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Forty-sixth yearREPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY
AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA*

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* The present version is a mimeographed version of the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa. It will be issued subsequently in final form as Official Records of the General Assembly, Forty-sixth Session, Supplement No. 44 (A/46/44).

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LETTER OF TRANSMITTAL

13 September 1991

Excellency,

I have the honour, in accordance with paragraph 6 of General Assembly resolution 45/176 F of 19 December 1990, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted unanimously on 13 September 1991.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Anthony B. NYAKYI
Chairman

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

His Excellency
Mr. Javier Pérez de Cuéllar
Secretary-General
United Nations

I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly in its resolution 41/35 F of 10 November 1986. Since then the work of the Intergovernmental Group has been endorsed by the General Assembly, most recently in Assembly resolution 45/176 F of 19 December 1990. Since its inception, the Intergovernmental Group has consisted of the following Member States: Algeria, Cuba, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukraine and the United Republic of Tanzania. At its meeting on 22 March 1991, the Intergovernmental Group re-elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman, Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and Mr. Sverre Bergh-Johansen (Norway) as Rapporteur for the current year.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), have participated in the meetings of the Intergovernmental Group as observers. The Intergovernmental Group, since its inception, has cooperated with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. Since its report to the General Assembly at its forty-fifth session 1/ the Intergovernmental Group has continued its work following the same lines as in previous years. It has considered information received on alleged violations and port calls in South Africa of ships that have the capability of carrying oil and petroleum products. In its efforts to conclude its investigation of cases reported in the past, the Intergovernmental Group sent a final reminder to Governments concerned regarding the cases reported in the years 1987 to 1989 in order to provide Governments with the opportunity to present findings of investigations conducted with regard to the cases. These cases appear in annex II of the above-mentioned previous report of the Intergovernmental Group.

4. The Intergovernmental Group is maintaining contacts with Governments, intergovernmental and non-governmental groups on all questions that fall within its mandate. The contributions of non-governmental groups have been especially valuable for the work of the Group. Close and cooperative relations are maintained between the Group and the Special Committee against Apartheid, which is the focal organ at the United Nations, in all issues related to apartheid.

5. The Intergovernmental Group has taken note of the interim report of the Special Committee against Apartheid (A/AC.115/L.675), which highlighted the inability or unwillingness of the South African regime to take impartial and effective measures in order to bring under control a situation of violence which has contributed to a climate of distrust and turmoil in the country. In such circumstances limited progress has been achieved in the recent period towards the creation of a climate conducive to negotiations for the adoption of a democratic constitution in spite of the repeal of main apartheid legislation. The end of violence, the release of all political prisoners, the repeal of all repressive legal structures were seen as some of the measures required to open the road towards substantive negotiations. The international

community's task should be to foster, through pressure and assistance, the process of negotiations on a new constitution and see to it that a united, non-racial and democratic society in South Africa is established as soon as possible.

6. The Intergovernmental Group has been mandated to ensure an effective embargo on the supply and shipping of oil and petroleum products to South Africa. It therefore continues to take action to assist Governments in fully implementing their embargoes or comparable policies. It has also endeavoured to promote public awareness of the embargo and to persuade Member States to adopt measures and/or legislation to broaden the scope of the embargo and help in closing existing loopholes. Since the objective of sanctions in general, and the oil embargo in particular, is to bring pressure on South Africa towards ending apartheid, and since the ban on oil and petroleum products is considered essential for maintaining pressure on South Africa, the Intergovernmental Group considers that the oil embargo is of vital importance. The General Assembly considered last year that the oil embargo should be maintained until profound and irreversible changes take place in that country. Such changes will be achieved in South Africa when its people, irrespective of colour, race or ethnic origin, have control over their destiny and freely determine their affairs within a democratic and non-racial system of government.

7. With the aim of consulting experts and non-governmental organizations on the issue of the oil embargo and its prospects, the Intergovernmental Group conducted hearings on the status of the oil embargo on 15 August 1991 with university professors and representatives of non-governmental organizations.

8. The Intergovernmental Group also recommended the General Assembly at its forty-fifth session to consider commending the draft model law on the oil embargo against South Africa to all States. Upon the approval of that recommendation and the adoption of General Assembly resolution 45/176 F, the Chairman of the Intergovernmental Group transmitted the proposed model law to Governments and requested information on action taken in that regard. The Intergovernmental Group, in presenting this model law, hopes that Governments will take effective measures to prevent the export of their oil and petroleum products and/or transport of such commodities by ships flying their flags or chartered or managed by companies within their jurisdiction. The model law contains provisions for penalties on the violations of the oil embargo.

9. The Intergovernmental Group had previously dealt with cases of possible violations of the oil embargo which were eventually removed from consideration because of lack of evidence. This year new information on possible forgeries of documentation previously accepted was submitted to the Intergovernmental Group. This led to cases being reopened. The current status of this work is set out in chapter III, section C, of the present report.

10. The present report was adopted by the Intergovernmental Group at its 12th meeting, held on 13 September 1991.

II. STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA

11. The General Assembly, by establishing the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa by resolution 31/35 F of 10 November 1986 has, for the first time in the history of the United Nations, set up a mechanism to monitor the implementation of voluntary sanction measures. This involves surveillance of oil shipments to South Africa and requests to Governments to investigate either the sale or the shipping of crude oil and petroleum products. With few exceptions, Member States have responded positively to queries of the Intergovernmental Group.

12. While some Member States have not extended their cooperation to the Intergovernmental Group, they did adopt measures to halt the supply of oil to South Africa; for instance France, the United Kingdom and the United States. The first two States mentioned took such action as members of the European Community, and the latter through its 1986 Comprehensive Anti-Apartheid Act. Bans on oil supplies were recently lifted by the United States, Israel and Finland.

13. The Intergovernmental Group took note of the Nordic Foreign Ministers' declaration on the situation in South Africa adopted at their meeting of 20 August 1991. It was stated in the declaration that the Ministers agreed to monitor closely the situation in South Africa so as to assess when it opens the possibility of a repeal of those sanctions which are still in force in the Nordic countries.

14. The Intergovernmental Group took note of the statement of the OAU Ad Hoc Committee on South Africa meeting of 29 July 1991 which observed that sanctions had been a potent weapon and an integral part of the strategy in the struggle against apartheid. They have, to a large extent, been instrumental in raising the cost of apartheid and compelling the regime to accept the principle of negotiation. As a powerful form of pressure, sanctions continue to be needed to bring the apartheid regime to the negotiating table and to keep it committed to the process of change. The OAU Ad Hoc Committee therefore commended those countries which had not yet lifted sanctions, and called on them to maintain sanctions as a form of pressure to ensure constitutional change. It also urged those which had lifted some sanctions to maintain the remaining sanctions, and to use their leverage on the South African regime so as to accelerate the process of constitutional change.

15. The Intergovernmental Group took note of the concluding statement of the meeting of the Commonwealth Committee of Foreign Ministers on South Africa, held in February 1990, where it was agreed that the most effective way of securing the elimination of apartheid would be for sanctions pressure to be maintained by a programmed management approach, relating changes in sanctions application to the adoption of real and practical steps in the destruction of apartheid. The Commonwealth Committee agreed (a) that existing measures be maintained until the obstacles to negotiations are overcome and the major legislative pillars repealed; (b) that trade and economic sanctions should not be modified until some major step has been taken down the path of constitutional reform, such as an agreed constitution-making process; and (c) that the arms embargo should not be lifted until the new post-apartheid South Africa is firmly established.

16. Despite repeated declarations of support and observance of the oil embargo against South Africa from most of the oil-exporting States, oil and petroleum products have continued to flow to South Africa, albeit at a premium price. A number of States have adopted legislation prohibiting the shipping of oil to South Africa. However, with a few exceptions, major shipping States have not taken action in this regard. The World-Wide Shipping Group, based in Hong Kong, continues to be a major shipper of oil to South Africa. A study of the annexes to this report will indicate the possible sources of oil as well as the shipping companies that may have been involved in the oil trade with South Africa.

17. Since February 1990, reports indicate that some Governments, including some in Africa, which had adopted a voluntary ban on the supply of oil and petroleum products to South Africa, were reconsidering their decisions. The repeal of the Group Areas and Land Acts and the amendment to the Population Registration Act, as well as other steps taken by the South African authorities, encouraged and provided justification for certain Governments to end their voluntary bans on the supply of oil and petroleum products to South Africa. However, such lifting of the oil embargo has not been officially declared by any State with the exception of the United States, Israel and Finland. On the other hand, the Intergovernmental Group has taken note of reports on the growing number of talks taking place between some oil-producing States in Africa and South African officials and energy company representatives on possible cooperation in the supply of oil to South Africa.

18. In late April 1991, President De Klerk of South Africa stated that sanctions and the threats of sanctions had obliged South Africa to invest a portion of its savings in strategic reserves, including oil. He admitted that that had been a very unproductive form of investment which had detrimental effects on economic growth and the creation of employment in South Africa. Moreover, a decision was announced to lower the stockpile in order to raise up to 2 billion rand. The economic realities evidently prompted such a sale. The oil embargo has imposed massive costs on the South African economy. Conservative estimates indicate that South Africa has had to spend between 25 billion and 30 billion United States dollars over the last 12 years in order to overcome the effects of the oil embargo. This has drawn attention to the high costs of maintaining apartheid.

19. Premature lifting of the oil embargo would be counter-productive for the peaceful process in South Africa. At the beginning of September 1991 negotiations had not yet started, and no agreement had been reached on transitional arrangements for drawing up a new constitution. The international community is urged to continue the oil embargo in order to maintain an effective economic and political leverage on South Africa through international pressure.

20. The Intergovernmental Group renews its commitment to monitoring the supply and shipping of oil and petroleum products to South Africa until there is clear evidence of profound and irreversible changes, bearing in mind the objectives of the Declaration on Apartheid and its Destructive Consequences in Southern Africa (General Assembly resolution S-16/1 of 14 December 1989), including in particular the adoption of a non-racial, democratic constitution.

III. ACTIVITIES OF THE INTERGOVERNMENTAL GROUP

21. The major part of the work of the Intergovernmental Group is the collection of data on voyages to South Africa which strongly indicate a delivery of oil or petroleum products to that country. The Group gathers information on the movements of ships that might have violated the embargo from Governments and non-governmental organizations. The data collected are evaluated and each voyage is assigned a case number to ensure accuracy and ease of reference. Inquiries are sent to Governments concerned in order to obtain information that would allow the Group to decide whether a prima facie case exists requiring further information. Once a response is received, the Intergovernmental Group examines closely all the information at its disposal. Since 1987 the Intergovernmental Group has removed a number of cases of alleged violations from further consideration on the basis of any of the following criteria: (1) when the certificate of discharge submitted confirms the delivery of oil to ports other than those in South Africa; (2) when there is no oil-loading facility in the port concerned; and (3) when it is certified that the ship in question is not capable of transporting oil or petroleum products.

22. In 1989, a new area of inquiry was designed to enhance and speed efforts towards an effective oil embargo. The Intergovernmental Group began to collect and examine its own information on port calls that may have resulted in possible deliveries of oil to South Africa. This initiative supplemented the important contributions made by Governments and non-governmental organizations on the subject.

23. In 1991, the Intergovernmental Group again conducted hearings on the status of the oil embargo. It also expanded its investigation by looking into the possibility of forgeries of documentation.

24. Summaries of the Group's various activities are presented below.

A. Cases of alleged violations of the oil embargo reported between 1987 and 1991

25. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with the Governments concerned, requesting their cooperation in gathering information with the purpose of shedding light as to the accuracy of information regarding each case.

26. In 1991, the Intergovernmental Group queried 77 cases of alleged violations that had occurred mainly during the past 12 months. There were 74 cases involving tankers with a total deadweight ton capacity of over 18 million tons, plus an additional 3 cases involving combination carriers having a total deadweight ton capacity of over 300,000 tons. Most of the cases involved oil-producing States.

27. On 10 May 1991, the Group decided to send a final reminder to Governments concerned regarding cases involving ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1989. These cases were included in annex II of last year's report of the Intergovernmental

Group. Since the previous report, substantive replies were received, respectively, from the Missions of the Islamic Republic of Iran on 28 January 1991, of Italy on 1 July 1991, and of the Arab Republic of Egypt on 10 July 1991. A summary of the communications received from those Governments is included in annex I, section B, of the present report. As a general policy, the cases are removed from further consideration when sufficient received evidence and documentation dispel the allegations that oil shipments were delivered to South Africa. Those cases are consequently removed from the annexes of the Group's report. The remaining cases are retained in the annex.

28. On 30 April 1991, the Intergovernmental Group sent reminders to Governments concerned regarding cases reported in 1990. Since the previous report, substantive replies were received, respectively, from the Missions of Spain on 17 December 1990, of Qatar on 4 February 1991, of Cyprus on 15 February 1991, of Greece on 27 August 1991 and of the Islamic Republic of Iran on 29 August 1991. A summary of communications received from those Governments is given in annex I, section B, of the present report. Documentation received was reviewed, and the cases with sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa, were closed. The cases were consequently removed from annex I of the present report. The remaining cases, where sufficient evidence has not been received, have been included in annex I, section A, of the present report. Section A of annex I of the present report contains 230 cases.

29. On 29 May 1991, notes verbales were sent to Governments concerned informing them of 64 cases of alleged violations reported in 1991 and requesting them to verify the information or submit documentation indicating the contrary. On 18 July 1991, notes verbales were sent to Governments concerned on 13 additional cases of alleged violations, bringing the total to 77 cases of alleged violations reported in 1991, involving 38 ships. Queries were sent to 22 Member States. Substantive replies were received, respectively, from the Missions of Bahrain on 10 July 1991 and of the Islamic Republic of Iran on 29 August 1991. Summaries are included for cases 91-026, 91-39 and 91-056 in annex II of the present report. Where necessary, reminders were sent on 2 August 1991. The details of the cases are included in annex II of the present report.

30. A number of cases which mentioned Fujairah Anchorage in the Persian Gulf as the last known port of call before the ship allegedly went to South Africa, were deleted from the Group's reports. The deletions were made on the basis of information received from the Government of the United Arab Emirates which stated that there is neither an oil port nor any other port for loading and transporting oil in Fujairah Anchorage. Further investigation showed, however, that the ships in question may have sailed from the anchorage to one or more unknown oil-exporting countries in the Persian Gulf, or may have received oil from small ships coming from other parts of the Gulf. After loading oil, the ships allegedly sailed to South Africa. To close cases on this basis would be to overlook the possibility that all the calls made by a ship in the Persian Gulf area have not been reported. The Intergovernmental Group therefore decided to reopen three cases involving the ships Fidius, Rafio and Ethnic. These cases had been deleted from the Group's reports owing to the fact that the last known port of call before the alleged delivery had been Fujairah Anchorage. In light of the above, the Chairman of the

Intergovernmental Group sent inquiries to Governments concerned requesting information as to whether oil had been delivered to South Africa. Details on the three cases are included in annex I, section A, of the present report.

B. Survey of port calls reported in 1990 and 1991

31. During 1990 the Intergovernmental Group sent inquiries to the Governments concerned for a total of 246 cases of port calls that had occurred in the previous year, and removed 39 cases from further consideration after receiving information from Governments that excluded the possibility of a delivery of oil or petroleum products. During 1991, the Intergovernmental Group removed another 48 cases from further consideration after receiving information from Governments. In 1991, it collected information on an additional 227 voyages involving 157 ships, most of which took place in calendar year 1990.

32. As it was last year, the majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States". One State was queried on 54 cases, another on 53 cases, and a third on 43 cases. Twelve cases were removed from further consideration after clarification from Governments concerned was received. Of the remaining cases, 134 involved tankers in the narrower sense, most of which normally carry petroleum products. The total deadweight ton capacity of these tanker cases was about 3.5 million tons. The time-frame in this survey covers the equivalent of a chronological year. One can thus compare, in a meaningful manner, these figures with other statistics collected on an annual basis. Of the 215 remaining cases 188, representing 82 per cent of the tonnage capacity, were accounted for by ships flying the flag of oil-shipping States. Of the total 215 voyages recorded in these cases, 97 had sailed to South Africa from oil-importing countries and 47 from oil-exporting countries. There were 79 cases of combination carriers with a total deadweight tonnage of under 12 million tons.

33. On 29 April 1991, the Chairman of the Intergovernmental Group sent notes verbales to the Governments of 48 States concerning the cases. Reminders were sent, where necessary, by the Intergovernmental Group on 2 August 1991. The remaining cases are appended in annex IV of the present report.

