Africa.

made no calls at all at Singapore during the whole of 1987.

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9 However, the Qggggngggnt_gf_ita:y has confirmed, in a letter sent to the Shipping Research Bureau by the Permanent Representative of Italy to the United Nations on 28 9ugust 1989, that the ship has not been in the Italian port mentioned in the 'certificate' on the date indicated, and
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SR8 to UN Intergovernmental Group 13 May 1991 -5-
17:50 . Copies of the letter of the -talian 5.1. h-::

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twat JTHJS cvuid indeed suscantiate the conclusion chat :ne Jo:umentL..I
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:FQUD on 4 Sebtember .jdd 5h: 5:31: ;r
t Hddlthhal eVidence showing that the so-called icertificatel is an QbVlQUS
Faisification has been bhesented in our Memorahdum to the Group dates
is Jahuery ;369. among other things. it was pbinted out that in view of
the faulty use of :he italiah language, the producers of the fovgery coal;
not have been Italian Customs' officers.

ETHNIC E1988: 928 - 9953

9 This case has been erroneously deleted from the Groups reports, probably
on the basis of a statement received from the United Arab Emirates which
- although being entirely correct with regard to the absence of a U.R.E.
oil terminal at the anchorage which appears as the last port of call
publicly reported before the ship secretly sailed to South Africa - has no
bearing upon this case. Qpparently, the ship sailed from the anchorage to
one or more unknown countries in the Persian Gulf, and loaded her oil
cargo there. (Details on vesselis voyage history (as far as published) can
be found in SRB Summary Data Sheet No. 995.1 Deleting the case from the
list would disregard the practice of lmulti-porting' (and non-reporting of
calls) in the Persian Gulf area.

EVITR E1988: 929 - 6831

0 Documents from the agrees;am-ggxernmentLigamenlsjelfare-52:xiee showing
that the ship was at Durban, South Africa, on 3 April 1985 (rather than in
any port or country mentioned in 'documentationl apparently submitted to
Saudi Arabia and received by the Group from Saudi Arabia) have been
published in the Norwegian newspaper Dagbladet of 16 July 1965. The
article was attached as Rnnex F to our letter to the Group of 89 May 1990.

FIDIUS E1990: 922 - 9393

0 This case has been erroneously deleted fro. the Group's reports on the
basis of a statement received from the United Arab Emirates which -
although being entirely correct with regard to the absence of a U.A.E. oil
terminal at the anchorage which appears as the last port of call publicly
reported before the ship secretly sailed to South Africa - has no bearing
upon this case. apparently, the ship sailed from the anchorage to one or
more unknown countries in the Persian Gulf, and loaded her oil cargo
there.

In view of the fact that a few months later, a voyage from Iran to South
Africa was made by this ship on behalf of the same charterer (cf. the
following), combined with the fact that calls at Iranian oil terminals
often do not show up in vessels' published voyage histories, a further
enquiry with the Government of Iran could be appropriate. EDetails on
vessel's voyage history (as far as published) can be found in SRB Summary
Data Sheet No. 939.3

Deleting the case from the list would disregard the practice of 'multi-
porting' (and non-reporting of calls) in the Persian Gulf area.

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page 87/68. #85 saxa to snow that the ehlp ham sallad to Egtgeggag and
dlscha.ged an 16 Hugust 1987. However. no call at Rotterdam and/Qh
Euhiiict't :5 recoraea on or around that date.

In Facc. CJE snxp By then had already returned to Ifan from South AFRlQa.
and leaned another :argo of Iranlan 011 whlch was dellvered to Euroboort
16/19 September 1987. Clearly, no voyage Netherlands - Iran - Netherlands
would have been possible in the short period 16 Rugust - 16 September.
of 6 October 1987 (showing that no calls were reported until Mld September
1987), and in glgyg:g_ggst, U.K., 18 September 1987, showing that the
vessel only arrived at Europoort from Hormuz Terminal (Iran) on
16 September 1987 (after a voyage which must have started well after the
delivery to South erica of July 1987). Copies of the relevant pages were
attached as Rnnex G to our letter to the Group dated 39 May 1990.

GENTLE BREEZE E1988: 934 - 9691

O Q forged 'certificate' suggested that the ship delivered her cargo (which
on departure of the ship from the oil-exporting countries - Bahrain and
Kuwait - was purportedly destined for Rotterdam) in Italy.

9 However, the Qgggrnmgnt_gf_ltg1x has confirmed, in a letter sent to the
Shipping Research Bureau by the Permanent Representative of Italy to the
United Nations on 28 ngust 1989, that the ship has not been in the
Italian port mentioned in the 'certificate' on the date indicated, and
that "This could indeed substantiate the conclusion that the documentt..1 in
question EwasJ falsified". Copies of the letter of the Italian U.N. Mission
to SRB have been sent to the Group on 4 September 1989 and again on
19 March 1990.

O The voyage history of the ship, as published, e.g., by ngxgl2_!9yagg
Begggg, shows that immediately after loading oil in Bahrain (where,
according to a letter dated 13 June 1988 to SR8 from the Permanent Mission
of Bahrain to the United Nations, diesel was loaded 'for Rotterdam'), and
Kuwait (where, according to a telex dated 16 April 1988 to SR8 from Kuwait
National Petroleum Company, a part cargo from Mina al Zour was loaded,
likewise 'for Rotterdam'), vessel must have gone to South Africa, as she
Richards Bay destined for Hong Kong.

9 confidential copy of the telex message from Kuwait was attached as Annex
H to our letter to the Group of 29 May 1990.

9 Additional evidence showing that the so-called 'certificate' is an obvious
falsification has been presented in our Memorandum to the Group dated
24 January 1989. Among other things, it was pointed out that in view of
the faulty use of the Italian language, the producers of the forgery could
not have been Italian Customs' officers.

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SR8 to UN Intergovernmental Group 13 May 1991 -7-

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this is documentation the snlp's :arge :F fuel ox; frog sash. the :wher
wthQ was the national Iramian Dii Compahy, woulo nave DEEH a:aehafged 'Ln
Rotterdaml 3a ;2 May 1985. HCwEVEF. no call at RottereaMxEarogocr' Ha:
made By :31; shib 4h arcane 83 Hay ;885. In fact. itch a :51; was
clearly lmpossxble. as the shlp's return to the Pereian Gulf was
publicly reported already on 4 June 1935 (arrived Mina al Rhmadi, Kuwait).
Qt that date, the ship wrongly stated lSingapore' as her previous port of
call. (Details on vessells voyage history (as far as published) can be
found in SR8 Summary Data Sheet No. 840.1

t The Egyegnmggt_gf_gweggg was informed, according to a report in the
Swedish newspaper Svenska Dagbladet of 83 January 1989, that the
vessel was hired by a non-Swedish company which afterwards decided on
transports to South erica. 9 copy of the article was attached as anex L
to our letter of 29 May 1990 to the Group.

PHILIPPINE 030 3 E1988: 957 - 9241

O This case was introduced in the Group's 1988 report, but was tacitly
deleted from the 1989 report, possibly on the basis of documentation
received by the Group. We do not know what port or country of discharge
was suggested by the documents in question; however, in view of the
following, it is quite clear that any 'documents' showing ports of dis-
charge outside South Africa must be false. (While checking this, one
should also take into account the time which it would have taken for the
ship to sail from the alleged discharge port to Cape Verde, which was the
first published port of call after the discharge in South Rfrica. EDetails
on vessel's voyage history (as far as published) can be found in SRB
Summary Data Sheet No. 924.)

of the ship, as shown by Lloyd's List, U.K., of 26 November 1985 (which
reported that vessel arrived Cape Verde fhom Cape Town). A copy of this
report was attached as Annex K to our letter of 29 May 1990 to the Group.
Swedish newspaper Svenska Dagbladet of 23 January 1989, that the
vessel was hired by a non-Swedish company which afterwards decided on
transports to South Africa. A copy of the article was attached as Annex L
to our letter of 29 May 1990 to the Group.

RAPID E1988: 959 - 9543

O This case has been erroneously deleted from the Broupts reports, probably
on the basis of a statement received from the United Arab Emirates which
- although being entirely correct with regard to the absence of a U.A.E.
oil terminal at the anchorage which appears as the last port of call
publicly reported before the ship secretly sailed to South Africa - has no
bearing upon this case. Apparently, the ship sailed from the anchorage to
one or more unknown countries in the Persian Gulf, and loaded her oil
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SR8 to UN Intergovernmental Group 13 May 1991 _3_
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w " 4 l'. :PE _mme.r Cw : _et _ 9.3 _515C1 g a: _5-.;'e '
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SINGR STQR 2:958: 96; _ 13203

t A forged certificate suggested that the ship delivered her cargo which on departure of the ship from the oil-exporting countries - Bahrain and Kuwait - was purportedly destined for Rotterdam, resp. 'Mediterranean for orders' in Italy.

9 However, the Egggrnmgt_gf_ltg_lx has confirmed, in a letter sent to the Shipping Research Bureau by the Permanent Representative of Italy to the United Nations on 28 August 1989, that neither this ship nor the ship into which her cargo was allegedly transferred en route to Italy have been in the Italian port mentioned in the certificate on the date indicated, and that "This could indeed substantiate the conclusion that the document E..J in question (was) falsified". Copies of the letter of the Italian U.N. Mission to SRB have been sent to the Group on 4 September 1989 and again on 19 March 1990.

10 Additional evidence showing that the so-called 'certificate' is an obvious falsification has been presented in our Memorandum to the Group dated 24 January 1989. Among other things, it was pointed out that the ship into which the cargo of the SINGA STOR allegedly was transferred on 30 September 1986: (1) g;g_ngt_g51st under the name mentioned (she had been renamed quite some time before the transshipment was alleged to have taken place); (2) if the same ship, under her new name, would have been meant, this was clearly impossible, as the ship was nowhere near the alleged place of transshipment at the date indicated (QRCHDNTISSR, in Japan on 20 September 1986 according to glgxglg_ygxggg_ggggrg). Furthermore, in view of the faulty use of the Italian language, the producers of the forgery could not have been Italian Customs' officers.

We hope that the above meets your request.

Yours sincerely,
SHIPPING RES H BUREAU
Director

SHIPPING RESEARCH BUREAU

AMSTERDAM 19 March 1990

The Secretary

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

Room S-3577C

United Nations

New York, NY 10017

U.S.A.

RE: Oil shipments to South Africa by the vessels .

BEATRICE, BERGE ENTERPRISE, BERGE KING, BERGE PRINCE, BISCAYR,
ETHNIC, EVITR, FIDIUS, GENTLE BREEZE, PHILIPPINE BBQ 3,
RAFIO, SINGA STRR

Dear Mr. Graim,

We have carefully studied the latest report of the Intergovernmental
Group of November 1989. You will have noticed that ample attention was
paid to the report in No. 18 of the SRB Newsletter, first quarter 1990,
pages 7-8.

Further to our earlier communications with regard to a number of
individual cases of oil shipments to South Africa, we would like to
convey some additional observations concerning a series of apparent oil
deliveries which have been identified by the Shipping Research Bureau.
The background of this letter is the following. In some instances, the
Intergovernmental Group has apparently considered information and
documentation received from Governments sufficient evidence to dispel
the allegations that the oil shipments under consideration had probably
been delivered to South Africa, and these cases were consequently
removed from the Group's report.

There were other instances in which conflicting replies from different
Governments have led the Group to maintain its earlier judgements, and
to approach Governments once more urging them to reconsider the evidence
received in order to take appropriate measures against the presumed
violators of their embargo policies.

With regard to a number of cases which the Group decided to remove from
the report, however, we have found evidence suggesting that a recon-
sideration of these cases by the Group may be justified.