C. Possibility of forgeries of documentation

34. As an established practice, the Intergovernmental Group has removed cases from further consideration based on evidence submitted, and these cases have been deleted from the Group's report. However, in some cases the Group has received new information to the effect that the oil shipments were not delivered to the ports indicated in the documentation with regard to a number of cases which had been removed from further consideration in the past. Evidence suggested that a reconsideration of those cases by the Group would be justified. Information made available to the Group points to the fact that some documentation submitted to Governments, particularly of oil-exporting States, which in turn were submitted to the Intergovernmental Group, might have been forged.

35. The Intergovernmental Group recognizes the fact that the new information does not in any way imply a judgement as to who has executed the forgery. Identifying a forgery does not in itself imply a statement as to which of the parties involved in the shipment would bear responsibility for it, or at what stage of the shipment the forgery occurred. However, it provides strong grounds to suspect a possible delivery of oil to South Africa.

36. As a result of queries from the Intergovernmental Group concerning cases that might have involved forged documentation, one State has drawn the Group's attention to the fact that a number of those cases did not involve ships under that State's jurisdiction. The other alleged shipments are being considered by the State concerned, which has however pointed out that they took place before the adoption of the national law concerning shipping of oil to South Africa. The Intergovernmental Group took note of this reply, and is making inquiries with a view to obtaining further information.

37. Bearing in mind the need for strengthened monitoring mechanisms, especially in regard to certificates submitted to oil-exporting States by oil buyers, the Intergovernmental Group deems the possible reconsideration of cases to be justified.

38. The Intergovernmental Group has recently received new information on a number of cases which had been removed from further consideration in the past. This had been done on the basis of certificates of discharge received indicating that the ships in question delivered oil to ports outside of South Africa. New information indicates that the oil cargoes were not in fact delivered to ports indicated in the documentation. The Group has therefore decided to reopen the cases in question. On 29 July 1991, the Intergovernmental Group sent inquiries to the Governments concerned with the view to requesting assistance in determining whether the documentation is authentic.

39. The following ships are subject to re-examination: Beatrice, Berge Enterprise, Berge King, Berge Prince, Biscaya, Ethnic, Evita, Fidius, Gentle Breeze, Philippine Obo 3 and Singa Star.

40. The Intergovernmental Group recognizes the invaluable contribution from non-governmental organizations, particularly the Shipping Research Bureau based in Amsterdam and EMBARGO based in London. It also acknowledges the efforts of a number of oil-exporting States which have been persistent in their demands that shipping companies and oil traders provide discharge certificates.

D. Hearings on the status of the oil embargo

41. On 15 August 1991, the Intergovernmental Group conducted hearings on the status of the oil embargo against South Africa. The main purpose of the hearings was to examine the status of the oil embargo and the effect of recent developments in South Africa on the positions of Governments with respect to the oil embargo; to encourage the cooperation of Governments and to enhance international adherence to the embargo until apartheid is completely eradicated; to explore ways and means of strengthening cooperation between the Intergovernmental Group and intergovernmental and non-governmental

organizations; and to explore the appropriate timing or conditions for lifting the oil embargo against South Africa.

42. The Chairman of the Intergovernmental Group, H.E. Mr. Anthony B. Nyakyi (United Republic of Tanzania), opened the hearings by stating that recent experience had demonstrated clearly that the international community had the means and the political will to impose its decisions. Sanctions, if closely monitored and fully implemented, could be an important instrument for securing the objectives sought. The South African regime had been able to import its requirement of oil and petroleum products, but at a heavy price. He went on to say that he hoped that countries which had lifted sanctions against South Africa, despite their endorsement of the General Assembly's Declaration on Apartheid, would reconsider their position.

43. The Chairman of the Special Committee, H.E. Professor Ibrahim A. Gambari (Nigeria), emphasized that the oil embargo was still a necessary component of the pressure that should be applied on Pretoria, and therefore should be maintained. He said that the premature lifting of certain sanctions by some Governments had been counter-productive for the peaceful process in South Africa.

44. Mr. Godwin Mutale S. Mfula, speaking on behalf of the Chairman of the Front-line States, stressed that the process of change in South Africa was not yet irreversible and that the black majority continued to suffer unbearable anguish and injustice under the apartheid system. He added that it was undeniable that sanctions, particularly the oil embargo, had over the years played a significant role in bringing about the current situation in South Africa. Therefore, sanctions were still necessary to compel the regime to end apartheid.

45. The following participated in the hearings: Mr. Solomon Gómez, Observer for the Organization of African Unity; Sister Betsy Clark, President of the Philadelphia Area Coalition for Responsible Investment and member of the Board of Directors of the Interfaith Center on Corporate Responsibility; Mr. Richard Hengeveld, Director of the Shipping Research Bureau; Mr. Wellington Nyangoni, Professor at Brandeis University; and Mr. Richard Lillich, Professor of law at Virginia University. For excerpts from the statements, please see Notes and Documents No. 18/91 of the Centre against Apartheid.

46. The Chairman of the Intergovernmental Group concluded the hearings by emphasizing the consensus which had emerged in the hearings that the oil embargo should not be lifted before profound and irreversible changes had taken place in South Africa, bearing in mind the objective of the adoption of a non-racial and democratic constitution.

IV. MODEL LAW FOR THE EFFECTIVE ENFORCEMENT OF THE OIL EMBARGO AGAINST SOUTH AFRICA

47. The General Assembly has repeatedly called upon all States to adopt effective measures and/or legislation to broaden the scope of the oil embargo in order to ensure the complete cessation of the supply and shipping of oil and petroleum products to South Africa. The issue has been the subject of General Assembly resolutions since 1975. In pursuing its mandate, the Intergovernmental Group has addressed a questionnaire to all Member and non-member States asking for information on, inter alia, "the measures, including legislative, technical and administrative, taken by your Government to prevent oil and shipping companies, whether national of your State or foreign, operating in your country from supplying and/or shipping oil and petroleum products to South Africa ...". 2/

48. Replies received from Governments have been included in annexes to the Intergovernmental Group's reports to the forty-second 3/ and forty-third sessions 4/ of the General Assembly. The Chairman of the Intergovernmental Group, at the end of the hearings on the Oil Embargo held on 12 April 1989, stated that all laws, regulations and measures would be analysed in order to assist in the formulation of a model law that would be presented to Governments for their consideration. This model law would strengthen the oil embargo by assisting Member States in their efforts to close existing loopholes as well as administering and monitoring the embargo more effectively. The strengthening of the oil embargo would further assist in bringing about a peaceful and non-violent end to apartheid in South Africa.

49. It may be recalled that the Intergovernmental Group presented the draft model law to the General Assembly at its forty-fifth session. In its resolution 45/176 F, the General Assembly commended the proposed model law for the effective enforcement of the oil embargo against South Africa to States for their attention, including consideration of the adoption of the general principles of the draft within the context and framework of their own legal practices.

50. In pursuance of General Assembly resolution 45/176 F of 19 December 1990, the Intergovernmental Group submitted, on 23 April 1991, a copy of the proposed model law to all Member States for consideration of the adoption of its principles within the context and framework of their own legal practices, with the request to inform the Group on relevant measures taken. In its efforts to promote public awareness of the embargo, the Centre against Apartheid published the draft model law, as well as statements made by legal experts who have contributed to its formulation (Centre Against Apartheid Notes and Documents No. 10/91).

51. On 16 May 1991, the Government of Norway replied stating that the "Norwegian Government has already provided extensive documentation on the Norwegian legislation as background to the proposed model law on the oil embargo against South Africa. The relevant documentation was forwarded to the Intergovernmental Group by note of 9 February 1990. As described in this documentation, the supply of, inter alia, Norwegian oil and petroleum products to South Africa and the transport of crude oil by Norwegian shipowners to South Africa have been prohibited by statutory law since 1987."

52. On 24 May 1991, the Government of New Zealand, in a note verbale addressed to the Group, stated that "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."

53. On 5 July 1991, the Government of the United Arab Emirates stated that "the Government of the United Arab Emirates accepts the proposed model law".

54. On 26 August 1991, the Government of China addressed a note to the Group stating that it "strictly abided by the United Nations resolution regarding the apartheid policy of South Africa and refrained from having any political, economic, trade, scientific or military relationship with the South African authorities".

55. The Government of Finland stated, in a note verbale dated 28 August 1991, that "(it) has decided to gradually lift its sanctions on trade with South Africa beginning on 1 July 1991. As a result of that, commenting on the proposed model law has been considered inappropriate".

56. The Government of the Islamic Republic of Iran referred, in a note verbale dated 30 August 1991, to "restriction rules that National Iranian Oil Company is observing in mutual contract with its customers". It also enclosed a copy of these rules which contain restrictions with respect to South Africa.

57. The Permanent Representative of Sweden, in a note verbale dated 3 September 1991 and addressed to the Chairman of the Group, stated that the "work of the Group on a proposed model law on the oil embargo against South Africa is much appreciated. All trade between Sweden and South Africa is, however, already prohibited by law (Ordinance on the Prohibition of Trade with South Africa and Namibia 1987:477)".

58. The Permanent Mission of Denmark, in a note verbale dated 6 September 1991, informed the Chairman of the Group that "all trade and transport of mineral oil and mineral oil products to and from South Africa on Danish-owned ships is prohibited by Act No. 289 of 4 June 1986, Act Prohibiting Trade with the Republic of South Africa ...".

59. On 2 May and 15 August 1991, the Governments of Papua New Guinea and Indonesia acknowledged receipt of the note verbale sent by the Intergovernmental Group.

60. While the Intergovernmental Group appreciates the value of the steps taken by a number of Governments, it notes that the number of responses so far received has been less than expected. Thus the Chairman of the Intergovernmental Group sent reminders on 14 August 1991 to all States that had not replied to his note of 23 April 1991.

61. The Group once more urges all States, which have not yet done so, to adopt legislative and comparable measures for the successful implementation of the oil embargo and to facilitate coordination of monitoring and enforcement of the embargo between Governments.

V. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

62. Since last year's report of the Intergovernmental Group to the General Assembly, important developments have taken place in South Africa, some of them positive. However, the persisting violence and the limited progress in the issue of release of political prisoners and creating of a climate conducive to negotiations were further exacerbated by the recent disclosures of covert funding of organizations by the South African authorities. By early September 1991 there still was no indication as to when negotiations would start on a new constitution.

63. The Intergovernmental Group, taking the above into account and based on the principles enumerated by the United Nations Declaration on Apartheid and its Destructive Consequences in Southern Africa, adopted by consensus in December 1989, wishes to emphasize that apartheid will be eliminated only when a new constitution is in place and that pressure on South Africa is necessary to obtain this objective. The oil embargo is considered one of the important components of such pressure.

64. Therefore, the Intergovernmental Group believes that it is not opportune to lift the oil embargo against South Africa. Such lifting could be envisaged when there is clear evidence of profound and irreversible changes in South Africa, the objectives of the Declaration on Apartheid being borne in mind.

65. In this context, the Group reiterates the importance of the draft model law for the effective enforcement of the oil embargo against South Africa and all other measures ensuring scrupulous implementation of the embargo.

66. The Intergovernmental Group is convinced that Governments of States where the ships involved are registered could contribute tremendously to the task of investigating the cases of alleged violations and port calls, thus assisting the Intergovernmental Group in its efforts to tighten the oil embargo against South Africa. The Intergovernmental Group, after spending more than two years on investigating cases of port calls, considered that this exercise is an essential part of its work which assists Governments in the implementation of their policies to halt the supply of oil and petroleum products to South Africa by closing a major loophole in the embargo. Any ship of petroleum-bearing capabilities which stopped at any South African port must be investigated to establish whether a violation of the oil embargo did take place or not. Governments therefore are once again called upon to respond promptly and positively by providing information to the Group on these cases.

67. So far as the international community is concerned, the most effective way to enforce the oil embargo remains, in the view of the Intergovernmental Group, the adoption by the Security Council of a mandatory embargo under Chapter VII of the Charter of the United Nations.

B. Recommendations

68. Bearing in mind the above, the Intergovernmental Group recommends to the General Assembly the following measures:

(a) Until there is clear evidence of profound and irreversible changes in South Africa, bearing in mind the objectives of the Declaration on Apartheid, to call upon States to maintain and enforce existing measures prohibiting the supply and shipping of oil and petroleum products to South Africa and to apply strictly the oil embargo or comparable policies on banning the supply and shipping of oil and petroleum products to South Africa;

(b) To commend again the draft model law to States for their consideration and to recommend that they strive for an effective oil embargo by adopting the general principles of the model law, within the context and framework of their own legal practices;

(c) To request again all States to cooperate fully with the Intergovernmental Group, particularly in its investigations into the circumstances of alleged violations of the oil embargo or of port calls of ships capable of carrying oil and petroleum products, including, where necessary, the removal by Governments of legal impediments to such full cooperation;

(d) To call upon States to discourage ships capable of carrying oil or petroleum products in their national registries or owned or managed by companies or individuals under their jurisdiction from engaging in activities that give rise to violations of the oil embargo against South Africa;

(e) To endorse its activities as outlined in this report and provide it with resources necessary to execute its programme of work.

Notes

1/ Official Records of the General Assembly, Forty-fifth Session, Supplement No. 43 (A/45/43).

2/ Ibid., Forty-second Session, Supplement No. 45 (A/42/45), annex I.

3/ Ibid., annex II.

4/ Ibid., Forty-third Session, Supplement No. 44 (A/43/44), annex I.