A summary of some of these cases follows below. Each case is indicated
by the name of the vessel and the case number in Tables 9 or G of the

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SRB to UN Intergovernmental Group 19 March 1990 _
Shipping Research Bureau's report 011 to South Africa (September 1988).
plus the relevant SRB Summary Data Sheet number.

BERTRICE E910 - 9321

This case was introduced in the Group's report of 1988, but deleted from the 1989 report, apparently on the basis of a 'certificate' submitted to the Group suggesting that the ship had delivered her cargo in Italy. 8 copy of the document in question had also been received by the Shipping Research Bureau. In a confidential Memorandum dated 34 January 1989, sent to the Intergovernmental Group on Whowed that the 'certificate' received by the Government in question must be forged for several reasons indicated in the Memorandum.

Especially the fact that the shipowner has confirmed that the ship had gone to South Africa, and not to Italy, and the confirmation by the Government of Italy to the Shipping Research Bureau that the ship did not call at the port mentioned in the document would seem to warrant a reconsideration by the Group.

ENE sent a copy of the letter of the Italian Mission to you on ,# Cth/y 4 September 1989; another copy of said letter is attached to this

W WWI

BERGE ENTERPRISE E63 - 934 / G4 - 9631

Two subsequent voyages in the second quarter of 1987.

The first case E63 - 9341, involving an apparent delivery to South Africa of oil from Saudi Arabia, Qatar and the United Arab Emirates, was introduced in the Group's 1987 report, but deleted from the 1989 report, apparently on the basis of documentation received from the various countries from which the ship had sailed.

Recording to the reports of the Group, the documents in question give conflicting evidence' as to where the ship had discharged her cargo: EEEFEYEETtBTTHETEEEEUEent received from Saudi Arabia, the ship would have offloaded her cargo in the Red Sea on the very same morning that, according to theTBEEument submltte to the Government of Qatar, the ship was in or near Singapore to offload her cargo there.

The 'certificateTtpGrportedly proving the discharge of the Saudi Arabian cargo of the BERGE ENTERPRISE in the Red Sea and later in France, was reproduced in the SRB report Oil to South Africa on page 11; on page 10 of the same report,eiE,Z3f'gE9!E_EDEE_Ebe_dncument-must be fongegL '

TheTfact that the discharge story lacks cohesion, and the fact that the Ehiggwng:_gggfigggd in a letter to the SRB that the ship had disc aEggg_hg3_gagggein_SouLb_Qininae_would seem to warrant a reconsideration by the Group.

The second case E64 - 9631, involving the same ship a few months later, was introduced in the Group's 1987 report, and partly deleted

SRB to UN Intergovernmental Group 19 March 1990 -
from the 1988 report, apparently on the basis of documentatxbn
received by the Group from one of the countries from which the Sth
had sailed (the U.Q.E.) although this is not made quite clear by the
text of the Report (1988, page 38 where the two shipments of this ship
from the U.S.E. are dealt with in one sentence).
The fact that the shipowner has confirmed in a letter to the SR8 that
the ship had discharged her cargo in South Africa, would seem to
warrant a reconsideration by the Group.

(Additionally, it could be taken into consideration that official
Norwegian statistics on oil shipments to South Africa in the relevant
quarter of 1987 leave no doubt that no other ship than the SERGE
ENTERPRISE must have made two deliveries to the country during that
quarter.)

BERGE KING E813 - 6711

This apparent delivery of Iranian crude oil to South Africa from the
Dutch port of Rotterdam was introduced in the Group's 1987 report, but
was deleted from its 1989 report on the basis of a document received
from Iran proving that a cargo of crude oil loaded in Iran on a
previous voyage from Iran to North West Europe, had been discharged in
Rotterdam (1989 page 351 (in fact: Rotterdam plus Wilhelmshaven,
as it was still said in the Group's report of 1988 page 37)).

As the cargo loaded in Iran during that previous voyage was indeed
offloaded in these two ports, we have no reason to oppose the claim
that the document submitted (provided that it mentions both parts, and
not only the port of Rotterdam!) is an authentic certificate. However,
this has no bearing at all on the question what the BERGE KING did
after she had discharged the cargo referred to in the document. In
fact, after returning in ballast condition from Wilhelmshaven to the
port of Rotterdam, the ship loaded a cargo of Iranian oil from bonded
storage, and carried it to South Africa.

80, there is every reason to reconsider the deletion of this ship from
the list, without in any way prejudicing the validity of the document
received from Iran.

SERGE PRINCE E916 - 669 / 818 - 936 / GS - 938 / GS - 9641

Four apparent deliveries to South Africa by the same ship, all of
which were confirmed by the shipowners in writing to the Shipping
Research Bureau.

Other cases with regard to the same ship, and the tanker BERGE
PRINCESS, were not deleted by the Group because of a statement
received from the Government of Liechtenstein confirming deliveries to
South Africa when the ship was partly controlled by a Liechtenstein
company. Unlike those cases, the cases mentioned here were (entirely
or partly) removed from the list by the Group. For all four cases, the
above argument suggests that there are strong reasons to deal with

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SRB to UN Intergovernmental Group 19 March 1990 -4_
them on the same basis as the other cases, in which conflicting
evidence received from Governments has led the Group not to remove
them.

BISCQYR E923 - 9421

This case was investigated by the Group in 1987, but never introduced
into the Groups reports, apparently on the basis of a document sub-
mitted by the Government of Bahrain.

The case is similar to that of the BEATRICE mentioned above, and the
clearly forged lcertificate, received by the Government of Bahrain was
dealt with in the same Memorandum of 24 January 1989, and in the
letter of the Italian Mission.

Again, the same reasons justify a reconsideration of the case,
especially with a view of strengthening the oil-exporting countries'
own monitoring mechanism with regard to certificates submitted to them
by the buyers of their oil.

ETHNIC E928 - 9951

Introduced in the Groups report of 1988, and tacitly deleted from the
1989 report, probably on the basis of the statement received from the
United Rrab Emirates that Fujairah Rnehorage is no oil-loading port.

The statement of the U.R.E. is entirely correct (and it should be
remembered that the same statement was made regarding the port of Hhor
Fakkan - see IGG report 1988, page 38). This is exactly the reason why
the Shipping Research Bureau has since many years a policy of not
mentioning the name of the U.R.E. but mentioning 'Persian Gulf'
instead, in cases in which ships only have called at one of these
anchorage.

However, even if there is no 'link' with the U.A.E., there is every
reason to keep on investigating such a case, as deleting the case from
the list would disregard the practice of lmulti-porting' in the
Persian Gulf area, and the possibility that secret calls have been
made to one or more Persian Gulf oil-loading ports.

EVITR E929 - 6831

Introduced in 1987 report, deleted in 1988 report, apparently on the
basis of documentation received from Saudi Rrabia. The port of dis-
charge suggested in the document submitted to Saudi Arabia is not
mentioned in the Group's report.

However, whatever the port was, we fear that it is inconsistent with
the fact that documents from the Norwegian Governmentls Seamen's
Welfare Service (as printed in the newspaper Dagbladet of 16 July
1985) show that the ship called at Durban, South Africa, on
3 April 1985. This should be a reason to reconsider the case.

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SR8 to UN Intergovernmental Group 19 March 1990 ' -
FIDIUS E68 - 939 / G9 - 9671

This ship apparently made two deliveries to South Africa from the Persian Gulf region, by order of the same charterer, in March and July 1981. t

One would be inclined to assume that the ship in both cases sailed from the same oil-exporting country, but as yet we have only been able to ascertain that she sailed from Iran in the second case.

To the first case E88 - 9391, the same comment applies as given above with regard to the ETHNIC (the case was removed from the Groupie list because of the problem related to Fujairah anchorage). A further enquiry, e.g., with the Government of Iran, could be appropriate. Documentation in the second case E69 - 9671, received by Iran and submitted to the Group as mentioned in the United Nations General Assembly proceedings of 29 November 1988, page 27/28, was said to show that the ship had sailed to Rotterdam and discharged on 16 August 1987. No call was reported to Rotterdam and/or Europoort on or around that date. In fact, the ship by then had already returned to the Persian Gulf from South Africa, and loaded another cargo of Iranian oil which was delivered to Europoort 16/19 September 1987. Clearly, no voyage Netherlands - Iran - Netherlands would have been possible in the short period 16 August - 16 September.

This again appears to justify a reconsideration of the documentation on the basis of which the decision to remove the case was taken.

GENTLE BREEZE E934 - 9691

This case was investigated by the Group in 1988, but never introduced into the Group's reports, apparently on the basis of a document submitted by the Government of Bahrain, and possibly on one from Kuwait. In this case, a part cargo was also loaded in Kuwait (according to information from Kuwait National Petroleum Company, as was discussed by the SR8 in letters in May 1988 and April 1989 to the Permanent Mission of Kuwait).

The case is similar to that of the BEATRICE mentioned above, and the clearly forged 'certificate' received by the Government of Bahrain was dealt with in the same Memorandum of 84 January 1989, and in the letter of the Italian Mission.

Again, the same reasons justify a reconsideration of the case, especially with a view of strengthening the oil-exporting countries' own monitoring mechanism with regard to certificates submitted to them by the buyers of their oil.

PHILIPPINE 080 3 E956 - 840 / 957 - 9841

The first case E856 - 8401 was removed on the basis of documentation received from the Government of Iran, showing a discharge 'in

SRB to UN Intergovernmental Group 19 March 1990 -5-

Rotterdam' on 33 May 1985. However, no call at Rotterdam/Europoort was made by this ship on or around 33 May 1985. In fact, such a call was clearly impossible, as the ship's return to the Persian Gulf was publicly reported already on 4 June 1985. At that date, the ship wrongly stated iSingapore' as her previous port of call (this could be confirmed by the Government of Kuwait; the ship arrived Mena al Rhmadi, Kuwait, 4 June 1985).

The reason why the second case C857 - 9341 was removed from the list is not clear from the published reports of the Intergovernmental Group. The case had been introduced in the Group's 1988 report, but was tacitly deleted from the 1989 report. A call at Cape Town was publicly reported when the ship arrived at St.Vincent, Cape Verde, on 8 November 1985, which could be confirmed by the Government of Cape Verde.

The Government of Sweden was informed, according to a report in the Swedish newspaper Svenska Dagbladet of 23 January 1989, that the vessel was hired by a non-Swedish company which afterwards decided on transports to South Africa.

In short, several factors would seem to justify a reconsideration of both cases.

RRFIO E859 - 9541

To this case, which was tacitly deleted from the Group's 1989 report after having been introduced in 1988, the same comment applies as with regard to the vessel ETHNIC above (the case was removed from the Group's list because of the problem related to Fujairah Anchorage). A further enquiry, e.g., with the Government of Iran, could be appropriate.

SINGQ STAR E861 - 10301

This case was investigated by the Group in 1988, but never introduced into the Group's reports, apparently on the basis of a document submitted by the Government of Bahrain, and possibly on one from Kuwait. The case is similar to that of the GENTLE BREEZE mentioned above, and the clearly forged 'certificate' received by the Government of Bahrain was dealt with in the same Memorandum of 24 January 1989, and in the letter of the Italian Mission.

Again, the same reasons justify a reconsideration of the case.

In several cases (QLMQRE SETTING E98 - 9091, BERGE PRINCE E817 - 6731, BERGE PRINCESS E87 - 9031), the Intergovernmental Group justly decided not to remove them from the list, notwithstanding the fact that

SRB to UN Intergovernmental Group 19 March 1990 _5_

Rotterdam' on 23 May 1985. However, no call at Rotterdam/Europoort was made by this ship on or around 23 May 1985. In fact, such a call was clearly impossible, as the ships return to the Persian Gulf was publicly reported already on 4 June 1985. At that date, the ship wrongly stated 'Singapore' as her previous port of call (this could be confirmed by the Government of Kuwait; the ship arrived Mena al Thadi, Kuwait, 4 June 1985).