ANNEX I

A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1990

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Actor (Liberia)	Actor Maritime Corporation (Liberia)	Mosvold Shipping Company (Norway)	Federal Motorship Corporation (United States of America)		Fateh Terminal, United Arab Emirates (9 April, 15 May and 30 Nov. 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (11 April 1986)
1988	Actor (Liberia)	Actor Maritime Corporation	Mosvold Shipping Company (Norway)	Federal Motorship Corporation		Sirri Island, Islamic Republic of Iran (21 July 1985)
	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (9 Sept. 1985)
	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (June 1986)
1988	Akarite (Liberia)	Dominus Shipping Corporation	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Singapore (23 February 1986)
90-060	Alki (Cyprus)	Fresla Navigation Co. Ltd. (Cyprus)	Searland shipping Management (Austria)	Searland Shipping Management (Austria)	African Middle East Petroleum (Monaco, Switzerland)	Zeit Bay Terminal, Egypt (7 November 1989)
90-061	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (20 June 1988)
90-062	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (8 September 1988)
90-063	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (17 December 1988)
90-077	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (2 May 1989)
90-078	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (4 August 1989)
90-079	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (13 September 1989)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988 <u>Almare Settima</u> (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)		Jeddah, Saudi Arabia (3 December 1985)
1988 <u>Almare Terza</u> (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Sumitomo (Japan)	Sullom Voe, United Kingdom (10 March 1986)
90-059 <u>Ambia Fair</u> (Bahamas)	Ambia Fair Inc. (Bahamas)	Lief Hoegh and Co. A/S (Norway)	Lief Hoegh and Co. A/S (Norway)		Agiol Theodoroi, Greece (unknown date) Suez, Egypt (3 October 1989)
90-041 <u>Azuro</u> (Liberia)	Azuro Shipping Co. (Liberia)	Marimpex (Germany)	Alpha Tankerschiffahrt- Beteiligungs-Gesellschaft (Switzerland)	Marimpex (Germany)	Hormuz Terminal, Islamic Republic of Iran (30 December 1987)
90-042 -same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (27 March 1988)
90-043 -same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Hormuz Terminal, Islamic Republic of Iran (27 March 1988)
1988 <u>Beatrice</u> (Philippines)	Monet Shipping Corp. (Liberia)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Yemen (16 May 1986)
1987 <u>Berge Braod</u>	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)		Khor Fakkan, United Arab Emirates (20 July 1985)
1987 <u>Berge Chief</u> (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)	Transworld Oil (The Netherlands)		Mina Al Fahal, Oman (18 March 1987)
1988 <u>Berge Chief</u> (Norway)	Bergesen d.y. A/S Company/Bjornstad CIES (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)		Mina Al Fahal, Oman (28 June 1986)
1987 <u>Berge Enterprise</u> (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Marubeni (Japan) British Petro- leum (South Africa)	Fateh Terminal, United Arab Emirates (1 July 1986)
1987 -same as above-	-same as above-	-same as above-	-same as above-	Marubeni (Japan)	Mina Al Fahal, Oman (25 May 1987)
1987 -same as above-	-same as above-	-same as above-	-same as above-	Marubeni (Japan)	Das Island, United Arab Emirates (11 April 1987)
1987 -same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (25 May 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Berge King (Norway)	Sig, Bergesen D.Y. & Co. (Norway)	Sig, Bergesen D.Y. & Co. (Norway)	Sig, Bergesen D.Y. & Co. (Norway)	Marimpex (Germany)	Europoort/Rotterdam, Netherlands (7 July 1985)
1987	Berge Pioneer (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)		Mina al Fahal, Oman (24 April 1985)
1987	Berge Prince (Liberia)	General Ore International Corporation (Norway/Liechtenstein)	General Ore International Corporation or Bergesen A/S (Norway)	Bergesen A/S (Norway)		Fateh Terminal, United Arab Emirates (17 December 1984)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Ras Misalla Port, Egypt (26 Jan. 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Suez Port, Egypt (25 January 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (17 December 1984)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Ras Misalla, Egypt (26 January 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (14 March, 1986)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Hormuz, Islamic Republic of Iran (1 April 1987)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (28 April 1986)
						Mina Al Fahal, Oman (2 May 1986)
						Persian Gulf (17 June 1986)
						Fateh Terminal United Arab Emirates (30 September 1986)
1988	Biscaya (United Kingdom)	Antarctic, Ltd. (Gibraltar)	John Fredriksen Group c/o Lancaster M. (United Kingdom/Norway)	Marine Management A/S (Norway)	Marimpex (Germany)	Bahrain (4 May 1986)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-076 <u>Boni</u> (Cyprus)	Seasemble Marine Ltd. (Cyprus)	Thenamaris Group (Greece)	Thenamaris (Ships Management) (Greece)		Unidentified port, Islamic Republic of Iran (23 February 1988)
90-055 <u>Brati</u> (Norway)	K/S A/S Bill Brati (Norway)	L. Gill-Johannessen A/S (Norway)	Bulkhandling (Norway)	Kobil (Kenya) and Marc Rich and Co. AG (Switzerland)	Mombasa, Kenya (29 January 1989)
1988 <u>Brimanger</u> (Norway)	A/S Westfal-Larsen and Co. (Norway)		Odfjell-Westfal-Larsen Tankers A/S and Co. (Norway)		Walvis Bay, Namibia (called in 1985)
90-080 <u>Brittany</u> (Panama)	Pine Shipping Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	African Middle East Petroleum (Monaco, Switzerland)	Zeit Bay Terminal, Egypt (10 December 1989)
90-081 <u>Calj</u> (Liberia)	Denetton Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency (Hong Kong)		Fateh Terminal, United Arab Emirates (15 July 1989)
90-082 -same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (13 June 1989)
90-083 -same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (5 May 1989)
1988 <u>Captain G.P. Livanos</u> (Greece)	Elcapitaine Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece)	Ceres Mellenic Shipping Enterprise (Greece)	Transworld Oil (Netherlands) and Bermuda)	Jebel Dhanna, United Arab Emirates (19 July 1986)
90-039 -same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Company AG (Switzerland)	Zurku Island, United Arab Emirates (20 July 1986)
90-040 -same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (22 July 1986)
				Vollero Refining Co. (United States of America)	Fateh Terminal, United Arab Emirates (22 April 1988)
				African Middle East Petroleum (Monaco, Switz- erland)	Jeddah, Saudi Arabia (2 January 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-038	<u>Champion</u> (Liberia)	Oceanides Shipping Corp (Liberia)	Ravano Group (Monaco)	Societe d'etudes et de gestion (Monaco)		Dar es Salaam, Tanzania (8 January 1988)
1988	<u>Cielo di Salerno</u> (Italy)	D'Amico Societa di Navigazione Spa				Walvis Bay, Namibia (called 7 times in 1985)
89-531	<u>Dagli</u> (Norway)	Jaspidea Shipping		JPP Shipping	Baltic Chartering Union (Switzerland)	Odessa, Soviet Union (21 September 1989)
90-034	<u>Dorian</u> (Nigeria)	Dorian Navigation Corp. (Liberia)	Marimpex (Germany)	Fearnley and Eger A/S (Norway)	Marimpex (Germany)	Fujairah Anchorage, Persian Gulf (6 April 1987)
90-035	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 December 1987)
90-036	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (9 January 1988)
90-037	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (27 September 1988)
89-001	<u>Eastern Promise</u> (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fujairah Anchorage Persian Gulf (13 November 1987)
89-002	-same as above-		-same as above-	-same as above-		Zurku Island, Persian Gulf (14 December 1988)
89-003	<u>Eastern Strength</u> (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zurku Island, Persian Gulf (17 August 1988)
89-004	-same as above-		-same as above-	-same as above-		Fateh Terminal, Zurku Island, United Arab Emirates (28 September 1988)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987 Elmina (Greece)	Marine Industrial Transports Ltd. (Liberia)		Thenamaris Ships Management Inc. (Greece)	March Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (26 August 1986)
1988 Ethnic (Greece)	Moonlight Shipping Company S.A. (Panama)	C. M. Lemos & Company Ltd. (United Kingdom)	Nereus Shipping S.A. (Greece)		Mina al Fahal, Oman (12 May 1986) Halul Island, Qatar (25 June 1986) Fateh Terminal, United Arab Emirates (28 June 1986) Fujairah Anchorage, Persian Gulf (17 November 1986) Mina al Fahal, Oman (10 March 1988) Fateh Terminal, United Arab Emirates (3 June 1988) Zurku Island, United Arab Emirates (24 July 1988) Fateh Terminal, United Arab Emirates (23 August 1988) Halul Island, Qatar (unknown date) Zurku Island, United Arab Emirates (7 March 1989)
1988	-same as above-	-same as above-	-same as above-		
90-006	-same as above-	-same as above-	-same as above-		
90-007	-same as above-	-same as above-	-same as above-		
90-008	-same as above-	-same as above-	-same as above-		
90-009	-same as above-	-same as above-	-same as above-		
90-010	-same as above-	-same as above-	-same as above-	Marc Rich & Co. AG (Switzerland)	
90-011	-same as above-	-same as above-	-same as above-		
1987 Evita (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Ras Tanura, Saudi Arabia (20 March 1985)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-004	<u>Faroship L.</u> (Greece)	Ceres Hellenic Shipping Enterprises (Greece)	G.P. Livanos/Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)	Kharg Island, Islamic Republic of Iran 6 October 1986
90-005	-same as above-	-same as above-	-same as above-	-same as above-	Ras Tanura, Saudi Arabia 6 October 1987
90-031	<u>Fellowship L.</u> (Liberia)	Elgrandiosa Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)	unidentified port, Islamic Republic of Iran (28 July 1987)
90-032	-same as above-	-same as above-	-same as above-	-same as above-	Das Island, United Arab Emirates (2 September 1987)
90-033	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (15 April 1987)
1987	<u>Fidius</u> (United Kingdom)	Canadian Pacific (Bermuda) Ltd. Bermuda	Canadian Pacific Bulkship Services Ltd.		Fujairah Anchorage, Persian Gulf (8 March 1987)
1988	-same as above-	-same as above-	Will Reef Shipping Ltd. (United Kingdom)	Barber Ship Management (Hong Kong)	Islamic Republic of Iran (end of June 1987)
90-028	<u>Fortuneship L.</u> (Liberia)	Elregina Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)	unidentified port, Qatar 5 April 1987
90-029	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (15 May 1987)
90-030	-same as above-	-same as above-	-same as above-	-same as above-	Umm Said, Qatar (17 June 1987)
1988	<u>Freedomship L.</u> (Greece)	Caroline Navigation Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece and United Kingdom)	Ceres Hellenic Shipping Enter- prises (Greece)	Fateh Terminal United Arab Emirates (12 July 1986)
90-027	<u>Freedomship L.</u> (Liberia)	Elfontana Inc. (Liberia)	-same as above-	-same as above-	Ras Tanura, Saudi Arabia (30 October 1988)

Marc Rich & Co.
AG (Switzerland)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-024 <u>Friendship L.</u> (Liberia)	Elfontana Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Mina al Fahal, Oman (4 January 1987)
90-025 -same as above-	-same as above-	-same as above-	-same as above-		Hormuz Terminal, Islamic Republic of Iran (28 March 1988)
90-026 -same as above-	-same as above-	-same as above-	-same as above-		unidentified port, Islamic Republic of Iran (15 April 1988)
1988 <u>Gentle Breeze</u> (United Kingdom)	Gentle Breeze Ltd. (Hong Kong)	Unknown company c/o Wallem Shipman Ltd. (Hong Kong)	Wallem Shipmanagement Ltd. (Hong Kong)		Mina Saud, Kuwait (21 February 1986)
89-524 <u>Grand</u> (United States of America)	TT Grand (United States of America)				Louisiana Offshore Oil Port, United States of America (post 27 January 1989)
89-078 <u>Erigation</u> (Cyprus)	Tharros Shipping Co. Ltd. (Cyprus)	Thalassic Steamship Agency Inc. (Greece)	Thalassic Steamship Agency Inc. (Greece)		Fajirah Anchorage, Persian Gulf (8 September 1988)
90-085 -same as above-	-same as above-	-same as above-	-same as above-		Amsterdam, Netherlands (5 June 1989)
90-086 -same as above-	-same as above-	-same as above-	-same as above-		Las Palmas, Spain (5 January 1990)
1987 <u>Hawaiian Monarch</u> (Liberia)	East Pacific Carriers Inc. (Liberia)	Groton Pacific Carriers Inc. (United States) of America)	Groton Pacific Carriers (United States of America)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (25 May 1986)
90-066 <u>Hoegh Foam</u> (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (10 November 1989)
90-067 -same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Constanza, Romania (12 September 1989) Suez, Egypt 19 September 1989

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-065 <u>Hogth Fountain</u> (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Inter-Mediterranean Petroleum (United Kingdom)	Amsterdam, Netherlands (6 September 1989)
1987 <u>Jahre Transporter</u> (Liberia)	Beatty Shipping Ltd. (Liberia)	Wallen Shipmanagement Ltd. (Hong Kong)	Wallen Ship- management (Hong Kong)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (31 May 1986)
1988 <u>Johs. Stove</u> (Panama)	Peter Panama Ltd. (Panama)	Lorentzens Rederi Company (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (24 January 1986)
1987 <u>Janniche</u> (Norway)	K/S A/S Norman Tankers (Norway)	Klostors Rederi A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (1 March 1986)
1988 <u>Janniche</u> (Norway)	same as above-	Periscopus A/S (Norway)	-same as above-		Fateh Terminal, United Arab Emirates (21 March 1986)
1988 <u>Jane Stove</u> (Norway)	K/S Lorentzens Skibs (Norway)	Lorentzens Rederi (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (18 February 1986)
1987 <u>Lauberhorn</u> (Liberia)	Trade Ventures, Inc. (Liberia)	Trade and Transport, Inc. (Greece)	Brokerage and Management Corp. (United States)	Marc Rich and Company AG (Switzerland) Shell (Brunei)	Brunei Darussalam (no date) Singapore Roads, Singapore (5 October 1986)
1987 <u>Liberator</u> (Greece)	New World Shipping Corp. (Liberia)	Stenakas Shipping Corp. (United Kingdom)	Diamantis Pateras Ltd. (United Kingdom)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (21 April 1985)
1988 <u>Licorne Oceane</u> (Liberia)	Langcross Carriers Inc. (Liberia)	Compagnie Generale Maritime et financiere (France)	Seatramp (U.K.) Ltd. (United Kingdom)		Hormuz Terminal, Islamic Republic of Iran (end of January 1987)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Louisiana (Bahamas)	Egalité S.A. (Panama)	Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom)	Dorian (Hellas) S. A. (Greece)	Zurku Island United Arab Emirates (28 Oct. 1986) Fateh Terminal, United Arab Emirates (31 October 1986)
	-same as above-	-same as above-	-same as above-	-same as above-	Juaymah Terminal, Saudi Arabia (11 Feb. 1987)
	-same as above-	-same as above-	-same as above-	-same as above-	Jebel Dhanna, United Arab Emirates (13 June 1987)
					Fateh Terminal, United Arab Emirates (15 June 1987)
					Zurku Island, United Arab Emirates (27 June 1987)
	-same as above-	-same as above-	-same as above-	-same as above-	Das Island, United Arab Emirates (31 July 1987)
					Zurku Island, United Arab Emirates (1 August 1987)
90-057	same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran 8 September 1987
90-058	-same as above-	-same as above-	-same as above-	-same as above-	Bahrain (7 March 1988)
1988	Luminetta (United Kingdom)	Cunard Steam-ship Company Plc. (United Kingdom)	Cunard Shipping Services Ltd. (United Kingdom)		Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986)
1987	Manhattan Viscount (United Kingdom)	Lago Commerce Ltd. (Liberia)	Sanko Kisen K.K. (Japan)	Fearnley and Eger A/S (Norway)	Brunei Darrussalam (September 1983)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	<u>Mirafiori</u> (Liberia)	Keston Shipping Corp. (Liberia)	Marimpex (Germany)	Fearnley and Eger A/S (Norway)	Sirri Island, Islamic Republic of Iran (23 June 1985)
	-same as above-	-same as above-	-same as above-	-same as above-	Sirri Island, Islamic Republic of Iran (23 August 1985)
	-same as above-	-same as above-	-same as above-	-same as above-	Persian Gulf (November 1985)
1987	<u>Monemvasia</u> (Greece)	Metropolitan Navigation Corporation (Liberia)	Metropolitan Shipping Ltd. (Greece)	Marc Rich and Company AG (Switzerland)	Brunei Darussalam (4 December 1985)
					Singapore Roads, Singapore (9 December 1985)
1988	<u>Morning Cloud</u> (Liberia)	Seavixen Maritime Inc. (Liberia)	Reliance Pacific Shipping Ltd. (Hong Kong)		Mina al Fahal, Oman (9 December 1985)
1988	<u>Moscliff</u> (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)		Persian Gulf (Late March 1985)
					Sirri Island, Islamic Republic of Iran (9 June 1985)
1987	<u>Mospoint</u> (Norway)	K/S A/S Mospoint (Norway)	Mosvold Rederi A/S (Norway)		Ras Shukheir, Egypt (14 January 1986)
1987	<u>Neptune Oromo</u> (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland)	Seria Port, Brunei Darussalam (26 September 1986)
				Shell (Brunei)	Singapore Roads, Singapore (29 September 1986)
1987	<u>Neptune Pavo</u> (Singapore)	Neptune IOTA Lines Pte. Pty. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marubeni (Japan)	Seria, Brunei Darussalam (8 May 1985 and 2 March 1986)
				Marc Rich and Company AG (Switzerland)	Shell (Brunei)
					Marubeni (Japan)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	<u>Neptune Pegasus</u> (Singapore)	Neptune ETA Lines Pte. Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland)	Seria Port, Brunei Darussalam (27 July and 27 December 1985)
1988	-same as above-	-same as above-		Shell (Brunei) Marubeni (Japan)	
1987	<u>Neptune Subaru</u> (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (7 November 1986) Brunei Darussalam (10 July 1986) Singapore Roads, Singapore (12 July 1986)
1988	<u>Obo Baron</u> (Bahamas)	B. and W. Shipping Associates VII L.P. (United States)	Sigurd Herlofson and Company A/S (Norway)		Umm Said, Qatar (27 February 1987) Ras Tanuma, Saudi Arabia (7 March 1987) Khor Fakkan Anchorage, United Arab Emirates (14 March 1987)
90-084	<u>Obo Vega</u> (Turkey)	Ermar Deniz Tasimciligi AS (Turkey)	Marti Shipping and Trading Co. (Turkey)		Amsterdam, Netherlands (15 June 1989)
89-080	<u>Ocean Carrier</u> (Cyprus)	Amalia Navigation	Columbia Ship- management		Singapore (16 December 1988)
1988	<u>Oranje</u>	South African Company Unicorn Lines (Proprietary) Ltd.		Kuo Inter- national Oil Ltd. (Hong Kong)	

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-523	Orpheum (Panama)	Hill Operating Corporation	-no information available-		Angra dos Reis, Brazil (26 January 1989)
90-068	Pacificos (Cyprus)	Gibbon Shipping Ltd. (Cyprus)	Kulukundis Group (United Kingdom)	Saipan SS Corp. Corp./Kassos Maritime (Greece)	Fateh Terminal, United Arab Emirates (15 July 1987)
90-069	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (unknown date)
90-070	-same as above-	-same as above-	-same as above-	-same as above-	Zeit Bay Terminal, Egypt (27 October 1988)
90-071	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 December 1988)
90-072	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 January 1989)
90-073	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 February 1989)
90-074	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 March 1989)
90-075	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (9 June 1989)
1987	Patriotic (Greece)	Mooset Shipping Company SA (Panama)	Nereus Shipping SA (Greece)	Nereus Shipping SA (Greece)	Jebel Dhanna, United Arab Emirates (12 April 1987)
1988	-same as above-	-same as above-	M. Lemos and Company Ltd. (United Kingdom)	-same as above-	Persian Gulf (end of November 1986)
90-002	-same as above-	-same as above-	-same as above-	-same as above-	Fateh Terminal, United Arab Emirates (31 December 1986)
					Halul Island, Qatar (early January 1987)
					Fateh Terminal, United Arab Emirates (14 March 1988)

Year or Name of Ship Number	(flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-003	- same as above-	- same as above-	- same as above-	- same as above-		Halul Island, Qatar (unknown date)
1988	Philippine Obo 3 (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Ugland Management Co. A/S (Norway)		Aden, Yemen (5 May 1985)
1988	- same as above-	- same as above-	- same as above-	- same as above-		Aden, Yemen (4 October 1985)
1988	Port Hakesbury (United Kingdom)	Canadian Pacific (Bermuda) Ltd. (Bermuda)	Canadian Pacific Bulkship Services Ltd. (United Kingdom)			Bullen Bay, Netherlands, Antilles (23 January 1986)
90-054	Probo Gull (Singapore)	New Combo Ships Pte. Ltd. (Singapore)	A/S Havtor Management (Norway)	Bulkhandling (Norway)		Aden, Yemen (unknown date)
90-064	Quebec (Bahamas)	Laguna Shipping Corp. (Gibraltar)	Vlasov Group (Monaco)	V. Ships (Monaco)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (25 May 1989)
1988	Rafio (Liberia)	Rafio Shipping Corporation (Liberia)	Marimpex Germany	Fearnley and Eger A/S (Norway)		Fateh Terminal, United Arab Emirates (23 January 1985)
1988	- same as above-	- same as above-	- same as above-	- same as above-		Fujairah Anchorage, Persian Gulf (14 July 1986)
90-016	- same as above-	- same as above-	- same as above-	- same as above-	Marimpex (Germany)	unidentified port, Islamic Republic of Iran (unknown date)
90-017	- same as above-	- same as above-	- same as above-	- same as above-	- same as above-	unidentified port, Islamic Republic of Iran (13 August 1987)
90-018	- same as above-	- same as above-	- same as above-	- same as above-	- same as above-	Fujairah Anchorage, Persian Gulf (19 December 1987)
90-019	- same as above-	- same as above-	- same as above-	- same as above-	- same as above-	Fujairah Anchorage, Persian Gulf (27 December 1987)
90-020	- same as above-	- same as above-	- same as above-	- same as above-	- same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-021	- same as above-	- same as above-	- same as above-	- same as above-	- same as above-	Hormuz Terminal, Islamic Republic of Iran (unknown date)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-022	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-023	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-088	-same as above-	-same as above-	Marimpex (Germany)	-same as above-	Fujairah Anchorage, Persian Gulf (18 March 1989)
90-089	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (27 October 1989)
90-090	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 December 1989)
89-211	<u>Sea Victory</u> (Liberia)	European Navigation Inc. (Greece)	European Navigation Inc. (Greece)	-same as above-	Fujairah Anchorage, Persian Gulf (28 October 1988)
89-212	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port Islamic Republic of Iran
1988	<u>Singa Star</u> (Singapore)	Singa Ship Management Private Ltd. (United Kingdom)	Singa Ship Management Private Ltd. (United Kingdom)		Mina al Zour, Kuwait 15 September 1986
90-496	<u>South Star</u> (Philippines)	Ocean Queen Maritime (Philippines)	European Navigation Inc. (Greece)		unidentified port Islamic Republic of Iran (23 October 1988)
89-526	<u>Star Cherry</u> (Singapore)	Palm Star Lines	-no information-	-no information-	Seria, Brunei Darussalam (2 October 1988)
89-527	<u>Synetos</u> (Greece)	Synetos Shipping	-no information-	-no information-	Singapore (22 December 1988)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-053	Tenacity (Singapore)	Transpetrol Carriers Pte. Ltd. (Singapore)	Mallem Shipmanagement Ltd. (Hong Kong)	Canadian Pacific (Canada)	New Orleans, United States of America (3 June 1987)
1987	<u>Thanasia M.</u> (Malta)	Ocean Voice Shipping Ltd. (Malta)	Thenamaris Ships Management (Greece)		Brunei Darussalam (January-February 1983)
90-056	<u>Theogenitor</u> (Cyprus)	Tankertrade Marine Ltd. (Cyprus)	Polembros Shipping Ltd. (United Kingdom)		Umm Said, Qatar (unknown date)
1987	<u>Thorsholm</u> (Norway)	Thor Dahls Hvalf. and A/S-A/D Odd and Ornen (Norway)	Thor Dahl A/S (Norway)		Juaymah, Saudi Arabia (9 February 1987)
1988	<u>Thorsholm</u> (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)		Mina al Fahal, Oman (early January 1985)
	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (7 July 1985)
1988	<u>Thorsaga</u> (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	Thor Dahl A/S (Norway)		Zurku Island United Arab Emirates (8 July 1985)
90-001	<u>Ugland Obo-One</u> (Panama)	Obo Freight S.A. (Panama)	Ugland Management Co. A/S (Norway)		Juaymah, Saudi Arabia (9 April 1985)
90-052	<u>World Admiral</u> (Liberia)	Liberian Prosperity Transports (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)		Tenerife, Spain (23 March 1987)
89-005	<u>World Ambassador</u> (Liberia)	Liberia Wisteria Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)		unidentified port (15 August 1989)
90-050	-same as above-	-same as above-	-same as above-		Suez, Egypt (22 February 1988), Jeddah, Saudi Arabia (25 February 1988)
					Fateh Terminal, United Arab Emirates (27 September 1989)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies Involved	Port/ports of departure (date of departure)
90-051	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates 8 November 1989
89-006	<u>World Bermuda</u> (Liberia)	Liberian Ulysses Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)		Pulau Bukom, Singapore (28 August 1987), Islamic Republic of Iran (date unknown)
89-007	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (2 November 1987)
89-008	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (13 December 1987)
89-009	-same as above-	-same as above-	-same as above-		Fujairah Anchorage United Arab Emirates (16 April 1988)
89-010	<u>World Brasilia</u> (Liberia)	Liberian Bison Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal United Arab Emirates (18 October 1986)
89-011	-same as above-	-same as above-	-same as above-		Juaymah Terminal Saudi Arabia (30 December 1986)
89-012	<u>World Champion</u> (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Juaymah Terminal Ras Tanura, Saudi Arabia (24 March 1988)
90-049	-same as above-	Golden Pine Co. S.A. (Panama)	-same as above-		Jeddah, Saudi Arabia (27 April 1989)
89-013	<u>World Eminence</u> (Liberia)	Liberian Titan Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fos, France (26 February 1986)
89-014	-same as above-	-same as above-	-same as above-		Persian Gulf (July 1987 and 24 September 1987)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-015	-same as above-	-same as above-	-same as above-		Jebel Bharua, United Arab Emirates (27 November 1987)
89-016	-same as above-	-same as above-	-same as above-		Das Island, Fujairah, Anchorage (1 December 1987)
89-017	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (2 April 1988)
89-018	-same as above-	-same as above-	-same as above-		Persian Gulf (May 1988)
90-046	World Harmony (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		unknown port (October 1988)
90-047	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (27 April 1988)
90-048	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (10 September 1988)
89-019	World Mitachi Zosen (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fujairah Anchorage, Persian Gulf (7 October 1988)
89-020	-same as above-	-same as above-	-same as above-		Zeit Bay, Egypt (19 June 1988)
90-044	-same as above-	-same as above-	-same as above-		Umm Said, Qatar (30 July 1988)
90-045	-same as above-	-same as above-	-same as above-		Suez Bay, Egypt (25 January 1989)
89-021	World Nisseki (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide-Shipping Agency Ltd. (Hong-Kong)	African Middle East Petroleum (Monaco, Switzerland)	Fateh Terminal, United Arab Emirates (5 March 1989)
					Europoort, Netherlands (19 January 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-022	-same as above-		-same as above-	-same as above-		Jebel Dhanna Fateh Terminal, United Arab Emirates (5 April 1987)
89-023	World Progress (Liberia)	Liberian Begonia Transports Inc. (Liberia)	World Wide Shipping Group (Hong Kong)	World-Wide Shipping Group (Hong Kong)		Fateh Terminal, United Arab Emirates (21 November 1986)
89-024	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (24 December 1986)
89-025	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Das Island United Arab Emirates (19 June 1987)
89-026	-same as above-	-same as above-	-same as above-	-same as above-	Total (France)	Jebel Dhanna, United Arab Emirates (1 August 1987)
89-027	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (17 November 1987)
89-028	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt, and Jeddah, Saudi Arabia (31 May 1988)
89-029	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt (23 July 1988)
89-030	-same as above-	-same as above-	-same as above-	-same as above-		Unknown (September 1988)
89-031	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (22 November 1988)
1988	World Renoun (Liberia)	Liberian Jaguar Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Sigmol (United Kingdom)	Persian Gulf (11 May 1987)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-032	-same as above-	-same as above-	-same as above-	-same as above-	Juaymah Terminal, Saudi Arabia (16 March 1987)
89-033	-same as above-	-same as above-	-same as above-	-same as above-	Persian Gulf (May 1987)
89-034	-same as above-	-same as above-	-same as above-	-same as above-	Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (24 January 1988)
89-035	-same as above-	-same as above-	-same as above-	-same as above-	Ras Gharib, Egypt (5 May 1988)
90-014	-same as above-	-same as above-	-same as above-	-same as above-	Mina al Fahal, Oman (5 July 1989)
90-015	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco, Switzerland)	Ras Shukheir, Egypt (23 October 1989)
89-037	<u>World Summit</u> (Liberia)	Liberian Serenity Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	Persian Gulf (September 1987)
89-038	-same as above-	-same as above-	-same as above-	-same as above-	Larak Island Islamic Republic of Iran
1988	<u>World Symphony</u> (Liberia)	Chiswell Shipping Ltd. (Liberia)	World Wide Shipping Agency Ltd. (Hong Kong)	Marubeni (Japan) Marc Rich and Company AG. (Switzerland)	Zurku Island, United Arab Emirates (26 September 1986)
	-same as above-	-same as above-	-same as above-	-same as above-	Katul Island, Qatar (unknown date)
					Zurku Island, United Arab Emirates (late February/early March 1987)

Year or Name of Ship Number (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-039	-same as above-	-same as above-	-same as above-	Marc Rich & Co. AG Switzerland	Zurku Island, Fateh Terminal, United Arab Emirates (1 October 1986)
89-040	-same as above-	-same as above-	-same as above-	Marc Rich & Co. AG (Switzerland)	Zurku Island, United Arab Emirates (21 February 1987)
89-041	-same as above-	-same as above-	-same as above-	-same as above-	unknown
1988	World Truth (Liberia)	Liberian Haven Transports Inc. (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Singapore Roads, Singapore (25 June 1985)	Singapore Roads, Singapore (25 June 1985)
89-042	-same as above-	-same as above-	-same as above-	-same as above-	Fateh Terminal, United Arab Emirates (7 July 1987)
89-043	-same as above-	-same as above-	-same as above-	-same as above-	Singapore Roads, Singapore (19 September 1987)
89-044	World Victory (Liberia)	Brightness Co. S.A. (Panama)	World-Wide Shipping Agency Ltd. (Hong Kong)	-same as above-	Novic, United States Virgin Islands (26 March 1987)
89-045	-same as above-	-same as above-	-same as above-	-same as above-	Islamic Republic of Iran (August 1987)
1988	World Yandu (Liberia)	Liberian Courage Transports Inc. (Liberia)	World-Wide Shipping Agency Ltd. (Hong Kong)	-same as above-	Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (27 October 1986)
89-046	-same as above-	-same as above-	-same as above-	-same as above-	Fateh Terminal United Arab Emirates (26 October 1986)
89-047	-same as above-	-same as above-	-same as above-	-same as above-	Jebel Dhanna, Fateh Terminal, United Arab Emirates (10 December 1987)
89-048	-same as above-	-same as above-	-same as above-	-same as above-	Zurku Island, Das Island, United Arab Emirates (12 December 1987)
90-012	-same as above-	-same as above-	-same as above-	-same as above-	Fateh Terminal, United Arab Emirates (3 September 1987)
90-013	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port Islamic Republic of Iran (unknown date)

B. Communications between Governments and the Intergovernmental Group concerning cases of alleged violations reported between 1987 and 1990

1. In a note verbale dated 17 December 1990, the Permanent Mission of Spain submitted information on cases of alleged violations reported in 1990. After considering the information submitted, the Intergovernmental Group decided that Spain will no longer be associated with the cases involving the ships Nor Obo 1 (90-001) and Griparion (90-086) and will not be included in any inquiries regarding the cases in the future.
2. In a note verbale which was received by the Intergovernmental Group on 28 January 1991, the Permanent Representative of the Islamic Republic of Iran submitted copies of discharge certificates for the cases reported between 1987 and 1989. After reviewing the documentation, the Intergovernmental Group decided to request further information to shed light on the cases involving the ships Actor, Mirafiori, Moscliff, and World Victory.
3. In a note verbale dated 4 February 1991, the Permanent Representative of Qatar submitted information on the following cases: Freedomship L. (90-027); Fortuneship L. (90-028, 90-029); Theogennitor (90-056); World Xanadu (90-012); Pacificos (90-068); Ethnic (90-010); and Capt. G. P. Livanos (90-039). After considering the information submitted, the Intergovernmental Group decided to request detailed information to shed further light on the aforementioned cases.
4. In a note verbale dated 15 February 1991, the Permanent Mission of Cyprus submitted information on a case of alleged violation reported in 1990. After considering the information submitted, the Intergovernmental Group decided to obtain further information on the ship Boni (90-076).
5. In a note verbale dated 1 July 1991, the Permanent Mission of Italy referred to its earlier communication that the ships Cielo di Salerno, Almare Terza, and Almare Settima had indeed delivered oil to South Africa and that the shipping company concerned had instructed all ships belonging to them to stop delivering oil to South Africa. The Intergovernmental Group noted the information and sent a note of thanks to the Mission of Italy for its cooperation.
6. In a note verbale dated 10 July 1991, the Permanent Mission of Egypt submitted copies of bills of lading regarding cases involving the following ships: World Ambassador, World Hitachi Zosen, World Progress, World Renown, Capt. G. P. Livanos, World Champion, Alki, and Pacificos. The Intergovernmental Group reviewed the documentation submitted, as well as new information received by it, and decided that the new information should be transmitted to the Mission of the Arab Republic of Egypt for consideration.
7. In two notes verbales dated 27 August 1991, the Mission of Greece submitted information accompanied by documentation on cases involving the ships Ethnic, Patriotic, Faroship L., and Capt. G. P. Livanos. Information is under consideration by the Intergovernmental Group.
8. In a note verbale dated 29 August 1991, the Mission of the Islamic Republic of Iran submitted information accompanied by documentation concerning

the following cases, which are under consideration by the Intergovernmental Group:

Sea Victory (89-212); South Star (89-496); Faroship L. (90-004); Rafio (90-016, 90-017, 90-019, 90-020, 90-021, 90-022, 90-023); Fellowship L. (90-031, 90-033, 90-087); Boni (90-076); World Xanadu (90-013); Friendship L. (90-087, 90-026); Fortuneship L. (90-028, 90-029, 90-030); Cotinga (90-034); Knock Ville (90-041, 90-042, 90-043).

9. In a note verbale dated 5 September 1991, the Mission of Brazil submitted information on a case of alleged violation reported in 1989. The Group decided to await further information regarding the manager and/or beneficial owner of the ship Orpheum (89-523).

ANNEX II

Summary of cases of alleged violations reported in 1991

(The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.)

91-001

1. The Brittany is a tanker of 233,348 deadweight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Khor Fakkan Anchorage on an unknown date and arrived at Fujairah Anchorage on 20 May 1990. It departed on 21 May 1990 and it is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman on 30 July 1990.