The reason why the second case E957 - 9341 was removed from the list is not clear from the published reports of the Intergovernmental Group. The case had been introduced in the Group's 1988 report, but was tacitly deleted from the 1989 report. A call at Cape Town was publicly reported when the ship arrived at St. Vincent, Cape Verde, on 8 November 1985, which could be confirmed by the Government of Cape Verde.

The Government of Sweden was informed, according to a report in the Swedish newspaper Svenska Dagbladet of 23 January 1989, that the vessel was hired by a non-Swedish company which afterwards decided on transports to South Africa.

In short, several factors would seem to justify a reconsideration of both cases.

RQFIO E959 - 9541

To this case, which was tacitly deleted from the Group's 1989 report after having been introduced in 1988, the same comment applies as with regard to the vessel ETHNIC above (the case was removed from the Group's list because of the problem related to Fujairah Anchorage). A further enquiry, e.g., with the Government of Iran, could be appropriate.

SINGR STAR E861 - 10301

This case was investigated by the Group in 1988, but never introduced into the Group's reports, apparently on the basis of a document submitted by the Government of Bahrain, and possibly on one from Kuwait. The case is similar to that of the GENTLE BREEZE mentioned above, and the clearly forged 'certificate' received by the Government of Bahrain was dealt with in the same Memorandum of 24 January 1989, and in the letter of the Italian Mission.

Again, the same reasons justify a reconsideration of the case.

In several cases (RLMQRE SETTING C88 - 9091, BERGE PRINCE E917 - 6731, BERGE PRINCESS E87 - 9031), the Intergovernmental Group justly decided not to remove them from the list, notwithstanding the fact that

SRB to UN Intergovernmental Group 19 March 1990 -7_

documents received from Governments seemed to dispel the possibility that a delivery to South waica was made.

Conflicting evidence provided by other Governments had in these cases led the Group to maintain its earller judgements, and to approach Governments once more urgling them to reconsider the evldence recelved lh order to take the relevant measures against the presumed Vlolators of their_embargo policies.

In this letter we have listed a series of other cases for which, in our view, the same approach would be appropriate. Rs already indlcated ln some of our comments above, the justification of such a reconsideratlon is to be found especially in the necessity of a strengthening of the oil-exporting countries' own monitoring mechanism with regard to certificates submitted to them by the buyers of their oil.

we wish the Intergovernmental Group every success in its endeavours, and we hope that our Bureau will be of continued assistance in this important period.

Yours sincerely,

SHIPPING RESERRCH BURERU

ichard Hengeveld

attached: Copy of letter Italian Mission to SRB of August 1989.

cc: H.E. Major-General Joseph N. Garba, Chairman, Special Committee against Apartheid

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PERMANENTMISSKHuOFITALYTOTHEUNHEDNAUONS

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V IOOI7

m9. New York, 28 August 1989

Dear Mr. Hengeveld,

This is a follow-up to your letter of January 25, 1989, concerning possible falsification of Italian Customs Documents related to oil shipments discharged in South Africa.

Our Ministry of Merchant Marine, to which we conveyed your observations and suspicion: has informed us that in tact there is no record, in the ports of Trieste and Genoa and in the local Customs Bureaux, of the operations mentioned in the certificates of discharge related to the ships 'Biscaya', 'Gentle Breeze', 'Singa Star' and 'Beatrice'.

This could indeed substantiate the conclusion that the documents in question were falsified.

He cannot be more precise on the basis of the documentation provided by your Bureau. Rest assured, Mr. Richard Hengeveld

Shipping Research Bureau

P.O. Box 11898

1001 CW AMSTERDAM

however, that the Italian authorities will continue to extend all possible cooperation, if you think we can be of any assistance in an inquiry into the event and the responsibilities involved.

Please accept my best regards.

/(ujf,49 Y;

Mario Scialoja

Ambassador

Deputy Permanent Representative
of Italy to the United Nations

49C, 6350

PERMANENT MISSION OF GREECE TO THE UNITED NATIONS

733 THXRD AVENUE

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No 3650.2/69/AS 2892

The Permanent Mission of Greece to the United Nations presents its compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum

products to South Africa, and with reference to the latter's TNotes CAA/AAR/373 of 4 April 1990 and

CAA/AAR/ 706 of 29 June 1990 and in particular to questions concerning the ships "World Prodigy",

"Stavros G.L.", "Andros Atlas", "Andros Aries" and "Penteli", has the honour to inform him of the

following:

1. The "World Prodigy" arrived from Wellington, New Zealand to Umm Said, Qatar on 15 July 1990 where it discharged gasoline and Jet A1 fuel. It anchored at Khorkakkan on 20 July 1990 and

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it sailed for Lagos, Nigeria, without calling at any other port during its trip. A photocopy of Port Time Sheet issued at Umm Said Terminal is attached herewith concerning the above mentioned dates.

2. The "Stavros G.L." loaded oil in Rastanura, Saudi Arabia for Freeport, Bahamas and was 90' /50

forced to anchor at False Bay on 2 August 1989 for repairs caused by heavy sea. On August 5 it

continued its trip to Bahamas and discharged its cargo on 26 August at Freeport. A photocopy of the relevant certificate of discharge is attached herewith concerning the

cargo in question.

8% 2n 90 - m

3. The "Andros Aries" and "Andros Atlas" were time chartered by the Italian company Sidermar

di Navigazione s.p.a., Geneva for the periods from 28.8.89 to 11.10.89 and from 8.5.89 to 20.6.89

respectively. During the dates in question they transported iron ore from Saldanha Bay to Taranto, Italy.

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4. The "Penteli" does not transport oil to South Africa. It has only transported dry cargo (coal) ' /1 from South Africa to Italy as the Permanent Mission has previously informed the Intergovernmental .

Group (Note 3650.2/49/AS 698/6490).

The Permanent Mission of Greece avails itself of this opportunity to renew to the Acting Chairman of the Intergovernmental Group the assurances of its highest consideration. 15 .

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ew York, 30 November 1990

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Note No: 9/91

The Permanent Representative of Australia to the United Nations presents his compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and has the honour to refer to note CAA/AAR/706 of 29 June 1990, referring to possible violations of the oil embargo against South Africa.

The Australian Department of Transport and Communications (DTC) has examined the List of vessels forwarded by the Committee and has interrogated Australia's shipping data using selected parameters to permit reasonably accurate inferences to be made about carriage of cargoes by particular vessel types. In this case the parameters were selected so as to isolate as far as possible any petroleum export cargoes which may have been taken to South Africa by tankers of various types.

The date from the analysis is shown in the Attachment. From July 1988 to September 1989, there was 35,879 tonnes of Australian cargo destined for South, which was discharged at either South African ports or at Beira in Mozambique. According to the DTC, as far as can be judged from this analysis, there were no petroleum products discharged and therefore none of the vessels would have been involved in activities which would have violated the oil embargo against South Africa.

The cargo which is classified as confidential in the List of commodities in the Attachment is thought to be tallou. It is DTC's understanding that petroleum products have not been confidentialised by the Australian Bureau of Statistics (ABS). The DTCS cross-checked by contacting (where possible) the agents of the identified vessels and enquired as to the cargoes carried by those vessels. Botany Bay Shipping, the company managing the three "Botany" vessels, confirmed that no petroleum products had been loaded from Australian ports and carried to South Africa. The agent for the "Sea Commander" that sailed from Gladstone reported that the cargo has coal bound for Taiwan. The DTC has not been able to locate the agents for the other vessels identified by the Oil Embargo Committee. The Permanent Representative of Australia to the United Nations avails himself of this opportunity to renew to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the assurances of his highest consideration

NEH YORK
14 January 1991

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No. Pol-Misc.1990-91.

The Permanent Representative of Bangladesh to the United Nations presents his compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and with reference to his note No. CAA/AAR/706 dated 29 April 1990, has the honour to inform that the Ship "Iver Hawk" was used to import petroleum products for Chittagong, Bangladesh from Singapore. After discharging its cargo of 22000 tons, the ship left Chittagong for Singapore on 27 September 1991 empty. The question of ship carrying petroleum products from Bangladesh for South Africa does not, therefore, arise. It would be appreciated if this information is duly reflected in the record of the group.

The Permanent Representative of Bangladesh to the United Nations avails himself of this opportunity to renew to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the assurances of his highest consideration.

New York,

The Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa,
NEW YORK.

Translated from Spanish
Columbian Mission to the United Nations
No. 692

The Permanent Representative of Colombia to the United Nations presents his compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and, with reference to his note No. CAA/LM/489 dated 30 April 1991, wishes to state the following:

1. The information requested on the movement of cargo between Puerto Bolivar, Colombia, and Kawasaki/Fukuyama, Japan, on the ship M.V. Jahre Rose in October 1989 was transmitted to the Intergovernmental Group in note verbale no. 1174 dated 2 November 1990. The communication in question was accompanied by the order contract between Carbones de Colombia, S.A., and NKK Corporation, the corresponding bill of lading, and a photocopy of a fax addressed to the firm Carbones de Colombia, S.A., certifying that the Jahre Rose did not unload oil or petroleum products in South Africa during its passage.
2. The Permanent Representative of Colombia to the United Nations transmits herewith to the Chairman of the Intergovernmental Group a photocopy of note verbale no. 1174 of 2 November 1990 and attachments.
3. The Permanent Representative of Colombia reiterates his confidence that the information transmitted at that time and retransmitted herewith serves to make it clear that there has been no activity on the part of the Government of Colombia that is in violation of the provisions adopted by the United Nations in respect of the oil embargo against South Africa.

The Permanent Representative of Columbia to the United Nations takes this opportunity to convey to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the renewed assurances of his highest consideration.

New York, 15 May 1991

COLUMBIAN MISSION " _ . :_79 :7
TD THE UNITED NATIONS
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El Representante Permanente de Colombia ante las Naciones Unidas saluda muy atentamente al Ser'mor Presidente del Grupo Intergubernamental encargado de vigilar el abastecimiento y el transporte de petrleo y productos derivados del petrleo a Sudafrica y al hacer referencia a su Nota numero CAA/LM/489 de fecha 30 de abril de 1.991 59 permite manifestar lo siguiente:

1. La informacin requerida en relacin con el movimiento de carga entre Puerto Bolivar, Colombia, y Kawasaki/Fukuyama, Japn, en el buque M.V. 'Jahre Rose', en octubre de 1.989, fue transmitida al Grupo Intergubernamental encargado de vigilar el suministro y el transporte de petrleo y productos derivados del petrleo a Sudafrica, mediante Nota Verbal numero 1174, fechada el 2 de noviembre de 1.990. A la comunicacin en referencia se acompa el Contrato Orden entre Carbones de Colombia S.A. y NKK Corporation, 9! bill of lading - correspondiente y fotocopia de un fax dirigido a la empresa Carbones de Colombia S.A. en el que consta que el 'Jahre Rose' no descarg petrleo o derivados del mismo en Sudafrica durante su travesia.

2. Con la presente, el Representante Permanente de Colombia ante las Naciones Unidas se permite remitir al Presidente del Grupo Intergubernamental para la vigilancia del abastecimiento y el transporte de petrleo y derivados del petrleo a Sudafrica una fotocopia de la Nota Verbal numero 1174 del 2 de noviembre de 1.990 y de sus anexos.

3. El Representante Permanente de Colombia reitera su confianza en que la informacin que se remite en su oportunidad y que se transmite nuevamente con la presente, sirva para dejar en claro que por parte del Gobierno de Colombia no ha existido actividad alguna violatoria de las
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disposiciones aprobadas por las Naciones Unidas en relación
con el embargo de petróleo contra Sudafrica.