91-002

2. The same ship departed from Mina al Fahal, Oman on 1 August 1990. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates on 3 September 1990.

91-003

3. The same ship departed from Fateh Terminal, United Arab Emirates on 5 September 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 3 November 1990.

91-004

4. The same ship departed from Juaymah Terminal, Saudi Arabia on 5 November 1990. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia on 16 December 1990.

91-005

5. The Eastern Courage is a tanker of 267,807 deadweight tons registered under the flag of Panama. It is owned by Cainber, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt on 1 August 1990 and stopped at an unidentified port in the Persian Gulf around 15 August 1990. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, United Arab Emirates on 23 September 1990. The cargo was owned by Marc Rich (Switzerland).

91-006

6. The Eastern Promise is a tanker of 268,050 deadweight tons registered under the flag of Liberia. It is owned by Norwick Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt on 7 March 1990 and stopped at an unidentified port in the Persian Gulf around 15 March 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 26 April 1990.

91-007

7. The same ship departed from Jebel Dhanna, United Arab Emirates on 6 June 1990. It stopped at Das Island, United Arab Emirates on 6 June 1990 and departed on the next day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 13 July 1990.

91-008

8. The same ship departed from Jebel Dhanna, United Arab Emirates on 29 October 1990. It stopped at Fateh Terminal, United Arab Emirates on 1 November 1990 and departed the next day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 9 December 1990.

91-009

9. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt on 3 July 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran on an unknown date.

91-010

10. The Lima is a tanker of 234,102 deadweight tons registered under the flag of Panama. It is owned by Jagonia, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates on 12 May 1990. It is alleged to have delivered oil to South Africa before stopping at Sidi Kerir, Egypt on an unknown date and arriving at Malaga, Spain on 14 July 1990.

91-011

11. The same ship departed from Ras Shukheir, Egypt on 28 July 1990 and stopped at Zeit Bay Terminal, Egypt on the same day. It departed on 29 July 1990. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Persian Gulf on an unknown date.

91-012

12. The Pisa is a tanker of 267,762 deadweight tons registered under the flag of Panama. It is beneficially owned by World-Wide Shipping Group (Hong Kong) and managed by World-Wide Shipping Managers Ltd. (Bermuda). It departed from Jebel Dhanna, United Arab Emirates on 4 February 1991 and stopped at Fateh Terminal, United Arab Emirates on the same day. It departed on 5 February 1991 and it is alleged to have delivered oil to South Africa.

91-013

13. The World Admiral is a tanker of 237,311 deadweight tons registered under the flag of Liberia. It is owned by Liberian Prosperity Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates on 25 April 1990 and it is alleged to have delivered oil to South Africa.

91-014

14. The World Ambassador is a tanker of 237,474 deadweight tons registered under the flag of Liberia. It is owned by Liberian Wisteria Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates on 6 March 1990. It is alleged to have delivered oil to South Africa.

91-015

15. The same ship arrived at Fateh Terminal, United Arab Emirates around 1 March 1990. It departed on an unknown date and it is alleged to have delivered oil to South Africa. It stopped at an unidentified port and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia on 30 July 1990.

91-016

16. The same ship departed from Jebel Dhanna, United Arab Emirates on 9 September 1990 and stopped at Fateh Terminal on 10 September 1990. It departed on 16 September 1990 and it allegedly delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 2 November 1990.

91-017

17. The World Bermuda is a tanker of 271,580 deadweight tons registered under the flag of Panama. It is owned by Pengrandy, c/o World-Wide Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Zeit Bay, Egypt on 13 January 1990 and stopped at Ras Shukheir, Egypt on the same day. It departed on 15 January 1990 and it is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Persian Gulf around 15 February 1990. The cargo was owned by African Middle East Petroleum (Switzerland).

91-018

18. The World Brasilia is a tanker of 283,761 deadweight tons registered under the flag of Panama. It is owned by Eastomo, c/o World-Wide Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from St. Eustatius, Netherlands Antilles on 21 September 1990 and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf.

91-019

19. The same ship departed from Jebel Dhanna, United Arab Emirates on 12 January 1991 and stopped at Fateh Terminal, United Arab Emirates on 13 January 1991. It departed on 14 January 1991. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates on 12 February 1991.

91-020

20. The same ship departed from Jebel Dhanna, United Arab Emirates on 13 February 1991 and stopped at Fateh Terminal, United Arab Emirates on 16 February 1991. It departed on 17 February 1991 and it is alleged to have delivered oil to South Africa.

91-021

21. The World Champion is a tanker of 273,117 deadweight tons registered under the flag of Liberia. It is owned by Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates on 30 January 1990 and stopped at Zirku Island, United Arab Emirates on the same day. It departed on 1 February 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia on 26 March 1990.

91-022

22. The same ship passed through Suez, Egypt on 15 August 1990 and stopped at Yanbu, Saudi Arabia on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia on 27 September 1990.

91-023

23. The same ship arrived at Ras Tanura, Saudi Arabia on 4 November 1990 and departed on 7 November 1990. It is alleged to have delivered oil to South Africa.

91-024

24. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide

Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt on 29 January 1991 and stopped at Zeit Bay Terminal, Egypt on 29 January 1991. It departed on 31 January 1991 and passed through Suez, Egypt on 1 February 1991. It is alleged to have delivered oil to South Africa.

91-025

25. The World Hitachi Zosen is a tanker of 268,904 deadweight tons registered under the flag of Panama. It is owned by Sameon, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from an unidentified port in the Persian Gulf around 1 June 1990. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 21 July 1990.

91-026

26. The same ship departed from Fujairah Anchorage on 22 July 1990. It stopped at Kharg Island, Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on 25 August 1990. [Note: On 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information concerning this case. The information is under consideration by the Intergovernmental Group.]

91-027

27. The World Prelude is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by the Clover Company S.A. (Panama) and beneficially owned by the World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 24 November 1990 and stopped at an unidentified port in the Persian Gulf around 1 December 1990. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on 1 February 1991.

91-028

28. The World Progress is a tanker of 237,285 deadweight tons registered under the flag of Panama. It is owned by Liberian Begonia Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 7 October 1990 and stopped at an unidentified port in the Persian Gulf sometime in October 1990. It is alleged to have delivered oil to South Africa.

91-029

29. The World Renown is a tanker of 262,267 deadweight tons registered under the flag of Panama. It is owned by Konease, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt on 28 February 1990 and stopped at an unidentified port in the Persian Gulf in March 1990. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran on an unknown date.

91-030

30. The same ship arrived at Singapore on 27 April 1990 and departed on 3 May 1990. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates on 2 July 1990.

91-031

31. The Hoegh Favour is a combination carrier of 82,460 deadweight tons registered under the flag of the Bahamas. It is owned and managed by Leif Hoegh & Co. A/S (Norway). It departed Amsterdam, Netherlands on 16 August 1990. It is alleged to have delivered oil to South Africa before its arrival at Antwerp, Belgium on 8 October 1990. The cargo was owned by Marc Rich (Switzerland).

91-032

32. The Brali is a tanker of 48,581 deadweight tons registered under the flag of Norway (International Registry). It is owned by K/S A/S Bill Brali (Norway) and beneficially owned by L. Gill-Johannsen A/S (Norway). The manager is A/S Bulkhandling (Norway). It departed from Amsterdam, Netherlands on 19 July 1990 and passed through the Straits of Dover, United Kingdom on 19 July 1990. It is alleged to have delivered oil to South Africa before its arrival at La Plata, Argentina on 27 August 1990. The cargo was owned by Marc Rich (Switzerland).

91-033

33. The St. Nikolai is a tanker of 45,574 deadweight tons registered under the flag of Germany. It is owned and managed by Hamburg-Sudam, Dampfschiff (Germany). It departed from Amsterdam, Netherlands on 6 August 1990. It is alleged to have delivered oil to South Africa before its arrival at Abidjan, Côte d'Ivoire on 10 September 1990. The cargo was owned by Vital & Inter-Mediterranean (Netherlands, Switzerland, United Kingdom).

91-034

34. The Brittany is a tanker of 233,348 deadweight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Agency Ltd. (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It arrived at Ras Tanura, Saudi Arabia on 2 July 1989 and departed on 4 July 1989. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on 7 October 1989.

91-035

35. The Captain G.P. Livanos is a tanker of 255,545 deadweight tons registered under the flag of Greece. It is owned by Elcapitaine Inc. (Liberia) and beneficially owned by G.P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Ets. (Greece). It arrived at Khor Fakkan Anchorage on 30 January 1989 and departed on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on an unknown date. It departed from there on 7 June 1989.

91-036

36. The Chenki is a tanker of 140,900 deadweight tons registered under the flag of Liberia. It is owned by Chenki Navigation Ltd. (Liberia) and beneficially owned by Seaarland Shipping Management (Austria). The manager is Seaarland Shipping Management (Austria). It passed through Suez, Egypt on 28 January 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia on 26 April 1989.

91-037

37. The Fortuneship L. is a tanker of 264,198 deadweight tons registered under the flag of Greece. It is owned by Elregina Inc. (Liberia) and beneficially owned by G.P. Livanos/Carras Group (United Kingdom). The manager is Ceres Hellenic Shipping Ets. (Greece). It departed from Das Island, United Arab Emirates on 28 October 1989 and stopped at Zirku Island, United Arab Emirates on 29 October 1989. It departed the next day. It is alleged to have delivered oil to South Africa before its arrival at Hamriyah Terminal, United Arab Emirates on 25 January 1990.

91-038

38. The Indiana is a tanker of 300,029 deadweight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras c/o Peninsular (Greece, United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates on 7 February 1989 and stopped at Das Island, United Arab Emirates on the same day. It departed for Fateh Terminal on 9 February 1989 and departed from there on 12 February 1989. It is alleged to have delivered oil to South Africa before its arrival at Dubai, United Arab Emirates on an unknown date. It arrived at Bahrain on 7 April 1989.

91-039

39. The same ship departed from Ain Sukhha, Egypt on 12 September 1989. It stopped at Kharg Island, Islamic Republic of Iran around 30 September 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran on an unknown date. It arrived at Europoort, Netherlands on 20 December 1989. [Note: On 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information concerning this case. The information is under consideration by the Intergovernmental Group.]

91-040

40. The World Champion is a tanker of 273,117 deadweight tons registered under the flag of Liberia. It is owned by Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Okinawa, Japan on 30 October 1988 and stopped at an unidentified port in the Persian Gulf around 15 November 1988. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in Greece on an unknown date. It passed through Suez, Egypt on 9 February 1989.

91-041

41. The same ship departed from an unidentified port around 30 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran around 1 July 1989 and Ain Sukhna, Egypt on 21 July 1989.

91-042

42. The same ship passed through Suez, Egypt on 25 October 1989. It arrived at an unknown port in the Persian Gulf in November 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates on 29 January 1990.

91-043

43. The World Eminence is a tanker of 261,729 deadweight tons registered under the flag of Liberia. It is owned by Liberian Titan Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Agency Ltd. (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 21 June 1989 and arrived at Mina al Fahal, Oman around 1 July 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates on 14 August 1989.

91-044

44. The Aias is a tanker of 259,442 deadweight tons registered under the flag of Cyprus. It is owned by Anole Marine Co. Ltd. (Cyprus) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed from Singapore on 16 December 1988. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 30 March 1989.

91-045

45. The same ship departed from Pulau Bukom, Singapore on 24 October 1989 and stopped at an unidentified port in the Persian Gulf around 1 November 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait on an unknown date and passed through Port Said, Egypt on 15 December 1989.

91-046

46. The same ship departed from Ain Sukhna, Egypt on 25 June 1989. It is alleged to have delivered oil to South Africa before its arrival at Dubai, United Arab Emirates on 1 October 1989.

91-047

47. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece, United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates on 4 September 1989 and stopped at Das Island,

United Arab Emirates on 5 September 1989. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates on 18 October 1989.

91-048

48. The same ship departed from Pulau Bukom, Singapore on 6 November 1989 and stopped at an unidentified port in the Persian Gulf around 30 November 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates on 28 December 1989.

91-049

49. The Axon is a tanker of 219,287 deadweight tons registered under the flag of Liberia. It is owned by Brookstream Shipping Inc. (Liberia) and beneficially owned by an unknown company c/o Pleiades Shipping (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed from Jebel Dhanna, United Arab Emirates on 4 June 1989. It stopped at Zirku Island, United Arab Emirates on 5 June 1989 and departed the next day. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran on an unknown date and Singapore on 4 August 1989.

91-050

50. The Legro II is a combination carrier of 158,644 deadweight tons registered under the flag of Panama. It is owned by Conga Shipping Co. (Gibraltar) and beneficially owned by Invest 2000 A/S (Norway). The manager is P.D. Gram & Co. (Norway). It departed from Jebel Ali, United Arab Emirates on 19 February 1989. It stopped at an unidentified port in the Persian Gulf before its arrival at Fujairah Anchorage on 4 April 1989. It departed on the same day. It is alleged to have delivered oil to South Africa before it passed through Istanbul, Turkey on 20 May 1989.

91-051

51. The 3 Maj is a combination carrier of 59,930 deadweight tons registered under the flag of Malta. It is owned by Samp Shipping Co. Ltd. (Malta). It is beneficially owned and managed by Scorpio Ship Management S.A.M. (Monaco). It departed from Trieste, Italy on 7 March 1989 and stopped at Piraeus, Greece on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at La Spezia, Italy on 9 May 1989.

91-052

52. The Anax is a tanker of 259,449 deadweight tons registered under the flag of Liberia. It is owned by Treasure Shipping and beneficially owned by an unknown company c/o Pleiades Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed Singapore on 25 July 1989 and made stops at unidentified ports in the Red Sea and the Persian Gulf. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates on 16 October 1989.

91-053

53. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson c/o World-Wide Shipping Agency Ltd. and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Batangas, Philippines on 18 September 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at St. Eustatius, Netherlands Antilles on 18 December 1989.

91-054

54. The Faroship L. is a tanker of 268,951 deadweight tons registered under the flag of Greece. It is owned by Elfilikon c/o Ceres Hellenic Shipping Enterprises Ltd. (Greece) and beneficially owned by G.P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Ets. (Greece). It arrived at Khor Fakkan Anchorage on 12 February 1989 and departed on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Das Island, United Arab Emirates on 21 June 1989.

91-055

55. The Fortuneship L. is a tanker of 264,198 deadweight tons registered under the flag of Greece. It is owned by the Elregina Inc. (Liberia) and beneficially owned by G.P. Livanos/Carras Group (United Kingdom). The manager is Ceres Hellenic Shipping Ets. (Greece). It departed from Khor Fakkan Anchorage on 25 January 1989. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates on 15 June 1989.

91-056

56. The Illinois is a tanker of 290,767 deadweight tons registered under the flag of Liberia. It is owned by Illinois Tanker Co. (Liberia) and beneficially owned by Hadjipateras c/o Peninsular (Greece, United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Bahrain on 19 April 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran on 2 September 1989. [Note: On 10 July 1991, the Mission of Bahrain submitted information to the Intergovernmental Group regarding this case. The information is under consideration by the Group.]

91-057

57. The Patriotic is a tanker of 253,998 deadweight tons registered under the flag of Greece. It is owned by Moonset Shipping Co. S.A. (Panama) and beneficially owned by C. M. Lemos (United Kingdom, Greece). The manager is Nereus Shipping S.A. (Greece). It departed from Juaymah Terminal, Saudi Arabia on 3 December 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait on an unknown date. It arrived at Mina al Fahal, Oman on 17 January 1990.

91-058

58. The World Bermuda is a tanker of 271,580 deadweight tons registered under the flag of Panama. It is owned by Pengrandy c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt on 1 January 1989 and stopped at an unidentified port in the Persian Gulf in January 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait on an unknown date. It arrived at Zirku Island, United Arab Emirates on 13 February 1989.

91-059

59. The World Eminence is a tanker of 261,729 deadweight tons registered under the flag of Liberia. It is owned by Liberian Titan Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fujairah Anchorage on 7 February 1989. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on 27 March 1989.

91-060

60. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 27 June 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia on 26 September 1989.

91-061

61. The same ship arrived at Fujairah Anchorage on an unknown date and departed on 22 November 1989. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in the Persian Gulf on 31 December 1989.

91-062

62. The World Prelude is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by Clover Company S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 28 March 1989 and stopped at Mina al Fahal, Oman around 1 April 1989. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia on 8 May 1989.

91-063

63. The World Renown is a tanker of 262,267 deadweight tons registered under the flag of Panama. It is owned by Konease c/o World-Wide Shipping Agency (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong).

The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Tanura, Saudi Arabia on 19 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates on 1 July 1989.

91-064

64. The Aspra is a tanker of 253,953 deadweight tons registered under the flag of Italy. It is owned by Commissionaria Gen. Italiana (Italy) and managed by Navigazione Alta Italia SpA (Italy). It departed from Singapore on 22 August 1988 and stopped at an unidentified port in the Persian Gulf around 1 September 1988. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates on 5 October 1988.

91-299

65. The same ship departed from an unidentified port in the Persian Gulf on 27 September 1990. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 16 November 1990.

91-300

66. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt on 29 January 1991 and stopped at Zeit Bay Terminal, Egypt on the same day. It departed on 31 January 1991 and passed through Suez, Egypt on 1 February 1991. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia on 5 March 1991. The cargo was owned by Gulf of Suez Petroleum Company/Suez Oil Company (Egypt).

91-301

67. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It arrived at Fateh Terminal, United Arab Emirates on 14 March 1991 and departed on 15 March 1991. It is alleged to have delivered oil to South Africa.

91-302

68. The World Brasilia is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by Clover Company S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt on 22 February 1991. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia on 27 March 1991.

91-303

69. The same ship departed from Jebel Dhanna, United Arab Emirates on 30 March 1991 and stopped at Zirku Island, United Arab Emirates on the same

day. It departed on 31 March 1991 and it is alleged to have delivered oil to South Africa.

91-304

70. The World Summit is a tanker of 260,064 deadweight tons registered under the flag of Liberia. It is owned by Liberian Serenity Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates on 10 March 1989. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in the Persian Gulf on 15 April 1989.

91-305

71. The Anax is a tanker of 259,449 deadweight tons registered under the flag of Liberia. It is owned by Treasure Shipping and beneficially owned by an unknown company, c/o Pleiades Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It arrived at Fateh Terminal, United Arab Emirates on 22 March 1989 and departed on 23 March 1989. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 26 April 1989.

91-306

72. The Cali is a tanker of 236,425 deadweight tons registered under the flag of Liberia. It is owned by Denetton Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates on 4 May 1989 and stopped at Zirku Island on 5 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates on 11 June 1989.

91-307

73. The Pacificos is a tanker of 246,050 deadweight tons registered under the flag of Cyprus. It is owned by Gibbon Shipping Ltd. (Cyprus) and beneficially owned by Kulukundis Group (United Kingdom). The manager is Saipan SS Corp/Kassos Maritime (Greece). It departed from Zirku Island, United Arab Emirates on 16 February 1990. It arrived at Mina al Fahal, Oman on 28 February 1990 and departed on 1 March 1990. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-308

74. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Jebel Dhanna, United Arab Emirates on 24 March 1990 and departed on the following day. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-309

75. The Aurora Astralis, presently named Chryssi, is a tanker of 227,440 deadweight tons registered under the flag of Greece. It is beneficially owned by Embiricos Shipping (United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Fateh Terminal on 29 June 1990 and departed on the following day. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates on 28 July 1990.

91-310

76. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece, United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Fateh Terminal on 27 August 1990 and departed on 28 August 1990. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-311

77. The same ship departed from Fateh Terminal, United Arab Emirates on 9 February 1991 and stopped at Kharg Island, Islamic Republic of Iran on 10 January 1991. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 7 February 1991.

ANNEX III

Survey of Unclarified Tanker Calls at South African ports reported in 1990

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-091	<u>Magic Sky</u>	Liberia	Rio Grande, Brazil	Cape Town	24 December 1989 (pre)
90-095	<u>EL Omar</u>	Unknown	Jeddah, Saudi Arabia	Cape Town	23 September 1989
90-096	<u>Cosmas A</u>	Malta	Rio Grande, Brazil	Durban	28 October 1989
90-097	<u>Singa Wilmona C/</u>	Bahamas	Mauritius, Mauritius	Durban	5 November 1989
90-098	<u>Lucor Manor</u>	Liberia	St. Helena, St Helena	Durban	20 October 1989
90-100	<u>Bunga Sepang</u>	Malaysia	Rio Grande, Brazil	Cape Town	5 September 1989 (post)
90-101	<u>Magic Mercury</u>	Liberia	Bahia Blanca, Argentina	Durban	4 September 1989
90-103	<u>Magic Mercury</u>	Liberia	Bahia Blanca, Argentina	Durban	19 February 1989
90-104	<u>Kira</u>	Panama	Barcelona, Spain	Durban	9 January 1990
90-105	<u>Kira</u>	Panama	Rotterdam, Netherlands	Durban	19 November 1989
90-106	<u>Kira</u>	Panama	Maputo, Mozambique	Durban	27 June 1989
90-107	<u>Kira</u>	Panama	Tenerife, Spain	Durban	13 April 1989
90-108	<u>Kira</u>	Panama	Dakar, Senegal	Richards Bay	25 January 1989 (pre)
90-109	<u>Championventure L C/</u>	Liberia	Mauritius, Mauritius	Durban	20 April 1989
90-110	<u>Nand Vishnu</u>	Bahamas	Buenos Aires, Argentina	Durban	29 August 1989
90-111	<u>Nand Vishnu</u>	Bahamas	Colombo, Sri Lanka	Durban	28 June 1989 (post)
90-114	<u>Stolt Excellence</u>	Liberia	Houston, USA	Durban	30 September 1989
90-116	<u>Stolt Falcon</u>	Liberia	Aratu, Brazil	Durban	7 October 1989
90-117	<u>Stolt Falcon</u>	Liberia	Pasir Gudang, Malaysia	Durban	21 August 1989

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-118	<u>Stolt Falcon</u>	Liberia	Jubail, Saudi Arabia	Durban	9 May 1989
90-119	<u>Stolt Osprey</u>	Liberia	Aratu, Brazil	Durban	23 January 1989
90-120	<u>Stolt Hawk</u>	Liberia	Aratu, Brazil	Durban	7 August 1989
90-121	<u>Stolt Hawk</u>	Liberia	Mombasa, Kenya	Durban	22 June 1989
90-122	<u>Stolt Heron</u>	Liberia	Aratu, Brazil	Durban	9 November 1989 (post)
90-123	<u>Stolt Condor</u>	Liberia	Singapore, Singapore	Durban	13 December 1989 (post)
90-124	<u>Stolt Condor</u>	Liberia	Aratu, Brazil	Durban	15 June 1989
90-125	<u>Stolt Eagle</u>	Liberia	Aratu, Brazil	Durban	16 December 1989 (post)
90-126	<u>Stolt Eagle</u>	Liberia	Jubail, Saudi Arabia	Durban	27 October 1989
90-127	<u>Stolt Eagle</u>	Liberia	Aratu, Brazil	Durban	21 August 1989
90-128	<u>Stolt Eagle</u>	Liberia	Aratu, Brazil	Durban	3 April 1989
90-129	<u>Chem Pioneer</u>	Panama	Rio Grande, Brazil	Cape Town	24 August 1989 (post)
90-133	<u>Hassel</u>	Panama	Naputo, Mozambique	Durban	18 November 1989
90-134	<u>Hegb</u>	Panama	Rotterdam, Netherlands	Cape Town	25 March 1989 (post)
90-141	<u>Mordanger/ Bow Selene</u>	Norway	Texas City, USA	Durban	5 January 1989
90-151	<u>Stolt Pride</u>	Liberia	Texas City, USA	Durban	13 March 1989
90-152	<u>Stolt Integrity</u>	Liberia	Texas City, USA	Durban	28 June 1989
90-153	<u>Stolt Spirit</u>	Liberia	Houston, USA	Cape Town	19 August 1989 (pre)
90-154	<u>Stolt Spirit</u>	Liberia	New Orleans, USA	Durban	20 April 1989
90-155	<u>Stolt Loyalty</u>	Liberia	Texas City, USA	Cape Town	26 January (pre)
90-161	<u>Athenian Olympics</u>	Cyprus	Aratu, Brazil	Durban	18 October 1989

Case Number	Ship	Country of Registration	Last known porting g/	First South African porting	Date of first South African porting b/
90-162	<u>Athenian</u> <u>Xenophon</u>	Cyprus	Rio de Janeiro, Brazil	Durban	11 August 1989
90-168	<u>Stolt Exporter</u>	Liberia	Aratu, Brazil	Durban	16 January 1989
90-171	<u>Austanger</u>	Norway	Buenos Aires, Argentina	Durban	23 April 1989
90-173	<u>Stolt Luisa</u> <u>Pando</u>	Spain	Aratu Brazil	Durban	4 March 1989
90-175	<u>Botany</u> <u>Iroubadour</u>	Panama	Beira, Mozambique	Durban	7 June 1989
90-177	<u>Iran Bahonar d/</u>	Iran	Mombasa, Kenya	Durban	26 March 1989
90-183	<u>Aurum</u>	Norway	Rotterdam, Netherlands	Durban	30 August 1989
90-184	<u>Jo Cypress</u>	Netherlands	Las Palmas, Spain	Cape Town	9 January 1989 (pre)
90-185	<u>Jo Cypress</u>	Netherlands	Tenerife, Spain	Cape Town	27 October 1989 (pre)
90-186	<u>Jo Cypress</u>	Netherlands	Mombasa, Kenya	Durban	30 January 1989
90-191	<u>Roxanne</u>	Bahamas	Mombasa, Kenya	Durban	29 November 1989
90-192	<u>Roxanne</u>	Bahamas	Rio de Janeiro, Brazil	Cape Town	15 September 1989 (pre)
90-193	<u>Mercantil Parati</u>	Brazil	Rio Grande, Brazil	Cape Town	5 December 1989 (pre)
90-194	<u>Mercantil Parati</u>	Brazil	Bahia Blanca, Argentina	Durban	1 May 1989
90-196	<u>Betula</u>	Norway	Rotterdam, Netherlands	Richards Bay	3 February 1989 (post)
90-197	<u>Gogo Chemsun d/</u>	Panama	Bandar Khomeini, Islamic Republic of Iran	Richards Bay	24 August 1989
90-198	<u>Indio</u>	Germany	Mombasa, Kenya	Durban	5 February 1989
90-201	<u>Global Maccio</u>	Brazil	Buenos Aires, Argentina	Cape Town	19 October 1989 (pre)

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-203	<u>Global Rio</u>	Brazil	Necochea, Argentina	Cape Town	15 January 1989 (pre)
90-205	<u>Stolt Sapphire</u>	Liberia	Penang, Malaysia	Durban	19 June 1989
90-206	<u>Conny</u>	Liberia	Reunion, Reunion	Durban	12 October 1989
90-207	<u>Conny</u>	Liberia	Buenos Aires, Argentina	Durban	11 May 1989
90-209	<u>Chloe II</u>	Panama	Toamasina, Madagascar	Durban	15 November 1989
90-210	<u>Atlantic Sif</u>	Panama	Unknown port, Malaysia	Durban	29 November 1989 (post)
90-211	<u>Atlantic Sif</u>	Panama	Macala, Mozambique	Durban	17 July 1989
90-212	<u>Tenshun Maru</u>	Japan	Old Kilpatrick, U.K.	Durban	28 May 1989
90-213	<u>Emsgas</u>	Germany	Santos, Brazil	Durban	24 October 1989
90-214	<u>Ienhyaku</u>	Panama		Durban	18 May 1989
90-215	<u>Ienhyaku</u>	Panama	Mombasa, Kenya	Durban	15 May 1989
90-216	<u>Ledegas</u>	Germany	Santos, Brazil	Durban	3 August 1989
90-217	<u>Ledegas</u>	Germany	Santos, Brazil	Durban	5 January 1989
90-219	<u>Calluna</u>	Netherlands	Dar Es Salaam, United Republic of Tanzania	Durban	6 January 1990
90-220	<u>Calluna</u>	Netherlands	Mombasa, Kenya	Durban	19 October 1989
90-221	<u>Calluna</u>	Netherlands	Sines, Portugal	Durban	28 July 1989
90-222	<u>Calluna</u>	Netherlands	Dar Es Salaam, United Republic of Tanzania	Richards Bay	10 May 1989 (post)
90-224	<u>Golden Sunshine</u>	Panama	Abidjan, Cote d'Ivoire	Durban	13 September 1989
90-225	<u>Stolt Alliance</u>	Panama	Rotterdam, Netherlands	Durban	29 June 1989
90-226	<u>Grazia</u>	Liberia	Dar Es Salaam, United Republic of Tanzania	Durban	20 December 1989
90-227	<u>Grazia</u>	Liberia	Rio de Janeiro, Brazil	Durban	6 October 1989

Case Number	Ship	Country of Registration	Last known porting g/	First South African porting	Date of first South African porting b/
90-228	<u>Grazia</u>	Liberia	New Orleans, United States of America	Durban	22 May 1989
90-230	<u>Stolt Crown</u>	Liberia	Yanbu, Saudi Arabia	Durban	26 September 1989
90-232	<u>Bos Transporter</u>	Bahamas	Kaohsiung, Taiwan (Province of China)	Richards Bay	25 March 1989 (post)
90-233	<u>Champion g/</u>	Liberia	Umm Said, Qatar	Durban	24 April 1989
90-234	<u>Pinoak</u>	Liberia	Singapore, Singapore	Richards Bay	24 September 1989 (post)
90-235	<u>Pinoak</u>	Liberia	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-236	<u>Marksman</u>	Bahamas	Jubail, Saudi Arabia	Richards Bay	15 November 1989 (post)
90-237	<u>Ocean Sovereign</u>	Cyprus	Kaohsiung, Taiwan (Province of China)	Unidentified Port	18 July 1989 (post)
90-238	<u>Ocean Sovereign</u>	Cyprus	Kaohsiung, Taiwan (Province of China)	Unidentified Port	7 May 1989 (post)
90-239	<u>Ocean Sovereign</u>	Cyprus	Singapore, Singapore	Unidentified Port	14 March 1989 (post)
90-240	<u>Ocean Sovereign</u>	Cyprus	Singapore, Singapore	Unidentified Port	31 December 1988 (post)
90-241	<u>World Duality</u>	Liberia	Singapore, Singapore	Richards Bay	14 April 1989 (post)
90-242	<u>World Duality</u>	Liberia	Jubail, Saudi Arabia	Richards Bay	23 February 1989 (post)
90-243	<u>World Duet</u>	Liberia	Singapore, Singapore	Richards Bay	12 July 1989 (post)
90-245	<u>Sea Commander</u>	Cyprus	Taichung, Taiwan (Province of China)	Unidentified Port	11 January 1989 (post)
90-246	<u>Trade Fortitude</u>	Liberia	Singapore, Singapore	Saldanha Bay	28 April 1989
90-250	<u>Andros Aries</u>	unknown	Singapore, Singapore	Richards Bay	28 August 1989 (post)
90-251	<u>Lady Sky</u>	Cyprus	Tubarao, Brazil	Saldanha Bay	8 November 1989 (post)

Case Number	Ship	Country of Registration	Last known porting g/	First South African porting	Date of first South African porting b/
90-252	<u>Andros Atlas</u>	unknown	Singapore, Singapore	Saldanha Bay	8 May 1989 (post)
90-253	<u>Elbe Ore</u>	Liberia	Hampton Roads, USA	Richards Bay	4 January 1989 (post)
90-254	<u>Norman Merchant</u>	Norway	New Orleans, USA	Richards Bay	26 April 1989 (post)
90-256	<u>Batis</u>	Greece	Das Island, United Arab Emirates	Unidentified port	4 December 1989 (post)
90-257	<u>Batis</u>	Greece	Singapore, Singapore	Saldanha Bay	7 September 1989(post)
90-258	<u>Caucasus Maru</u>	Japan	Singapore, Singapore	Saldanha Bay	20 April 1989 (post)
90-259	<u>Blue Light</u>	Liberia	Singapore, Singapore	Richards Bay	18 August 1989 (post)
90-260	<u>Blue Light</u>	Liberia	Hampton Roads, USA	Richards Bay	2 July 1989 (post)
90-261	<u>Blue Light</u>	Liberia	Jubail, Saudi Arabia	Richards Bay	1 April 1989 (post)
90-262	<u>World Recovery</u>	Liberia	Singapore, Singapore	Saldanha Bay	26 February 1989(post)
90-263	<u>Hudson Bay 1</u>	Panama	Jubail, Saudi Arabia	Saldanha Bay	3 August 1989 (post)
90-265	<u>Anber</u>	Panama	Singapore, Singapore	Saldanha Bay	26 November 1988 (post)
90-266	<u>Andros Antares</u>	Liberia	Singapore, Singapore	Saldanha Bay	17 June 1989 (post)
90-268	<u>Elite e/</u>	Panama	Umm Said, Qatar	Richards Bay	9 February 1989 (post)
90-269	<u>Musashi Spirit</u>	Panama	Singapore, Singapore	Saldanha Bay	26 March 1989 (post)
90-270	<u>Amazon Maru</u>	Japan	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-275	<u>Repene</u>	Isle of Man, United Kingdom	Singapore, Singapore	Saldanha Bay	13 September 1989
90-276	<u>Repene</u>	Isle of Man, United Kingdom	Seven Islands, Canada	Saldanha Bay	16 June 1989 (post)
90-278	<u>Ocean Monarch</u>	unknown	Kaohsiung, Taiwan (Province of China)	Richards Bay	9 April 1989 (post)
90-279	<u>Hydrus</u>	Italy	Singapore, Singapore	Saldanha Bay	27 August 1989 (post)