El Representante Permanente de Colombia ante las
Naciones Unidas se vale de esta oportunidad para renovar al
Señor Presidente del Grupo Intergubernamental para la
vigilancia del abastecimiento y el transporte de petróleo y
derivados del petróleo a Sudafrica las seguridades de su mas
alta y distinguida consideración.

Nueva York, 15 de mayo de 1991

CDLDMBIAN MISSION

TO TH: UNITED NATION. 2\$Ci&

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La Misibn Permanente de Colombia ante las Naciones Unidas saluda muy atentamente al Grupo Intergubernamental de la ONU para la vigilancia del suministro y embarque de petrbleo a Sudafrica y se permite dar respuesta a la comunicacibn CAA/AAR/706 del 27 de junio de 1990. El gobierno colombiano con el mayor espiritu de colaboracibn con las labores del Grupo, ordenb la averiguacibn del caso y pudo verificar que no existib ninguna actividad violatoria de las disposiciones aprobadas por las Naciones Unidas, lo cual basamos en los siguientes puntos:

1. Bfectivamente se registrb en Puerto Bolivar, Colombia, la presencia del buque M.V. 'Jahre Rose" 105 dias 12 y 13 de octubre de 1989.
2. El producto transportado en el citado buque fue carbOn (Bituminous Steam Coal in Bulk) procedente de "El Cerrejbn".
3. La empresa colombiana vendedora fue Carbones de Colombia, S. A.
4. La carga de carbbn (49,795 MT) estaba consignada a NKK Corporation.
5. El destino de la carga fue Kawasaki y/o Fukuyama, Japan.
6. Po: otra parte, se ha comprobado que dicha embarcacibn no descargb petrbleo ni derivados en SudAfrica mientras alli permanecib.

7. For 10 anteriormente expuesto se colige que no exisitio violacibn alguna por parte de Colombia al embargo contra Sudafrica.

Para un mejor conocimiento de lo sehalado en los numerales ya citados, me permito remitir los siguientes documentos:

a. Contrato Orden No. 03-3723. Certificado No. 4903/1505 de SGS Colombia S. A., expedido en Puerto Bolivar, Colombia, el 13 de octubre de 1989.

b. Bill of Lading, firmado por el Capitan del Barco M. V. "Jahre Rose" en Puerto Bolivar, el 13 de octubre de 1989.

c. Fax dirigido a Carbocol por la empresa armadora del buque "Jahre Rose" en el que consta que dicha embarcacibn no descargo petrbleo o derivados del mismo en Sudafrica.

Esperamos que esta informacibn sea suficiente para aclarar la situacibn y ofrecemos la colaboracibn del gobierno colombiano para los demas aspectos que se estimen pertinentes.

La Misibn Permanente de Colombia ante las Naciones Unidas desea Oxitos al Grupo Intergubernamental de la ONU para la vigilancia del suministro y embarque de petrbleo a Sudafrica en las funciones que le han sido encomendadas y aprovecha la oportunidad para reiterarle sus mAS altos sentimientos de consideracibn y respeto.

Nueva York, 2 de noviembre de 1990

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? 'in8 5 The Permanent Mission of Italy presents its compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and, with reference to his Note Verbale N. CAA/AAr/1091 of 24 September 1990 and recalling its Note Verbale N. 3982 of 10 October 1990, has the honour to inform that the Italian Authorities have further investigated the case concerning the trips of the vessel "Almare Quarta" and that no violations of the oil embargo against South Africa has emerged in this case for the period June-July 1989.

The Permanent Mission of Italy avails itself of this opportunity to renew to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the assurances of its highest consideration.

New York, 22 May 1991

31 May 1991 wald.clc

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Translated from French

PERMANENT MISSION

OF THE KINGDOM OF MOROCCO

No. 849/91

New York, 28 May 1991

The Permanent Mission of the Kingdom of Morocco to the United Nations presents its compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and, with reference to your note CAA/AAr/1340 of 7 November 1990, has the honour to inform you if the calls made by the vessel Marigola at the Moroccan port of Jorf Lasfar for the purpose of loading phosphoric acid.

The Permanent Mission of the Kingdom of Morocco to the United Nations takes this opportunity to convey to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the renewed assurances of its highest consideration.

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

31 May 1991 WALD/Clc
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MINISTRY OF OCEAN FISHERIES
AND THE MERCHANT NAVY
Regional Delegation for
Maritime Affairs
of El Jadida
The Regional Delegate for Maritime Affairs
of El Jadida
El Jadida, 22 February 1991
Be: Request for information concerning the cargo carried by the
vessel Marigola
Reference: Your letter No. 35/1 of 4/2/1991
Further to your above-referenced letter, I have the honour
to inform you of the calls made by the M/T Marigola at the port
of Jorf Lasfar, for the purpose of loading phosphoric acid.
The Director of the Merchant Navy - CMM/DNGM
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Moreover, it should be noted that the DWT, k of the vessel in question is 11,500 tons, which shows that this vessel always arrives in port on ballast.

8Translator's note:

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La Mission Permanente du Royaume du Maroc
aupr s des Nations Unies pr sente ses compliments
au Pr sident du Groupe intergouvernemental charg de
surveiller la fourniture et la livraison de produits
p troliers en Afrique du Sud et suite a sa note CAA/
AAR/1340 du 7 Novembre 1990 a l'honneur de lui
communiquer les escales du navire "MARIGOLA" au port
marocain de Jorf Lasfar pour charger de l'acide
phosphorique.

La Mission Permanente du Royaume du Maroc
aupr&s des Nations Unies saisit cette occasion pour
renouveler au Pr sident du Groupe intergouvernemen-
tal charg de surveiller la fourniture et la livraison
de produits p troliers en Afrique du Sud l'expression
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Pr sident du Groupe intergouvernemental
charg& de surveiller la fourniture et
la livraison de produits p&troliers en
Afrique du Sud auprQs des Nations Unies

N E W Y O R K: NY 10017

(Note envoy e a M. Amer ARAIM - Room 3577)

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3/7/12

The Permanent Representative of New Zealand to the United Nations presents his compliments to the Chair of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and has the honour to refer to his Note CAA/AAr/413 of 23 April transmitting a copy of a draft model law. The Permanent Representative wishes to advise that the New Zealand Government is most grateful to the Chair and members of the Group for the work undertaken in preparing this draft model law. In the New Zealand context, appropriate action has already been undertaken to implement an oil embargo through various national measures. Information on these measures has been submitted in the past to the Secretary-General in response to requests for information taken in implementation of relevant General Assembly resolutions, most recently in the New Zealand Permanent Mission's Note 3/7/3 of 3 May 1990.

Permanent Mission of New Zealand to the
United Nations
NEW YORK
24 May 1991

PERMANENT MISSION OF
PAPUA NEW GUINEA
TO THE UNITED NATIONS

NOTE NOS 011/PNG/gl Wu hat MAY 2 1m

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A 'V , 0T? '32:)"

1/ 1-qk .,_...

THE PERMANENT MISSION OF PAPUA NEW GUINEA TO THE UNITED
NATIONS PRESENT ITS COMPLIHENTS TO THE CHAIRMAN OF THE
INTERGOVERNMENTAL GROUP MONITORING THE SUPPLY AND
SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA
AND HAS THE HONOUR TO ACKNOWLEDGE RECEIPT OF THE
LATTER'S NOTE NO. CAA/AAR/QIB DATED 23 APRIL 1991 STATING
THAT THE INTERGOVERNMENTAL GROUP'S EFFORT TO ASSIST
MEMBER STATES TO EFFECTIVELY ADHERE TO THE OIL EMBARGO
OF SOUTH AFRICA HAD PROPOSED A MODEL LAW.

THE PERMANENT MISSION OF PAPUA NEH GUINEA TO THE
UNITED NATIONS WISHES TO INFORM THE CHAIRHAN OF THE
INTERGOVERNMENTAL GROUP THAT THE INFORMATION STATED HAVE
BEEN CONVEYED TO THE RELEVANT AUTHORITIES IN PAPUA New
GUINEA FOR THEIR CONSIDERATION.

THE PERMANENT MISSION OF PAPUA NEH GUINEA TO THE
UNITED NATIONS AVAILS ITSELF OF THIS OPPORTUNITY TO
RENE! TO THE CHAIRMAN OF THE INTERGOVERNMENTAL GROUP
MONITORING THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM
PRODUCTS TO SOUTH AFRICA THE Aggwlnnogs OF :75 HIGHEST

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INFO

CONSIDERATION. 4ix/rx K4

THE CHAIRMAN OF THE INTERGOVERNMENTAL
GROUP TO MONITOR THE SUPPLY AND SHIPPING
OF OIL AND PETROLEUM PRODUCTS
TO SOUTH AFRICA

NEH YORK, NEH YORK 10017

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1-43:7- -\$ '

The Permanent Representative of Brunei Darussalam to the United Nations in New York presents his compliments to the Chairman of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and has the honour to refer to the latter's note verbale ref. CAA/LM/sn/548 dated 10 May regarding "ships and

the enclosed report in Annex II which entitled companies reported to have been involved in supplying oil to South Africa between 1987-1989", alleging that Brunei Darussalam's oil has reached South Africa during that period.

The Permanent Representative, in response to these allegations, has the honour to reiterate the full support of the Government of His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam for the United Nations oil embargo against South Africa. The Government of His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam has been concerned with reports that oil from Brunei Darussalam may have reached South Africa as such reports contradict the findings of His Majesty's Government. The Brunei Shell Petroleum Company Sendirian Berhad has at all times strictly complied with the Government's policy of an embargo on deliveries to South Africa and has imposed destination restrictions in its contracts for the sale of oil. These destination restrictions have been and continue to be, accepted by all its customers.

The Permanent Representative has the further honour to state that investigations by His Majesty's Government have not produced evidence that crude oil from Brunei Darussalam has in fact reached South Africa. Brunei Darussalam's oil which may have reached South Africa could only have done so in defiance of the policy of His Majesty's Government and in breach of contractual obligations which have been imposed by Brunei Shell Petroleum's customers and their subsequent purchasers.

.../2 9r

Additional information about the contracts for the sale of Brunei Darussalam's oil that must be observed by the buyers, particularly "the Ultimate Destination Clause" which clearly emphasizes the conditions of the sale of Brunei Darussalam's oil is as attached.

The Permanent Representative would appreciate if this information could be used to update the report for 1991 by your good office and therefore clear Brunei Darussalam from any allegation on all matters concerning the South African regime.

The Permanent Representative of Brunei Darussalam to the United Nations in New York avails himself of this opportunity to renew to the Chairman of the Intergovernmental Group to monitor the Supply and Shipping of Oil and Petroleum Products to South Africa the assurances of his highest consideration.

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

Centre Against Apartheid

United Nation-

New York.

Ref

29: 8/2

Date: 24 May 1991

ATTACHMENT

ADDITIONAL INFORMATION ABOUT THE CONTRACTS FOR THE SALE OF BRUNEI DARUSSALAM'S OIL THAT MUST BE OBSERVED BY THE BUYERS, PARTICULARLY "THE ULTIMATE DESTINATION CLAUSE" WHICH CLEARLY EMPHASIZES THE CONDITIONS OF THE SALE OF BRUNEI DARUSSALAM'S OIL.

_____;
(a) The cargo that has been sold shall not be exchanged or resold without any agreement by the Brunei Shell Petroleum Co. Sdn. Bhd. (the Seller). Should the resale be approved, further sale of such cargo to a third party must also require the agreement of the original seller;

(b) The cargo shall not be supplied or sold or transported directly or indirectly to any parts in South Africa. This condition is also applied to the second and further buyers; and

(c) Discharge certificates which state the true destination of the tanker/cargo must be produced if required by the seller.

In addition to the above, the Brunei Shell Petroleum Company has emphasized in the "the end-user clause" that it will not conduct business with intermediaries which has no specific end-user.

SHIPPING RESEARCH BUREAU

NEW F

AMSTERDAM

The Secretary

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

Room S-3577C

United Nations

your fax message of 19 April 1991

your ref.: CRR/LM/SN/441

Dear Mr Aram,

Thank you for your letter of 19 April 1991. I have endeavoured to find
answers to your extensive queries. Not surprisingly, the answers are rather
lengthy as well..

Xgu:_:gguggt_gub_13 Concerning several cases which were closed by the Group in
earlier years, but for which we submitted evidence justifying a possible recon-
sideration by the Group (our letter of 19 March 1990, your reply and request of
9 May 1990, and our letter of 29 May 1990).

In our letter of 19 March 1990, we referred to a number of cases closed by the
Group, and gave a verbal description of each case. Then, upon your request for
further documentation of 9 May 1990, we wrote you a letter on 29 May 1990. With
that letter, we gave for each case a listing of documents referring to the case
in question. These documents were already in the Group's possession or, if not,
they were attached as annexes to the letter of 29 May 1990.

The documentation varied from

- a statement by a Government that ships had not, as a number of apparently
forged 'discharge documents' tried to suggest, called at, let alone offloaded
any oil in any of its ports on the dates indicated; and

- letters from various shipowners that they had in fact sent their ships to
South Africa and not to any port listed in the falsified documents; and

- references to official Government statistics showing that cargoes of oil had
been shipped to South Africa by tankers of the nationality of the country in
question; and

- various other types of evidence; to

- references to our earlier memorandum to the Group of 14 January 1989 in which
we indicated obvious anomalies in the so-called 'discharge certificates',
a.o., that ships mentioned in the certificates could not have sailed certain
distances within the stated span of time, or that ships had not passed the
Suez Canal in the period in question, or even that ships mentioned in the
'documents' did not exist at all at the time.

In view of the ample evidence given in and with our earlier letters, it is not
clear to us which further evidence the Group is referring to when it asks for
further substantiating documentation.

We enclose a copy of a few pages from our report FUEI for Apartheid. Oil

AXNO.31-20-0220130)))

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SR5 to UN IGG - 6 May 1991 -3-

They make it quite clear that the 'documents' must be forged. Rn altogether different question is who have executed the fOPgEPLES. Identifying a forgery Goes not imply a statement as to which of the parties thOlved in the so.;me-i in Question 15 to be 'Diamea' for it: woweveR. it does lean to the ijentz';- cation of an aoparent Oil Geliverv to South Africa. espeCialiy in EH09 case; in whiCh one of the parties involved is confirmed that such a delivery was indeed been made.

ng:_:ggggstg_ggg_gi On the possibility of Oil deliveries in cewtain cases in which a ship, assumed to be capable of carrying oil cargoes, called at South Africa. For our own convenience, we have dealt with the cases mainly in alphabetical and Chronological order. However, by clearly indicating your own reference numbers we have tried to make the following acceSSible for you.

AMBER o/o

90-264 ESaldanha Bay Qpr 89 (rather than Mar/May 69))

0 we have never found indications that this ship, though formally classified as an ore/oil carrier, is ever being deployed for anything but carrying dry cargoes;

0 already on departure from Pohang on 21 Mar 69, vessel publicly reported 'Saldanha Bay' as her destination;

6 a voyage to Dohang was made to deliver a cargo of Brazilian iron ore; we have no information on the reasons for vessel's rather long stay at Pohang, nor on her cargo condition on departure; however, she sailed most likely in ballast (of. following);

Dohang: steel works; coal, ore and steel imports, steel exports;

also on arrival at Koper (Yugoslavia) on 2 May 89 with South African iron ore, vessel duly reported lSaldanha Bay' as her previous port of call;

9 in short, we have included this call only in Table 4 in our review on 1989 in SR8 wasletter No. 22 (page 9), and not in Table 1;

0 N.B.: 9 few months after this trip, vessel sailed in ballast from the Netherlands, and once again apparently collected a cargo of South nfhican are in Saldanha Shy in Nov 89. The one was destined for Romania. This time, the call was not mentioned in the published voyage history; instead, a pretended call at Maputo (Mozambique) was reported when the ship passed Istanbul on her way to the Black See, which was mangled into "Mabutu" in Lloyd's Voyage Record. However, a call at Mozambique was not made, and could not even have been made within the span of time between the departure from the Netherlands and the passage into the Black Sea. (Cf. also TOPAZ below.)

9.

BARBRROBSA t seell Italian tanker; nothing known to us on regular trade ----- (petroleum products? vegetable oil? petrochemicals? ...?)

(1) 90-179 EDurban 2h/25 Mar 891

9 Call at Durban promptly & duly reported; we have also found no other signs of exceptional secretiveness. At the most, one night raise one's eyebrows because no previous port of call was reported on arrival (which in the case of tankers calling at Durban for other purposes than petroleum discharging is rather rare);

0 Pasir Budang (Malaysia) has no petroleum-exporting facilities, as far as we know. Cargo on departure from Pasir Gudang (if any) could as well have been

bl

SR8 to UN IGG _ a May 1991 -
vegetable Oil;

9 before Pa5lr Gudamg, a :all was made at Singapore. Nothing Hthn to A5 gn
cargo condition. Uh departure, vessel had reoorted 7Rotterdam' as her wet:
aestination: nothing amown to us oh dsstimatioh FEDQFtEG at :EELF I :an:.
t :h eepavtxre From Dursah. Jes e' sencrted 'Euemos QIWESV as her Jess a
o nothing khown 3n Durposeus; of call at Durban.

xi) 3D-178 EDurban 18/18 Jan 901

O

Sailed Bombay publicly reporting tDurbant as her destination;

O made only a short call at Durban; this call was promptly & duly reported; no
specific destination was reported on departure from Durham; because of the
brevity of the call, one would suspect that its purpose was hot discharging
or loading;

O sailed from Durban to San Lorenzo (Rrgentina). San Lorenzo has installations
for discharging of refined gasoline and facilities for fuel oil but also
quite a lot for linseed oil, edible 0115, also for loading. therwards the
ship went to Rio Grande which has tanker facxlities for discharge of hydric
ammonia, a.o.

(3) 90-335 EDurban 25/35 Feb 901

O

Sailed to Durban from Rio Grande; on Rio Grande see (3);

already on departure from Rio Grande, vessel reported 'Chittagong' as her
destination; she indeed arrived there on 14 Mar 90 (Roads);

9 this, together with the brevity of the call at Durban suggest that the latter
call was only a 'stop-over' en route to Bangladesh;

6 nothing is known to us about the call at Durban except that it was regularly
reported and very short.

O

BONI t

90-076 (suspected call at South Africa Mar 881

O Ship's country of registration was indeed Cyprus until she was scrapped in
Thailand (Oct 89);

O the shipping company has meanwhile informed us that vessel discharged her
cargo at an Egyptian port (which could well be Ain Sukhna - SRB); we have
dropped this case from our file of cases under investigation;

O although the Government of Cyprus rightly informed you that the ship has
rbeen deleted fro. their Registry, this has no hearing at all on the case
under consideration which refers to what happened when the ship was still
Cyprus-registered; cf. OCEAN MONARCH and THALASSINI NIKI below.

HANJIN NEHCRSTLE b/o

(1) 90-274 (Richards Bay Feb/Mar (not Apr) 691

O Vessel did not call at any South African port in Apr 89 as suggested by your
overview which apparently relies on Lloyd's published voyage history.

However, Lloyd's made a mistake: the call at Richards Bay was made before
Kwangyang, so in Feb/Mar 89 (cf. SR8 Newsletter No. 22, p.9 Table 4),
according to our information most probably in the last week of Feb 89;

6 so, vessel's previous port was not Kwangyang, but Singapore: call 8/9 Feb 89,
after a trip (still as HESTIN) to South Korea (Kwangyang 18/22 Jan 39, Pohang

SR8 to UN IGG - a May 1991 -4-

33/30 Jan 89):

O Kwangyang: lFOh & steel works: no expert of petroleum: Ponang: see 5:45

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i -1 slse -r :51. -F 5 :: .9 not umcwm to 45: MOEC groca:;/ :unPErLaq , :

;ae; gestlnatlon reported on Qeoarture 3 Feb 89 from Slogapore won daowr T3 1;.

O we have found no Slghs of exceptional secretlveness beng pursued lm tFlS cage;

O vesgel seem; never to be engaged in anythlng else tham dry tvadlng (aiways fa South Korea);

9 ln short, we have Included thls call only ln Table 4 ln our rEVLeW on 1389 la

5R8 Newsletter No. ES (page 9), and not in Table 1.

(3) 90-273 ERichards Bay 11/15 (not 5/11) Jne 891

O Same comments as (1);

9 South erican destination of vessel already publicly reported on departure from Pohang;

O this time, dates of call at Richards Bay even publicly reported.

(3) 90-372 ERichards Bay 13 (not 8)/EE Aug 891

6 Same comments as (1) and (2).

8x

ALL SHIPS LISTED UNDER 1MRURITIUS1:

GLOBAL RID chem t small Brazilian chemical tanker; we do not know if vessel is ever involved in petroleum products transports

90-202 (Richards Bay Jan/Feb 891

O Sailed Rio Grande (after arriving there from South Africa, possibly via Daranagua) on 23 Dec 88, lfor Nocochoa'; arrived Rosario (Argentina) 35 Dec 88 and sailed 27 Doc 89, again 'for Nacochea'; nothing known to us on cargo condition of vessel;

9 called Necochea (Argentina) 30/31 Doc 88; on departure, destination 'Cape Town' duly roportod;

purpose of calls at Argentina ports not known to us, but see following;

Rosario (near San Lorenzo): exports edible oils; oil berths - no details

known; Nococheaa tanklr terminal for fuel oil discharge for power plant;

principal lxports from N. are agricultural: grain and oils (linseed oil and similar cargoes);

9 called Cape Town at unknown dates; call not reported; called Durban 15 Jan,

sailed 16 Jan 89; call and destination 'Mauritius' duly & promptly reported;

nothing known on purposes of calls at Cape Town and Durban;

Mauritius 22/24 Jan 89; sailed 'for UK';

in fact, vessel called at Richards Bay (at unknown data: in Jan/F1b 89) and sailed on to her home country Brazil (arrived Rio Grand. 12 Feb 89, reporting Richards Bay as her previous port of call);

on Rio Grande: sou BARBAROSSA above;

nothing known on purposes of calls at Cape Town, Durban, Mauritius;

purpose of call at Richards Bay not known to us: could have been for loading a chemical product for Brazil; cargo on arrival Rio Grande could be checked.

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SRB to UN IGG - 8 May 1991 -S-

CRLUNQ Chem t small Norweglan-xDutch-controlled chemical tanker: w
knew lf vessel 15 Ever ;nvolved ln astrojeum LFJCMCC

30-:52 ZZuvban 8: RLCHaer Bay Fe: 891

; :51;5J from Mombasa kHenya) to Dar-es-Salaam kTanzanLa). from Dar to
Man;:lus: arrlved Maurltlus 17 Feb 89 and salled same day. duly Feorting
deetlhatlih 'Duroanl;

9 no calls at South Rfrlca reported, so gosalbly me call was made at Durban.
but vessel dxd call at least at Rlchards Bay (at unknown date51; then sailea
on to Turkey, reporting lRichards Bay' as her last port of call both when she
passed the Suez Canal and when she arrlved at the Turkish port of Toroe
Bubre;

0 purpose of calls at Mauritius (where only a short call was made), Richards
Bay and Toros Gubre unknown to us;

0 according to our information, 'Toros Gubre' is a fertiliser pier, for dis-
charge only (report from 1980) of ammonia, sulphuric eeld, phosphoric acxd.
urea, potassium chloride.