Case Number	Ship	Country of Registration	Last known porting g/	First South African porting	Date of first South African porting b/
90-280	<u>Jarrah</u>	Liberia	Mizushima, Japan	Saldanha Bay	1 September 1989 (post)
90-281	<u>Jarrah</u>	Liberia	Keelung, Taiwan (Province of China)	Saldanha Bay	29 April 1989 (post)
90-282	<u>Berge Odel</u>	Norway	Singapore, Singapore	Richards Bay	3 September 1989
90-283	<u>Berge Odel</u>	Norway	Kure, Japan	Richards Bay	21 April 1989 (post)
90-284	<u>Berge Odel</u>	Norway	Sao Sebastiao, Brazil	Richards Bay	12 February 1987
90-285	<u>Abant</u>	Turkey	Iskenderun, Turkey	Saldanha Bay	21 March 1989 (post)
90-286	<u>Abant</u>	Turkey	Iskenderun, Turkey	Saldanha Bay	12 January 1989 (post)
90-288	<u>Capetan Nicolas</u>	Bahamas	Singapore, Singapore	Saldanha Bay	14 September 1989
90-289	<u>Aragaho</u>	Hong Kong	Mobile, USA	Richards Bay	12 October 1989 (post)
90-290	<u>Aragaho</u>	Hong Kong	Mobile, USA	Richards Bay	6 June 1989 (post)
90-291	<u>Thorshavn</u>	Norway	Tubarao, Brazil	Saldanha Bay	10 July 1989 (post)
90-292	<u>Choctaw</u>	Hong Kong	Singapore, Singapore	Saldanha Bay	7 January 1989 (post)
90-293	<u>Thelassini Miki</u>	Cyprus	Dar Es Salaam, United Republic of Tanzania	Richards Bay	23 June 1989 (post)
90-294	<u>Ocean Carrier</u>	Cyprus	Singapore, Singapore	Saldanha Bay	5 May 1989 (post)
90-295	<u>Ocean Commander</u>	Cyprus	St. Eustatius, Netherlands Antilles	Richards Bay	27 July 1989 (post)
90-296	<u>Ocean Commander</u>	Cyprus	Baltimore, USA	Richards Bay	31 October 1989 (post)
90-297	<u>Mandan</u>	Hong Kong	Singapore, Singapore	Richards Bay	10 March 1989 (post)
90-298	<u>Mandan</u>	Hong Kong	Hampton Roads, USA	Richards Bay	1 October 1989 (post)
90-300	<u>Jahre Rose</u>	Norway	Mobile, USA	Richards Bay	27 April 1989 (post)
90-301	<u>Oslo</u>	Italy	Augusta, Italy	Richards Bay	19 November 1989 (post)
90-302	<u>Oslo</u>	Italy	Fos, France	Richards Bay	30 August 1989 (post)

Case Number	Ship	Country of Registration	Last known porting g/	First South African porting	Date of first South African porting b/
90-303	<u>Oslo</u>	Italy	Augusta, Italy	Richards Bay	2 July 1989 (post)
90-304	<u>Oslo</u>	Italy	Augusta, Italy	Richards Bay	27 April 1989 (post)
90-305	<u>Oslo</u>	Italy	La Spezia, Italy	Richards Bay	16 February 1989 (post)
90-306	<u>Ocean Pioneer</u>	Cyprus	Singapore, Singapore	Richards Bay	17 June 1989 (post)
90-307	<u>Ocean Pioneer</u>	Cyprus	Hampton Roads, USA	Unidentified Port	21 February 1989 (post)
90-308	<u>Rhine Ore</u>	Panama	Kisarazu, Japan	Saldanha Bay	16 May 1989 (post)
90-309	<u>Berge Athene</u>	Norway	Villanueva, Philippines	Saldanha Bay	18 January 1989 (post)
90-311	<u>Jahre Pearl</u>	Norway	Singapore, Singapore	Richards Bay	24 May 1989 (post)
90-312	<u>Aello</u>	Liberia	Fujairah Anchorage United Arab Emirates	Richards Bay	21 September 1989 (post)
90-316	<u>Hosgh Fountain</u>	Bahamas	Amsterdam, Netherlands	Richards Bay	9 October 1989 (pre)
90-317	<u>Obo Hawk</u>	Norway	Singapore, Singapore	Richards Bay	3 March 1989 (post)
90-320	<u>Osco Cecilia</u>	Liberia	Tarragona, Spain	Richards Bay	13 May 1988 (post)
90-321	<u>Osco Cecilia</u>	Liberia	Tees, United Kingdom	Richards Bay	21 March 1988 (post)
90-322	<u>Kristina Cob</u>	Panama	Buenos Aires, Argentina	Durban	16 March 1989
90-324	<u>Jonas</u>	Norway	Rotterdam, Netherlands	Durban	10 September 1989
90-326	<u>Betula</u>	Norway	Abidjan, Cote d'Ivoire	Richards Bay	27 April 1989 (post)
90-327	<u>Marigold</u>	Panama	Apapa/Lagos, Nigeria	Durban	10 May 1989
90-328	<u>Stolt Surf</u>	Liberia	Rio de Janeiro, Brazil	Durban	23 February 1989
90-329	<u>Morgas Voyager</u>	Norway	Houston, USA	Richards Bay	17 February 1989 (post)
90-330	<u>Tanktrader I</u>	Panama	Abidjan, Cote d'Ivoire	Durban	28 October 1989
90-331	<u>Tanktrader I</u>	Panama	Maputo, Mozambique	Durban	3 November 1989

g/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Mauritius submitted information. Additional information awaited from flag states.

d/ The mission of Iran submitted information which is under consideration by the Group.

g/ The Mission of Qatar submitted information. Additional information awaited from flag states.

ANNEX IV

Survey of unclarified tanker calls at South African ports reported in 1991

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The International Group is still verifying the information received, and it continues to depend on the co-operation extended to it by Governments.

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-065	<u>Ambra Hawk</u>	Norway	Ras Tanura, Saudi Arabia	Saldanha Bay	19 June 1990 (post)
91-066	<u>Ambra Hunter</u>	Norway	Singapore, Singapore	Saldanha Bay	25 June 1990 (pre)
91-067	<u>Ambra Hunter</u>	Norway	Tubarao, Brazil	Saldanha Bay	21 August 1990 (post)
91-068	<u>Andros Aries</u>	Greece	Singapore, Singapore	Saldanha Bay	13 March 1990 (post)
91-069	<u>Arapaho</u>	Hong Kong	New Orleans, United States of America	Richards Bay	23 March 1990 (post)
91-070	<u>Arrow Combiner</u>	Norway	Brixham, United Kingdom	Saldanha Bay	3 March 1990 (post)
91-071	<u>Atsuta Maru</u>	Japan	Singapore, Singapore	Saldanha Bay	9 March 1990 (post)
91-072	<u>Atsuta Maru</u>	Japan	Singapore, Singapore	Saldanha Bay	26 September 1990 (post)
91-073	<u>Bakri Navigator</u>	Panama	Toamasina, Madagascar	Durban	22 September 1990
91-074	<u>Bakri Navigator</u>	Panama	Toamasina, Madagascar	Durban	5 January 1990
91-076	<u>Barbarossa</u>	Italy	Rio Grande, Brazil	Durban	25 January 1990
91-077	<u>Barbarossa</u>	Italy	Pasir Gudang, Malaysia	Durban	12 April 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-078	<u>Barbarossa</u>	Italy	Mauritius, Mauritius	Durban	6 October 1990
91-079	<u>Barbarossa</u>	Italy	Bahia Blanca, Argentina	Durban	18 November 1990
91-080	<u>Batis</u>	Greece	Djibouti, Djibouti	Saldanha Bay	27 February 1990 (post)
91-081	<u>Berge Odel</u>	Norway	Mobile, U.S.A.	Richards Bay	3 May 1990
91-082	<u>Berge Athene</u>	Norway	Port Walcott, Australia	Saldanha Bay	28 December 1990
91-083	<u>Bergebonde</u>	Norway	Baltimore, U.S.A.	Richards Bay	28 March 1990 (post)
91-084	<u>Bergebonde</u>	Norway	Hampton Roads, U.S.A.	Richards Bay	14 January 1991
91-085	<u>Betula</u>	Norway	Port Sudan	unidentified port	5 February 1990 (post)
91-086	<u>Betula</u>	Norway	Toamasina, Madagascar	Durban	10 May 1990
91-087	<u>Botany Triton</u>	Panama	Fremantle, Australia	Durban	4 January 1991
91-088	<u>Botany Troubadour</u>	Panama	Albany, Australia	Durban	31 March 1990
91-089	<u>Botany Tradition</u>	Panama	Fremantle, Australia	Durban	25 May 1990
91-090	<u>Botany Tradition</u>	Panama	Buenos Aires, Argentina	Cape Town	6 August 1990 (pre)
91-091	<u>Botany Tradition</u>	Panama	Fremantle, Australia	Durban	18 September 1990
91-093	<u>Botany Tradition</u>	Panama	Fremantle, Australia	Durban	7 January 1991
91-094	<u>Botany Trinity</u>	Panama	Adelaide, Australia	Durban	5 March 1991

Case No	Ship	Country of registration	Last known porting @/	First South African	Date of first South African porting @/
91-095	<u>Bow Fortune</u>	Norway	Penang, Malaysia	Durban	13 January 1990
91-096	<u>Bow Fortune</u>	Norway	Penang, Malaysia	Durban	1 June 1990
91-097	<u>Bow Fortune</u>	Norway	Dar es Salaam, United Republic of Tanzania	Durban	17 December 1990
91-098	<u>Bow Sun</u>	Norway	Singapore, Singapore	Durban	12 April 1990
91-099	<u>Bow Sun</u>	Norway	Mombasa, Kenya	Durban	19 August 1990
91-100	<u>Bow Spring</u>	Norway	Singapore Singapore	Durban	8 February 1990
91-101	<u>Bow Cedar</u>	Norway	Buenos Aires, Argentina	Durban	31 March 1990
91-102	<u>Bow Cedar</u>	Norway	Dar es Salaam, United Republic of Tanzania	Durban	22 October 1990
91-103	<u>Bow Fighter</u>	Norway	Penang, Malaysia	Durban	12 May 1990
91-104	<u>Bow Fighter</u>	Norway	Mombasa, Kenya	Durban	10 September 1990
91-105	<u>Bow Sky</u>	Norway	Mauritius, Mauritius	Durban	11 February 1990
91-106	<u>Bow Sky</u>	Norway	Morehead City, United States of America	Durban	29 April 1990
91-107	<u>Bow Star</u>	Norway	New Orleans, United States of America	Durban	25 February 1990
91-108	<u>Bow Star</u>	Norway	El Jorf Lasfar, Morocco	Durban	1 December 1990

Case No	Ship	Country of registration	Last known porting g/	First South African	Date of first South African porting by/
91-109	<u>Bow Sea</u>	Norway	Morehead City, United States of America	Durban	8 August 1990
91-110	<u>Bow Sea</u>	Norway	Texas City, United States of America	Durban	21 January 1990
91-112	<u>British Ranger</u>	Gibraltar	Kharg Island, Iran	Walvis Bay, Namibia	19 February 1990
91-113	<u>Bubiyan c/</u>	Kuwait	Kuwait, Kuwait	Cape Town	1 July 1990
91-114	<u>Bunga Sepang</u>	Malaysia	Sao Francisco do Sul, Brazil	Durban	21 April 1990
91-115	<u>Calluna</u>	Netherlands	Nacala, Mozambique	Durban	25 May 1990
91-116	<u>Calluna</u>	Netherlands	Rotterdam, Netherlands	Durban	5 August 1990
91-117	<u>Calluna</u>	Netherlands	Mombasa, Kenya	Cape Town	24 October 1990 (post)
91-118	<u>Championventure L.</u>	Norway	Santos, Brazil	Durban	16 February 1990
91-119	<u>Chembulk Clipper</u>	Liberia	Buenos Aires, Argentina	Durban	30 October 1990
91-120	<u>Chembulk Clipper</u>	Liberia	Mauritius, Mauritius	Durban	15 November 1990
91-121	<u>Chemi Pioneer</u>	Liberia	Puerto Bolivar, Colombia	Cape Town	2 January 1991 (pre)
91-122	<u>Chuy d/</u>	Brazil	Houston, United States of America	Durban	4 April 1990
91-123	<u>Cielo di Roma e/</u>	Italy	Kandla, India	Cape Town	1 January 1990 (post)
91-124	<u>Combi Sun</u>	Norway	Mombasa, Kenya	Richards Bay	25 December 1990
91-125	<u>Conny</u>	Liberia	Mombasa, Kenya	Durban	17 November 1990
91-126	<u>Cornelian</u>	Panama	Zeebrugge, Belgium	Saldanha Bay	6 April 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-127	<u>Cornelian</u>	Panama	Amsterdam, Netherlands	Saldanha Bay	31 October 1990 (pre)
91-128	<u>Deborah</u>	Liberia	Port Walcott, Australia	Saldanha Bay	15 April 1990 (post)
91-129	<u>Diamond</u>	Norway	Mombasa, Kenya	Richards Bay	18 February 1990 (post)
91-130	<u>Dimini Star</u>	Panama	Mombasa, Kenya	Durban	3 July 1990 (pre)
91-131	<u>Dolares</u>	Norway	Dar es Salaam, United Republic of Tanzania	Durban	17 December 1990
91-132	<u>E B Carrier</u>	Turkey	Hampton Roads, United States of America	Richards Bay	6 November 1990 (pre)
91-133	<u>Elbe Ore</u>	Liberia	Seven Islands, Canada	Saldanha Bay	13 April 1990
91-135	<u>Essi Flora</u>	Norway	Fremantle, Australia	Durban	19 January 1990
91-136	<u>Essi Flora</u>	Norway	Mombasa, Kenya	Durban	22 June 1990
91-137	<u>Essi Flora</u>	Norway	Mombasa, Kenya	Durban	19 November 1990
91-138	<u>Eternity f/</u>	Singapore	Cilecap, Indonesia	Durban	12 February 1990
91-139	<u>Everton</u>	Panama	Puerto Cabello, Venezuela	Durban	16 July 1990
91-140	<u>Falkenger f/</u>	Norway	Cilecap, Indonesia	Cape Town	7 February 1990
91-141	<u>Far Carrier</u>	Norway	Rio Grande, Brazil	Durban	29 May 1990
91-142	<u>Fuji Braves</u>	Myanmar	Mauritius, Mauritius	Durban	21 June 1990
91-143	<u>Garden Green</u>	Liberia	Ukayama, Japan	Saldanha Bay	19 March 1990 (pre)
91-144	<u>Garden Green</u>	Liberia	Singapore, Singapore	Saldanha Bay	3 July 1990 (post)
91-145	<u>Global Star</u>	Greece	Europoort, Netherlands	Richards Bay	30 May 1990 (post)
91-146	<u>Global Ling</u>	Liberia	Singapore, Singapore	Saldanha Bay	22 September 1990 (post)