Several other small chemical tankers are regularly following the same route,
e.g. BETULR (Norw.), arrived Toros Gubre 20 Mar 89 from Richards Bay (your
Case number 90-196); JO CYPRESS (Norw.), arrived Toros Gubre 7 Sep 89 from
Richards Bay fl; and see below.

fl This call of JD CYPRESS at South Africa is between the calls listed in the
Group's last report under Nos. 90-186 and 90-185. (By the way, 9 January
1989 under Case number 90-184 should read 9 January 1990.)

MAGIC MERCURY t small Norwegian-controlled tanker; we do not know if vessel
is ever involved in petroleum products transports

90-102 (Durban 19/20 Jne 893

0 Sailed Chittagong (Bangladesh) 'for Singapore' - call there not reported;
after ten days arrived Mauritius (previous port not reported), and after
having been there for one day, sailed 'for Maputo' and called there 14/16 Jne;
we have no information on cargo condition on arrival/departure Maputo, nor on
vessel's stated destination on departure from Maputo;

0 next vessel called Durban 19/20 Jne 89; call there, and previous port, were
promptly & duly reported; on departure, no specific destination was reported;
0 vessel arrived Baltimore 14 Jly 89 (information on previous port not avail-
able);

purposes of cells at Mauritius, Maputo, Durban, Baltimore not known to us;
one could approach the company controlling the ship, Feernley & Eger in Oslo,
directly; in the past, several Norwegian firms have willingly given
information on voyages, in cases in which no breach of the Norwegian boycott
law was involved.

0.

BO" LEOPARD t small Norwegian tanker; we do not know if vessel is ever
involved in petroleum products transports

90-229 (Durban -/1 Sep 893

0 Sailed Gladstone (Australia) - still as FORT LEOPARD - on 1 Aug 89 'for
Jubail';

0 in fact, arrived Mauritius 18 Aug 89 lfrom Australia', and sailed 23 Aug 89;
cargo on arrival/departure not known to us, destination on departure not

SRB ta. LJN I136 - a May 1991 -6-

disc 059d:

9 Durban Date of arrival .unknown; sailed 1 Sep 89. stated deetxrat;cm r:t "' .n
:3 d3; mot -mQNr 1? any :ther Der: was called at :etweer LI Aw; as: E : _
o :aaeL ed :eert)EEiEZMM). :u:1:cL('ecrttl'g 'Du':ae' as a .,:
r :5.-.

0 we Wave mo lhfzrmat10n on Durpoe of calls at 8aur1tlus. Durzam. Sheff.

vessells cargo Cthlthh on these calls.

IVER STRERM chem t small Norwegian chemical tanker; we do not know if (essel
is ever involved in petroleum products transsorts

90-092 (Cape Town? Oct 89)

0 Vessel sailed from Port Louis, Mauritius, on 4 Oct 89 after a 5-day stay,
apparently stating 'Cape Town' as her destination;

0 we don't know if vessel has indeed called at Cape Town; if so, the purpose
may have been for bunkering or other similar purposes;

9 vessel arrived gmsterdam 28 Oct 89)from Mauritiusi, in order to discharge
molasses loaded at Port Louis; n0 mentioning of Cape Town;

0 molasses are one of the main export products from Port Louis, and are
regularly transported by tankers such as this one.

GLOBAL MRCEID chem t small Brazilian chemical tanker; we do not know if vessel
is ever involved in petroleum products transports

90-300 EDurban ?; Richards Bay Nov 89

Called Cape Town (dates unknown) and Durban (19/20 Oct 89) (your Case No.
90-201) after having called at ports in Argentina; next sailed on to
Mauritius.

On departure from Buenos Aires on 3 Oct 89, destination 'Cape Town1 was duly
repereted; at Durban, vessel's call, her previous port (Cape Town) and
destination (Mauritius) where all promptly reported; we have also found no
other signs of exceptional secretiveness applied in this case;

9 after a two days' stay at Mauritius vessel sailed on 28 Oct 89 with
destination 'Durban'. Most likely, no other call was made at Durban (there
are no public reports on such a call, neither however have we found any signs
of exceptional secretiveness applied around this second trip to South Africa;
0 but vessel did call at Richards Bay (unknown dates), and from there sailed to
Turkey, duly reporting Richards Bay as her previous port when she passed the
Suez Canal;

9 purpose of call at Richards Bay not known, but see the following;

9 in Turkey, calls were made at Bandirma (at unknown dates) and Toros Gubre
(arrived 28 Nov 89);

0 principal imports Bandirma: bulk phosphate and sulphur, phosporie acid,
ammonia, fertiliser; for Toros Gubre: see CALLUNA above.

BUN SUN chem t small Norwegian chemical tanker; we do not know if vessel
is ever involved in petreleum products transports

90-145 EDurban 9/14 Dec 89; Cape Town 71

0 Vessel sailed Port Kelang (26/27 Nov 89) and Penang (27/38 Nov 89), both in
Malaysia; stated destination: 'Durban';

9 purpose of calls at te two Malaysian ports not known to us; both parts
export palm oil;

593 to UN EGG - S May 1991 _7_

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s :e::::ral 5e:"et;,emess :WQL'J ith :;ll: _

6 a : se r Jather 19mg! stay at Lurhan not knoww t: as; after flve 35,;
(essel sailed wlthout dlsCLOSLng her cestxnatLJn: QOESLDly a call was neat
mane at Cane Town (cf. followlhg):

O (essel arrxved Tuesday 3 Jan 30 early 1h the mcrnxng 1m Qmstercam, Leace:
with molasses; stateu prevlous port of call: tCape Townt;

O lt 15 not khewn to us lf the cargo of molasses had been collected at Case
Town or Durban Or Maurltius or elsewhere.

MRRIGOLQ chem t small Italian chemical tanker; we do not knew if vessel
is ever Involved ln petroleum products transports

(1) 90-167 (Richards Bay Jan 89; Durban 23/33 Jan 891

9 According to our information, vessel did not sail to South Africa from
Bombay, India, but from Gresik, Indonesia. She had called there 5/6 Jan 89,
having sailed on 7 Dec 88 from Huelva, Spain, 'for Gresik' and having made a
call at Colombo in between (sailed 28 Dec 86);

O purpose of calls at Huelva and Gresik not known to us; vessel's voyage
history seems to suggest that in Spain cargo was loaded for Indonesia and
that the (rather short) call at Gresik was for discharging only;

O cargo facilities at Gresik are for the discharge of sulphur, phosphoric acid,
ammonia; we have found no information which would suggest that there are any
loading facilities as well;

9 call 33/23 Jan 89 at Durban (after a call at Richards Bay earlier in January)
was promptly reported, as was vessel's previous port of call (Richards Bay);

9 report at port Said (passed 9 Feb 89): previous port tDurbant, destination
'Turkey'; vessel promptly reported on arrival at Toros Gubre, Turkey, that
she came tfrom Richards Bay'. These reports suggest that Richards Bay was
loading port, and that call at Durban was made for non-loading purposes;

9 regarding Toros Subre: see CALLUNA above.

(2) 90-166 (Durban 8/9 Apr 89; Richards Bay (?) Apr 891

O After the above trip to Turkey, vessel sailed cross-Med, last port Leghorn,
and passed Suez Canal 21 Mar 89 'for Dar-es-Salaam';

O call at Dar 1/2 kph 89, reporting 'Leghorn' as port of origin, and 'Durban'
as destination;

9 these reports suggest that cargo was taken from Italy to Tanzania, and that
no cargo was collected in Tanzania for South Africa;

O call at Durban duly reported, but destination on departure on 9 Qpr 89 not
reported; next port most probably Richards Bay;

O stop at Tenerife 28/29 Apr 89 where the ship, according to her report at the
time, was on her way from Richards Bay to Flushing; this report suggests that
Richards Bay was loading port of a cargo destined for Tenerife and/or
Flushing;

O arrived Flushing, the Netherlands, 6 May 89, previous port Tenerife; moored
at Hoechst plant; purpose of call - discharge (part?) cargo of product from
Richards Bay? - not known to us, but cf. (3)!

SRE to UN :66 - 6 May 1991 -7-

6 short intermediate call at Nauri 115 3,3 Dec 83; sailed tFtr 1.533r8

O 29.1 5: Durban :romol; & aul/ 5:5:rt53 tre::rted 15 DFEVI- e :t T -; a _

This suggests that 1? cargo nae been affloadec ln Zurbam. r : -T& 9

Mal: sl: "atier than from Namrltzms : malfhEr ne"e 7-5 s ; ' : -3 ; -

e :e::l:ra; sec ec; ,shess :rQ_-; tags ;:1: _

0;"2053 3f dather lohgt Stay at Lmrbam mot khowh t: m5; after fl/e 35,3

Jesse; salled thhout dLSCIQSIhg her Cestlnat12n: gosaloly a call was he-t

maee at Cane Town (cf. following):

O /esseL arrzvea Tuesday 3 jan 30 early ln the mcrnlng lh 9m5tercam, Laace:

wth molasses; statea prevlous port of call: 'Cape Towh';

Q lt 15 not known to us lf the cargo of molasses had beeh collected at Case

Town or Durban OP Maurltius or elsewhere.

MRRIGOLQ chem t small Italian chemical tanker; we do not know if vessel

is ever Involved lh petroleum products transports

(1) 90-167 ERichards Bay Jan 89; Durban 23/23 Jan 891

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According to our information, vessel did not sail to South erica from Bombay, India, but from Gresik, Indonesia. She had called there 5/6 Jan 89, having sailed on 7 Dec 88 from Huelva, Spain, 'for Gresik' and having made a call at Colombo in between (sailed 28 Dec 88);

purpose of calls at Huelva and Gresik not known to us; vessels voyage

history seems to suggest that in Spain cargo was loaded for Indonesia and

that the (rather short) call at Gresik was for discharging only;

cargo facilities at Gresik are for the discharge of sulphur, phosporic acid, ammonia; we have found no information which would suggest that there are any loading facilities as well;

call 32/33 Jan 89 at Durban (after a call at Richards Bay earlier in January)

was promptly reported, as was vessels previous port of call (Richards Bay);

report at Port Said (passed 9 Feb 89): previous port 'Durban', destination

'Turkey'; vessel promptly reported on arrival at Toros Gubre, Turkey, that

she came 'from Richards Bay'. These reports suggest that Richards Bay was

loading port, and that call at Durban was made for non-loading purposes;

regarding Toros Gubre: see CALLUNR above.

(2) 90-166 EDurban 8/9 Apr 89; Richards Bay (?) Apr 891

O

9

After the above trip to Turkey, vessel sailed cross-Med, last port Leghorn, and passed Suez Canal 21 Mar 89 'for Dar-es-Salaam';

call at Dar 1/2 Apr 89, reporting 'Leghorn' as port of origin, and 'Durbanl as destination;

these reports suggest that cargo was taken from Italy to Tanzania, and that no cargo was collected in Tanzania for South Africa;

call at Durban duly reported, but destination on departure on 9 Apr 89 not reported; next port most probably Richards Bay;

stop at Tenerife 28/29 Apr 89 where the ship, according to her report at the time, was on her way from Richards Bay to Flushing; this report suggests that Richards Bay was loading port of a cargo destined for Tenerife and/or Flushing;

arrived Flushing, the Netherlands, 6 May 89, previous port Tenerife; moored at Hoechst plant; purpose of call - discharge (part?) cargo of product from Richards Bay? - not known to us, but cf. (3)!