Case No	Ship	Country of registration	Last known porting g/	First South African	Date of first South African porting b/
91-151	<u>Golden Unicorn</u>	Bahamas	Buenos Aires, Argentina	Durban	26 May 1990
91-152	<u>Golden Oak</u>	Panama	Dar es Salaam, United Republic of Tanzania	Durban	12 January 1990
91-153	<u>Grazia</u>	Liberia	New Orleans, United States of America	Durban	21 October 1990
91-154	<u>Griparion</u>	Cyprus	Las Palmas, Spain	Richards Bay	5 January 1990 (post)
91-157	<u>Hassel</u>	Panama	Huelva, Spain	Durban	3 February 1990
91-158	<u>Hosgh Falcon</u>	Bahamas	Amsterdam, Netherlands	Richards Bay	10 May 1990 (pre)
91-159	<u>Hosgh Falcon</u>	Bahamas	Dar es Salaam, United Republic of Tanzania	Richards Bay	28 November 1990 (post)
91-161	<u>Hudson Bay</u>	Panama	Europoort, Netherlands	Saldanha Bay	25 June 1990 (pre)
91-162	<u>Hydrus</u>	Italy	Ymuiden, Netherlands	Saldanha Bay	30 March 1990
91-163	<u>Irenes Destiny</u>	Greece	Hampton Roads, United States of America	Richards Bay	1 April 1990 (pre)
91-164	<u>Irenes Destiny</u>	Greece	Singapore, Singapore	Richards Bay	6 May 1990 (post)
91-165	<u>Iver Hawk</u>	Norway	Rio Grande, Brazil	Durban	3 June 1990
91-166	<u>Jahre Rose</u>	Norway	Hampton Roads, United States of America	Richards Bay	6 March 1990 (post)
91-167	<u>Jo Megg</u>	Liberia	St. Helena, St. Helena	Durban	8 October 1990
91-168	<u>Jo Lonn</u>	Netherlands	Morehead City, United States of America	Durban	17 February 1990
91-169	<u>Jo Rowan</u>	Norway	Santos, Brazil	Durban	31 January 1990
91-171	<u>Jo Cypress</u>	Netherlands	Dar es Salaam, United Republic of Tanzania	Richards Bay	23 March 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-172	<u>Jo Cypress</u>	Netherlands	St. Helena, St. Helena	Cape Town	1 July 1990 (pre)
91-173	<u>Jo Cypress</u>	Netherlands	St. Helena, St. Helena	Durban	28 January 1991
91-174	<u>Jubilee Venture</u>	Liberia	Maceio, Brazil	Durban	20 December 1990
91-175	<u>Kakuko Maru</u>	Japan	Dampier, Australia	Cape Town	6 June 1990
91-176	<u>Kashee</u>	Cyprus	Singapore, Singapore	unidentified port	10 January 1991 (post)
91-177	<u>Katerina P.</u>	Liberia	Dar es Salaam, United Republic of Tanzania	Durban	20 December 1990
91-178	<u>Kiho Maru</u>	Japan	Kakogawa, Japan	Saldanha Bay	30 May 1990 (pre)
91-179	<u>Kilchem Baltic</u>	Bahamas	Dar es Salaam, United Republic of Tanzania	Durban	8 August 1990
91-181	<u>Kira</u>	Panama	Tenerife, Spain	Durban	16 March 1990
91-182	<u>Kira</u>	Panama	Le Havre, France	Durban	7 June 1990
91-184	<u>Kira</u>	Panama	Muela, Spain	Durban	14 August 1990
91-185	<u>Kira</u>	Panama	Rio de Janeiro, Brazil	Durban	29 October 1990
91-186	<u>Linardos</u>	Malta	Las Palmas, Spain	Saldanha Bay	7 November 1990 (post)
91-187	<u>Maesdijk</u>	Norway	Singapore, Singapore	Durban	8 January 1991
91-188	<u>Magic Mercury</u>	Liberia	Buenos Aires, Argentina	Cape Town	1 March 1990 (pre)
91-189	<u>Magic Mercury</u>	Liberia	Buenos Aires, Argentina	Durban	16 April 1990
91-190	<u>Magic Mercury</u>	Liberia	San Lorenzo, Argentina	Durban	13 June 1990
91-191	<u>Magic Sky</u>	Liberia	Rio Grande, Brazil	Durban	11 May 1990
91-192	<u>Mandan</u>	Hong Kong	New Orleans, United States of America	Richards Bay	23 May 1990 (pre)

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91-193	<u>Mandan</u>	Hong Kong	Hampton Roads, United States of America	Richards Bay	25 October 1990 (pre)
91-195	<u>Marigola</u>	Italy	Tees, United Kingdom	Durban	25 May 1990
91-197	<u>Magic Lady</u>	Liberia	Rio Grande, Brazil	Durban	23 May 1990
91-198	<u>Mount Athos</u>	Cyprus	Singapore, Singapore	Saldanha Bay	5 April 1990 (post)
91-199	<u>Mount Athos</u>	Cyprus	Singapore, Singapore	Richards Bay	14 October 1990 (post)
91-200	<u>NCC Yamenah</u>	Norway	Algeciras, Spain	Durban	30 April 1990
91-201	<u>NCC Madinah</u>	Norway	Morehead City, United States of America	Cape Town	5 April 1990
91-202	<u>NCC Madinah</u>	Norway	Tampa, United States of America	Durban	17 September 1990
91-203	<u>NCC Tihamah</u>	Norway	Tees, United Kingdom	Durban	9 August 1990
91-204	<u>NCC Gizan</u>	Norway	Penang, Malaysia	Durban	4 January 1991
91-205	<u>NCC Najran</u>	Norway	Tenerife, Spain	Durban	9 January 1991
91-206	<u>NCC Baha</u>	Norway	Kuantan, Malaysia	Durban	21 November 1990
91-208	<u>NCC Jout</u>	Norway	Mombasa, Kenya	Durban	12 March 1990
91-209	<u>NCC Jout</u>	Norway	Dar es Salaam, United Republic of Tanzania	Durban	24 July 1990
91-210	<u>Norgas Voyager</u>	Norway	Tees, United Kingdom	Richards Bay	6 July 1990 (pre)
91-211	<u>Norgas Runner</u>	Norway	Terneuzen, Netherlands	Durban	9 February 1990
91-212	<u>Obo Deniz</u>	Turkey	Hampton Roads, United States of America	Saldanha Bay	15 March 1990 (post)
91-213	<u>Obo Engin</u>	Turkey	Amsterdam, Netherlands	Saldanha Bay	9 August 1990 (pre)

Case No	Ship	Country of registration	Last known porting g/	First South African	Date of first South African porting b/
91-214	<u>Ocean Campaigner</u>	Province of Taiwan	Singapore, Singapore	Durban	3 September 1990
91-215	<u>Ocean Campaigner</u>	Province of Taiwan	Singapore, Singapore	Richards Bay	16 December 1990 (post)
91-216	<u>Ocean Carrier</u>	Cyprus	Genoa, Italy	Saldanha Bay	18 December 1990 (post)
91-217	<u>Ocean Merchant</u>	Cyprus	Las Palmas, Spain	Saldanha Bay	18 December 1990 (post)
91-218	<u>Ocean Servant</u>	Liberia	Gijon, Spain	Saldanha Bay	28 September 1990 (pre)
91-219	<u>Ocean Mandarin</u>	Province of Taiwan	Kakogawa, Japan	Richards Bay	17 June 1990 (pre)
91-220	<u>Ocean Sovereign</u>	Cyprus	Singapore, Singapore	Richards Bay	21 February 1990 (post)
91-221	<u>Ocean Sovereign</u>	Cyprus	Singapore, Singapore	unidentified port	12 July 1990 (post)
91-222	<u>Ocean Sovereign</u>	Cyprus	Singapore, Singapore	Richards Bay	15 October 1990 (post)
91-223	<u>Oil Producer d/</u>	Norway	Batikpapan, Indonesia	Durban	2 March 1990
91-224	<u>Panace</u>	Hong Kong	New Orleans, United States of America	Richards Bay	28 May 1990 (post)
91-225	<u>Petrobulk Silvera</u>	Norway	Buenos Aires, Argentina	Durban	6 July 1990
91-226	<u>Pinoak</u>	Liberia	Singapore, Singapore	Richards Bay	7 August 1990 (post)
91-227	<u>Pinoak</u>	Liberia	Hampton Roads, United States of America	Saldanha Bay	24 November 1990 (post)
91-228	<u>Rhine Ore</u>	Panama	Singapore, Singapore	Saldanha Bay	27 January 1990
91-229	<u>Rhine Ore</u>	Panama	Singapore, Singapore	Saldanha Bay	4 June 1990
91-230	<u>Rhine Ore</u>	Panama	Port Maitland, Australia	Saldanha Bay	19 October 1990 (post)
91-231	<u>Rokto San</u>	Panama	Singapore, Singapore	Richards Bay	23 January 1990 (pre)
91-232	<u>Rokto Sun</u>	Panama	Singapore, Singapore	Saldanha Bay	17 July 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-233	<u>Rokko Sun</u>	Panama	Tenerife, Spain	Saldanha Bay	8 February 1991 (post)
91-234	<u>Roxanne</u>	Bahamas	Houston, United States of America	Cape Town	6 July 1990 (pre)
91-235	<u>Roxanne</u>	Bahamas	Mombasa, Kenya	Durban	17 January 1991
91-236	<u>Sanko Cherry</u>	Liberia	Singapore, Singapore	Port Elizabeth	14 November 1990 (post)
91-237	<u>Sea Braves</u>	Liberia	Karachi, Pakistan	Durban	16 December 1990
91-238	<u>Sea Commander</u>	Cyprus	Singapore, Singapore	Richards Bay	2 February 1990 (post)
91-239	<u>Sea Commander</u>	Cyprus	Singapore, Singapore	Richards Bay	20 July 1990 (post)
91-240	<u>Sea Victory</u>	Liberia	Puerto Bolivar, Colombia	Richards Bay	10 January 1991 (pre)
91-241	<u>Seatern</u>	Norway	Toamasina, Madagascar	Durban	14 March 1990
91-243	<u>Skrin</u>	Panama	Singapore, Singapore	Saldanha Bay	25 May 1990 (post)
91-244	<u>Skrin</u>	Panama	Singapore, Singapore	Saldanha Bay	25 December 1990 (post)
91-245	<u>Stainless Sailor</u>	Panama	New Orleans, United States of America	Durban	19 May 1990
91-246	<u>Stainless Sailor</u>	Panama	New Orleans, United States of America	Durban	31 August 1990
91-247	<u>Stainless Sailor</u>	Panama	Dar es Salaam, United Republic of Tanzania	Durban	23 November 1990
91-248	<u>Stainless Leader</u>	Panama	New York, United States of America	Durban	24 February 1990
91-249	<u>Stainless Leader</u>	Panama	Pointe Noire, Congo	Durban	24 June 1990
91-250	<u>Stainless Leader</u>	Panama	New Orleans, United States of America	Durban	23 October 1990
91-251	<u>Stainless Duke</u>	Panama	Buenos Aires, Argentina	Durban	6 August 1990

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91-252	<u>Stainless Duke</u>	Panama	St. Anna Bay, Netherlands Antilles	Durban	2 December 1990
91-253	<u>Stainless Mariner</u>	Panama	Abidjan, Cote d'Ivoire	Durban	13 April 1990
91-254	<u>Stainless Mariner</u>	Panama	Mtwara, Tanzania	Durban	16 August 1990
91-255	<u>Stainless Mariner</u>	Panama	Port of Spain, Trinidad & Tobago	Cape Town	2 January 1991 (pre)
91-256	<u>Stainless Governor</u>	Panama	Las Palmas, Spain	Durban	20 March 1990
91-257	<u>Stainless Governor</u>	Panama	Madre de Deus, Brazil	Durban	1 July 1990
91-258	<u>Stainless Governor</u>	Panama	Luanda, Angola	Durban	13 September 1990
91-259	<u>Stainless Governor</u>	Panama	Abidjan, Cote d'Ivoire	Cape Town	5 December 1990 (pre)
91-260	<u>Stainless Fighter</u>	Bahamas	Europoort, Netherlands	Cape Town	22 October 1990 (pre)
91-261	<u>Stainless Supporter</u>	Panama	Las Palmas, Spain	Durban	8 March 1990
91-262	<u>Stainless Supporter</u>	Panama	Rotterdam, Netherlands	Durban	24 July 1990
91-263	<u>Stainless Supporter</u>	Panama	Rio de Janeiro, Brazil	Durban	23 November 1990
91-264	<u>Stainless Commander</u>	Panama	Lagos, Nigeria	Durban	21 January 1990
91-265	<u>Star Delaware</u>	Bahamas	Tenerife, Spain	Saldanha Bay	21 August 1990
91-266	<u>Statrader</u>	Norway	Kharg Island, Iran	Durban	14 January 1991
91-267	<u>Stolt Surf</u>	Liberia	Port Kelang, Malaysia	Cape Town	18 January 1991 (pre)
91-268	<u>Stolt Excellence</u>	Liberia	St. Helena, St. Helena	Durban	25 January 1990
91-269	<u>Stolt Excellence</u>	Liberia	Morehead City, United States of America	Durban	6 September 1990
91-270	<u>Stolt Eagle</u>	Liberia	Aratu, Brazil	Durban	18 September 1990 (post)
		Malaysia	Penang, Malaysia	Durban	3 December 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-272	<u>Stolt Eagle</u>	Liberia	Aruta, Brazil	Durban	4 January 1991 (post)
91-273	<u>Stolt Hern</u>	Liberia	Labuan, Malaysia	Cape Town	2 February 1990 (post)
91-274	<u>Stolt Hawk</u>	Liberia	Singapore, Singapore	unidentified port	7 November 1990 (pre)
91-275	<u>Stolt Hawk</u>	Liberia	Aratu, Brazil	Durban	29 November 1990 (post)
91-276	<u>Stolt Topaz</u>	Liberia	Aratu, Brazil	Durban	26 November 1990
91-277	<u>Stolt Alliance</u>	Panama	Mombasa, Kenya	Richards Bay	1 April 1990 (post)
91-278	<u>Stolt Resolute</u>	Liberia	Santos, Brazil	Durban	1 December 1990
91-279	<u>Svanger</u>	Panama	Mombasa, Kenya	Durban	24 September 1990
91-280	<u>Theognitor</u>	Cyprus	Dar es Salaam, United Republic of Tanzania	Saldanha Bay	20 October 1990 (post)
91-281	<u>Tenhiro</u>	Panama	Lagos, Nigeria	Durban	7 February 1990
91-282	<u>Tenhiro</u>	Panama	Beira, Mozambique	Durban	27 August 1990
91-283	<u>Tenhyaku</u>	Panama	Rosario, Argentina	Durban	6 September 1990
91-284	<u>Tiber Ore</u>	Liberia	Ymuiden, Netherlands	Saldanha Bay	25 December 1990
91-285	<u>Trade Endeavor</u>	Liberia	Mobile, United States of America	Richards Bay	6 June 1990 (pre)
91-286	<u>USA Maru</u>	Japan	Singapore, Singapore	Saldanha Bay	21 March 1990 (post)
91-287	<u>Vallabhbhai Patel</u>	India	Tubarao, Brazil	Saldanha Bay	23 July 1990 (post)
91-288	<u>Verazzano</u>	Italy	Point Noire, Congo	Durban	17 April 1990
91-289	<u>Vergo</u>	Greece	Fujairah Anchorage, Persian Gulf	Richards Bay	24 August 1990 (post)
91-290	<u>Wind Spirit</u>	Norway	Dar es Salaam, United Republic of Tanzania	Durban	15 November 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-291	<u>World Recovery</u>	Greece	Singapore, Singapore	Saldanha Bay	18 May 1990 (post)
91-292	<u>World Duality</u>	Liberia	Singapore, Singapore	Richards Bay	22 April 1990 (post)
91-293	<u>World Duality</u>	Liberia	Singapore, Singapore	Saldanha Bay	10 August 1990 (post)
91-295	<u>World Duet</u>	Liberia	Singapore, Singapore	Richards Bay	8 July 1990 (post)
91-296	<u>Yusr</u>	Panama	Singapore, Singapore	Durban	16 February 1991
91-297	<u>Zeus</u>	Greece	Singapore, Singapore	Saldanha Bay	25 February 1990 (post)
91-298	<u>Zeus</u>	Greece	Tobata, Japan	Saldanha Bay	22 July 1990 (post)

a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Kuwait informed the Group that the ship called at a South African port for emergency repairs.

d/ The Mission of Brazil informed the Group that the ship's cargo of propylene oil tetramer was delivered to Indonesia.

e/ According to the Mission of India, the ship unloaded its cargo of gas oil at the port of Kandla, India.

f/ The Mission of Indonesia informed the Group that the ship delivered naphtha to the United States.