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 9 datavc; arri.ai Richards Bay and last poht of cali (gt report-;; r we a ,
 :ecaranr: -'uH Ficharas Ba; on 39 J13. ah: vesseits jest matiJn '3 _- (9'
 Here :uDliCly resorted:
 0 #95551 arriisd Flushing 33 ng 89, reporting as port of QFLQLW iQiC'args
 ani; moored at Hoecnst plaht - which once again suggests that gurDose 0:
 call at Richards Bay was to load some chemlcal product for Flushing (CF. 3).:
 9 next, vessel directly sailed from Huelva Fer GreSLR: see (4).
 (4) 90-164 (Richards Bay -/19 Oct 891
 0 Voyage to Gre5lk (ar 30 Sep, sd E Oct 89) is comparable to (1) above: sailed
 Huelva 3 Sep 89 lfor Gresiki; passed Suez Canal; made step at Singapore 37/
 88 Sep 89, sailed yFor Bresik1;
 0 on arrival at Gresik, strangely enough the Italian port 15avonal was entered
 into the records as vessel's ,port of origin,; on departure, it was hepereted
 that vessel would return to Spain (which she did not do);
 0 the call at Richards Bay was promptly publicly reported; this time, no
 destination was given;
 9 however, the last part of this trip is again comparable to (3): arrived
 Flushing 13 Nov 89, reporting as part of origin lRichards Bay'; moored at
 Heechst plant - which once again suggests that purpose of call at Richards
 Bay was to load some chemical product for Flushing (cf. (2) and (3)).
 (5) 90-163 ERiehards Bay Jan/Feb 90 (not 89))
 . Call at South Africa was in 1990, not 1989;
 0 vessel sailed Bombay 20 Jan 90, duly reporting her South African destination;
 9 purpose of four days' stay at Bombay however not known to us;
 0 this time, call at Richards Bay was not reported;
 6 however, we have found no signs of exceptional secretiveness applied in this
 case;
 9 on 18 Feb 90, the Suez Canal was passed, and 'Richards Bay' reported as
 vessel's last port of call; vessells destination: (Yarimcal (Turkey); vessel
 called Yarimca somewhere between 23 and 28 Feb 90;
 9 facilities at Yarimca: goods imported and exported by Fertiliser Factory can
 be discharged/loaded here; lines for naphtha, benzene, butadiene, ammonia;
 9 all his seems to suggest that one again a cargo was loaded at Richards Bay
 for Turkey.
 OCEQN MONRRCH b/o
 90-278 ERichards Bay Rpr/May 891
 0 Ship's country of registration was indeed Cyprus until she was renamed DCERN
 MQNDRRIN and changed register to Taiwan in Nov 89;
 0 all information available to us suggests that visit to South Africa was for
 loading dry cargo only;
 9 although the Government of Cyprus rightly informed you that the ship has
 been deleted from their Registry, this has no bearing at all on the case
 under consideration which refers to what happened when the ship was still
 Cyprus-registered; Cf. BONI above and THALASSINI NIKI below.

OSLO 3/:

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o Ea-.: - E -' Ar :a at'ev nalihg caLLEC a: ?c:. : alce 3 _ _ : :e:/a
l'a./ . ,ix;se 4f ::.1 at PCS 38 Jahzi Pen 93 was t- disenaxge :_ll _ m
?icha C3 Ea; -calle0 there earlier, in Jan 33). WIdVMJG -GL/ _l. ea ' ::
n55 : 5:1a ged at Foe. after which the alahce was apbarent (_'- haze: __
Ssezia.

O lmePmatloh regarding a later call of the OSLO at F05, and regarding :a1:s :f
other ibulk) vessels discharging part cargoes of coal From South Rfrica at
Fos and subsequently the balance at an Italian port, suggests that this 15
all done for one company (cf. (3)/(4) below) and that the cargoes disCharged
at Fos are destined for Italy as well (to be distributed by smaller vessels
to smaller ports there);

O no information is available to us about possible other purposes of vessel's
stay at La Spezia 4/13 Feb 89. all we know is that vessel's destination
'Richards an' was promptly publicly reported on leaving the Mediterranean;
O the voyage history of this vessel over the last few years until 1989, shows
humerous trips from Richards Bay to especially Italy, which have never been
accompanied by any attempts to hide these trips from the outside world
(destinations, calls always promptly reported, a.o., by the Italian shipping
press); this, together with the fact that no information has ever reached us
that any oil discharge facilities in South African ports have been called at
by this vessel, have led us to the conclusion that oil deliveries to South
Africa by the OSLO are highly unlikely and that vessel is engaged in a
'shuttle' service with South African coal for Italy.

(2) 90-304 ERichards Bay May 893

O 9 short call at Rugusta (27/27 Apr 89) could be for bunkering; the purpose of
the long stay at Brindisi (9/26 Apr 89) is not known to us; cf. (3);

9 same remarks as (1).

(3) 90-303 ERichards Bay le/ng 891

9 Regarding Brindisi and Augusta: same remarks as (2);

9 same remarks as (1);

9 see also the following.

(4) 90-302 (Richards Bay Sep 891

O In general: same remarks as (1);

9 regarding Fos: see (1) above; purpose of call 21/30 Aug 89 was to discharge
120,000 tons of South African coal for agency (for consignee) Pomme; the
operators were Carfos, which in Aug 89 have 'processed1 in total 236,319 tons
of South African coal discharged in Fos by three vessels, among which the
OSLO was the largest.

Carfos were also responsible for, a.o., the unloading in Oct 89 of 85,000
tons of South African coal in Fos from the Italian bulker BULKGENOVA; these
85,000 tons were temporarily stored in Fos but destined for Italy (to be
collected by smaller-tonnaged vessels for delivery in Sardinia or the
Tyrrhenian area); the remaining 50,000 tons of BULKGENOVQts cargo of 135,000
tons of South African coal was taken to Fusina (Venice) mid-Oct B9.

EThese examples may serve to give you an impression of the way these trans-
ports Richards Bay-France/Italy are being organised.1

THQLQsSINI NIKI 3,:

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3-333 (Richards Bay 11) 891

Date of call at South Africa most likely 1e 89, not Rug 89;

ships country of registration was indeed Cyprus until she was renamed ARROW NIHI and changed FEQISTEP to Norway in Nov/Dee 89;

although the Government of Cyprus rightly informed you that the ship has been deleted from their Registry, this has no bearing at all on the case under consideration which refers to what happened when the ship was still Cyprus-registered; cf. EONI and OCERN MUNARCH above;

according to our information, vessel arrived at Dar-es-Salaam with 76,303 metric tons of crude oil from Halul Island (Qatar), did not load cargo at Dar, and sailed from Dar with destination Persian Gulf'. This information might suggest that either:

- vessel only carried a part cargo destined for Dar and after discharging the cargo sailed in ballast, returning to the Persian Gulf, but the vessel was then fixed for a dry charter from Richards Bay; or:

- vessel carried a full cargo, discharged the greater part of it in Dar, and the balance (less than 20,000 tons) in South Africa; this seems not very likely, however, in view of the relatively small volume which could theoretically have been left over after the discharge at Dar; and in view of the report that vessel headed for the Persian Gulf which would not have looked as a trustworthy report if she was not sailing in ballast.

T0992 o/o

90-310 (Durban ?; Saldanha Bay May (not Qpr/May) 893

After a delivery of ore from Brazil to South Korea, vessel sailed Pohang, publicly reporting 'Durban' as her destination;

nothing is known to us about vessel's cargo condition on departure from Pohang; nor if a call at Durban has been made in May 89 prior to vessel's call at Saldanha Bay; however, cf. AMBER above on Pohang;

we have found no signs of exceptional secretiveness being pursued in this case;

on arrival at Fos, vessel duly reported 'Saldanha Bay' as her previous port of call;

N.B.: After this, vessel sailed from Fos reporting 'Gibraltar' as her destination. She then made another call at South Africa in June 89. This time, however, the trip was accompanied by one of the popular ways of trying to obscure such trips: 'Mozambique' was reported as previous country of call instead of South Africa. However, a call at Mozambique was not made, and could not even have been made in the short span of time left in vessel's published voyage history. (Cf. AMBER above.)

SEE TO LN 1-36 - EJ Hay 1391 -11..

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there .motaole vecent examples are the relatively smal;-:::e:. maihly WQFHEQL:
combined carrieys which have transported considerable xolumes c? refined
petroleum products to South anica in the past two years), but mahy more
combined carriers seem to be engaged in dry trading only (sometimes they are
reclassified as suitable for ore or other dry bulk transport only even though
they may be still listed as combined carriers by Lloydls).

On the other hand, there are the numerous smaller (chemical) tankers whiz:
regularly call at Durban, Cape Town, Richards Bay and other South African
ports. Often it is very hard to find out what the purpose of these calls 15. Of
course, especially Durban and Cape Town have a great importance to this kind of
ships when it comes to bunkering and other SEFVLCEs. In contrast to the larger
VLCCs etcetera which are also serviced on their way passing the Cape, but which
often receive their services off coast by helicopter, bunker vessels etcetera
(they donlt even need to slow down for it!), the smaller vessels can much
easier call at the ports themselves. So many of the calls (especially the
short one-day calls) may have no relation at all to cargo matters.

If the discharging or loading of cargo is involved, however, the pattern which
emerges from the above investigations would suggest that the vessels under
consideration are much more involved in transporting Chemical products,
molasses, edible oils and the like, than in carrying any petroleum-related
product to or from South Africa. Examples: ships loading molasses (in
Mauritius, but perhaps also in South Africa); ships probably loading some kind
of chemical export product (raw material, semimanufactured product?) or
fertiliser (feedstock?) in Richards Bay for Turkey or the Netherlands.
This is the more so if we realise that our experience is (and this is exactly
what the South erican secrecy laws prescribe!) that any calls related to
petroleum transports tend to be left out of the public records of port calls in
South Rfrica. To say it the other way round: if calls are listed by Lloyd's
(particularly with dates and not "-/-"), this tends to indicate that no oil is
involved.

Of course, all this trade may go against efforts seeking the economic isolation
of South Rfrica in general, and in some instances may even violate boycott laws
of certain countries, but it does not necessarily have a relation with the oil
embargo.

But, as I have indicated, a few instances among the ones dealt with in this
letter, may yet involve petroleum products; it is only very hard to tell..

I hope that the above meets your requests. We are happy to assist you when
further questions arise. Please let us know if any of the cases investigated
would yet seem to involve a breach of the oil embargo.

Yours sincerely,

WE RESEARCH BUREAU

ichard Hengeveld

4W1 s U3 2:311 M10

The Commonwealth Committee of Foreign Ministers on Southern Africa made a call at their meeting in Abuja (Nigeria) in May 1990 not to lift any of the existing sanctions. The Commonwealth first adopted sanctions against South Africa, including an embargo on oil, at its Heads of Governments meeting in Nassau (Bahamas) in 1985. South Africa has been on the agenda of Commonwealth meetings for the last thirty years.

Closing the Loopholes 39

t The European Community

At the summit of the European Community held in Dublin on 25-26 June 1990, it was decided that all sanctions against South Africa, including the oil embargo, would remain in force. In 1985 the EC Member States adopted a limited oil embargo which restricted exports only of crude oil produced or brought into free circulation in EC countries. Exports of petroleum products and deliveries of oil held in bonded storage are not included in this ban.

The importance of discharge control

"The oil-exporting States have adopted measures and procedures to enforce the oil embargo such as the certificate-of-discharge practice which have not been as effective as we would have liked, but which do represent a basis for further co-ordination efforts. (. . .) The Intergovernmental Group will press for more rigorous standards and procedures in the matter of discharge certification in order to increase the impact of this method of preventing oil shipments to South Africa". In these words Ambassador Nyakyeremata of Tanzania, the new Chairman of the United Nations Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, pinpointed one of the main issues to be addressed by the Group in 1990.

'Certificates of discharge', 'end-user certificates' and similar documents enable the authorities of oil-exporting countries to control the destination of their oil, and in particular, to verify that none of their oil reaches destinations which are subject to an embargo, such as South Africa. Each cargo sold is accompanied by a document which the purchasers of oil have to return to the oil-exporting country after having been duly certified by the competent Customs or Port Authorities in the country where the cargo in question has been delivered. Alternatively, the purchasers are requested to produce any other document certified by the competent authorities in the receiving country proving the discharge in that particular country.

An efficient system of discharge certificates is indispensable for attaining a strictly enforced oil embargo against South Africa.

However, there are a number of problems. Not every oil-exporting country has instituted a strict system of destination

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False French custom documents were submitted to the Norwegian Ministry of Oil and Energy in order to

make it appear that: the embargo on North Sea oil to South Africa had been duly observed. French ports:

and customs authorities have confirmed that the tankers in question have not called at the

e port

indicated by the falsified certificates of discharge. An otticul anutiqacion L3 in progre
ss.

(See .130: John Douas/fnnswcrld Oil, SR3 survey, January 1985.)

From: Shippg Renault Bureau, South Africa's Lifeline. Violations of the Oil Embeiuo, 19%
, p. 13.

10. SW H.E. A. Nyeltyi, op. cit.

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her cargo in South Aftica instead and subsequently collected a cargo of
South African coal in Richatds Bay for delivery in the Far East. The
document submitted to Bahrain would make believe that the Gentle
Breeze dischatged her cargo in Trieste, Italy, on a data which is
incompatible with a voyage Trieste-Richards Bay-Far East. In fact,
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Closing the Loopholes 41

during the period in question no movements were reported at all, As was
to be expected, no call at Trieste was reported, neither were passages
through the Suez Canal.

According to the next document, the Biscaya -agam a bulk OII carrier
-would have discharged her cargo not in South Africa but, agam m
Trieste and again on a date, 27 May 1986, which would not have allowed
the ship to arrive at the Persian Gulf on 6 June 1986, even if she had sailed
at maximum speed, Ofcourse, no passages through the Suez Canal were
reported."

The document shown for the Singa Star is peculiar indeed. This vessel
sailed from Bahrain (3 place the 'certiftcate' situates in SaudiA/abia) and
Kuwait mid-September 1986, again purportedly 'for Rotterdam'. On 20
October 1986, after having discreeti y discharged her cargo in South
Africa, she surfaced again in the Persian Gulf. However, according to the
rtan. '3 Duane: '986

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Oil stockpile frees

R2- bn to aid SA:

m/De Klerk

UP to R2 billion freed

by the reduction of

SA 5 strategic stock-

piles of oil Is to be used

for development pro-

grammes including

projects aimed at end-

ing township violence,

the State President, De

Klerk. said yesterday.

Introducing debate on

his Budget Vote he also

announced that legis-

lation would be intro-

duced during the present

session of Parliament to

create an emergency fund

for victims of violence.

Mr De Klerk said sanc-

tions and threats of sanc-

tions had forced SA to in-

vestapanofitssavinpin

strategy's supplies, includ-

ing oil.

W: was a very uano-'

ductive form of invest-

ment which had contrib-

uted to the unfavourable

showing of economic

growth and job mation.

SA's relation had how-

ever improved so much

that it had been decided

to reduce the strategic

stockpiles of oil.

Taking into account the

funds which were still

hurled to finance energy-

related projects. about

R1 billion could be made

available for other uses in

the coming year.

"As SA's economic re-

lationswiththerestofthe

would be normalised.

and strategic supplies are

further reduced to inter-

national levels.

this amount can be

raised to a maximum of

"This is the amount

that will be available

when the energy projects

that the government has

committed itself to, have

been limited."

The government had

added to the funds

that be made available in

special programmes for

speculative.

Given the need for

economic restructuring. it

would be assumed that the

money was used so that it

made the greatest possible contribution to sustained economic growth and job creation.

In view of the fact that the lack of stability and the high degree of unrest in Inlay communities influenced business confidence and investment, a portion of the money would be used to fund projects that would contribute to enhancing social stability and order.

The projects would be co-ordinated with manpower training programmes to ensure as much job creation as possible.

Because the road user had made an important contribution to the availability of these funds, particular attention would be given to a contribution to the repair of vital road infrastructure.

However, allocations for this would only be made after a thorough investigation into the cost effectiveness of present spending on roads as well as a determination of priorities.

"The emphasis has to be placed on the establishment of facilities that have been identified by the community.

Communities have to be involved and, where

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APR 30 1991

Nong with deep anxiety and indignation that the South African racist regime has continued WOLCDCE and massive repression against the black people and all opponents of Jparlheld in defiance of the resolutions of the SCCUUI) Council

Gravely concerned over reports of torture of political prisoners and the deaths of a number of detainees, as well as the mounting wave of repression against individuals, organizations and the news media since 19 October 1977,

Convinced that the violence and repression by the South African racist regime have greatly aggravated the situation in South Africa and will certainly lead to violent conflict and racial conflagration with serious international repercussions,

Reaffirming its recognition of the legitimacy of the struggle of the South African people for the elimination of apartheid and racial discrimination,

Affirming the right to the exercise of self-determination by all the people of South Africa as a whole, irrespective of race, colour or creed.

Mindful of its responsibilities under the Charter of the United Nations for the maintenance of international peace and security,

1. Strongly condemn: the South African racist regime for its resort to massive violence and repression against the black people, who constitute the great majority of the country, as well as all other opponents of apartheid;

2. Expresses its support for, and solidarity with, all those struggling for the elimination of apartheid and racial discrimination and all victims of violence and repression by the South African racist regime;

3. Demand: that the racist regime of South Africa:

(a) End violence and repression against the black people and other opponents of apartheid;

(b) Release all persons imprisoned under arbitrary security laws and all those detained for their opposition to apartheid;

(c) Cease forthwith its indiscriminate violence against peaceful demonstrators against apartheid. inurers in detention and torture of political prisoners;

(d) Abrogate the bans on organizations and the news media opposed to apartheid;

(e) Abolish the 'Bantu education' system and all other measures of apartheid and racial discrimination;

(f) Abolish the policy of bantustanization, abandon the policy of apartheid and ensure majority rule based on justice and equality;

4. Request: all Governments and organizations to take all appropriate measures to secure the implementation of paragraph 3 of the present resolution;

5. Further request: all Governments and organizations to contribute generously for assistance to the victims of violence and repression, including educational assistance to student refugees from South Africa; with the Special Committee against Apartheid, to : : : .ms the Situation and report to the Security Council, .15 appropriate. on the implementation of the present resolution, and to submit a first report not later than 1, February 1978.

6. Request: the Secretary-General, to co-ordinate

Adopted unanimously at 12:

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Resolution 418 (1977)

of 4 November 1977

The Security Council,

Recalling its resolution 392 (1976) of 19 June 1976, strongly condemning the South African Government for its resort to massive violence against and killings of the African people, including schoolchildren and students

and others opposing racial discrimination, and calling upon that Government urgently to end violence against the African people and to take urgent steps to eliminate apartheid and racial discrimination, Recognizing that the military build-up by South Africa and its persistent acts of aggression against the neighbouring States seriously disturb the security of those States,

Further recognizing that the existing arms embargo must be strengthened and universally applied, without any reservations or qualifications whatsoever, in order to prevent a further aggravation of the grave situation in Africa,

Taking note of the Lagos Declaration for Action against Apartheid,

Gravely concerned that South Africa is at the threshold of producing nuclear weapons,

Strongly condemning the South African Government for its acts of repression, its defiant continuance of the system of apartheid and its attack against neighbouring independent States,

Considering that the policies and acts of the South African Government are fraught with danger to international peace and security,

Recalling its resolution 181 (1963) of 7 August 1963 and other resolutions concerning a voluntary arms embargo against South Africa.

Convinced that a mandatory arms embargo needs to be universally applied against South Africa in the first instance,

Acting therefore under Chapter VII of the Charter of the United Nations, '

1. Determines, having regard to the policies and acts of the South African Government, that the acquisition by South Africa of arms and related materiel constitutes a threat to the maintenance of international peace and security;

2, Decides that all States shall cease forthwith any provision to South Africa of arms and related materiel of all types, including the sale or transfer of weapons and ammunition, military vehicles and equipment, paramilitary police equipment, and spare parts for the aforementioned, and shall cease as well the provision of all types of equipment, supplies and grants of licensing arrangements for the manufacture or maintenance of the aforementioned;

3. Calls upon all States to review, having regard to the objectives of the present resolution, all existing contractual arrangements with and licences granted to South Africa relating to the manufacture and maintenance of arms, ammunition of all types and military equipment and vehicles, with a view to terminating them;

4. Further decides that all States shall refrain from any co-operation with South Africa in the manufacture and development of nuclear weapons;

5. Calls upon all States, including States non-members of the United Nations, to act strictly in accordance with the provisions of the present resolution;

6. Request: the Secretary-General to report to the Security Council on the progress of the implementation of the present resolution, the first report to be submitted not later than 1 May 1978;

7. Decide: to keep this item on its agenda for further action, as appropriate, in the light of developments.
Adopted unanimously at the
2046th meeting.

Resolution 421 (1977)

of 9 December 1971

The Security Council,

Recalling its resolution 418 (1977) of 4 November 1977, in which it determined, having regard to the policies and acts of the South African Government, that the acquisition by South Africa of arms and related materiel constituted a threat to the maintenance of international peace and security and established a mandatory arms embargo against South Africa, Mindful of the need to have appropriate machinery in order to examine the progress of implementation of the measures envisaged in resolution 418 (1977), Noting that it requested the Secretary-General to report to the Council on the progress of the implementation of resolution 418 (1977),

1. Decide: to establish, in accordance with rule 28 of its provisional rules of procedure, a Committee of the Security Council, consisting of all the members of the Council, to undertake the following tasks and to report on its work to the Council with its observations and recommendations:

(a) To examine the report on the progress of implementation of resolution 418 (1977) which has been submitted by the Secretary-General;

(b) To study ways and means by which a mandatory arms embargo could be made more effective against South Africa and to make recommendations to the Council;

(c) To seek from UN States further information regarding the action taken by them concerning the effective implementation of the provisions laid down in resolution 418 (1977);

2. Calls upon all States to co-operate fully with the Committee in regard to the fulfilment of its tasks concerning the effective implementation of the provisions of resolution 418 (1977) and to supply such information as may be sought by the Committee in pursuance of the present resolution;

3. Request: the Secretary-General to provide all necessary assistance to the Committee and to make the

necessary arrangements in the Secretariat for that purpose, including the provision of appropriate staff for the servicing of the Committee.

Adopted unanimously at the 2052nd meeting.

Resolution 473 (1980)

of 13 June 1980,

The Security Council.

Taking note of the letter dated 29 May 1980 from the Charge d'affaires a.i. of the Permanent Mission of Morocco to the United Nations contained in document S/13969.

Gravely concerned by the aggravation of the situation in South Africa, in particular the repression and the killings of schoolchildren protesting against apartheid, as well as the repression directed against churchmen and workers.

Noting also with grave concern that the racist regime has intensified further a series of arbitrary trials under its racist and repressive laws providing for death sentences.

Convinced that this situation has been brought about by the continued imposition by the South African racist regime of apartheid in defiance of resolutions of the Security Council and the General Assembly.

Recalling its resolutions on the question of South Africa, in particular resolutions 392 (1976), 417 (1977) and 418 (1977).

Recalling further its resolutions 454 (1979) and 466 (1980), in which it condemned South Africa for the flagrant violation of the sovereignty and territorial integrity of neighbouring African States.