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

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* The present document 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, which will be issued in final form as Official Records of the General Assembly, Forty-eighth Session, Supplement No. 43 (A/48/43).

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LETTER OF TRANSMITTAL

3 November 1993

Excellency,

I have the honour, in accordance with paragraph 4 of General Assembly resolution 47/116 of 18 December 1992, 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 on 3 November 1993.

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

His Excellency
Mr. Boutros Boutros-Ghali
Secretary-General
United Nations

I. INTRODUCTION

1. It may be recalled that the General Assembly pursuant to its appeal in its resolution 40/64 F of 10 December 1985 requested, in its resolution 41/35 F of 12 November 1986, that all States adopt effective measures and/or legislation to broaden the scope of the oil embargo. The Assembly asked Member States in particular:

"(a) To apply strictly the 'end users' clause and other conditions concerning restriction on destination to ensure compliance with the embargo;

"(b) To compel the companies originally selling or purchasing oil or petroleum products, as appropriate for each nation, to desist from selling, reselling or otherwise transferring oil and petroleum products to South Africa and Namibia, whether directly or indirectly;

"(c) To establish strict control over the supply of oil and petroleum products to South Africa and Namibia by intermediaries, oil companies and traders by placing responsibility for the fulfilment of the contract on the first buyer or seller of oil and petroleum products who would, therefore, be liable for the actions of these parties;

"(d) To prevent access by South Africa to other sources of energy, including the supply of raw materials, technical know-how, financial assistance and transport;

"(e) To prohibit all assistance to apartheid South Africa, including the provision of finance, technology, equipment or personnel for the prospecting, development or production of hydrocarbon resources, the construction or operation of oil-from-coal plants or the development and operation of plants producing fuel substitutes and additives such as ethanol and methanol;

"(f) To prevent South African corporations from maintaining or expanding their holdings in oil companies or properties outside South Africa;

"(g) To terminate the transport of oil to South Africa by ships flying their flags, or by ships that are ultimately owned, managed or chartered by their nationals or by companies within their jurisdiction;

"(h) To develop a system for registration of ships, registered or owned by their nationals, that have unloaded oil in South Africa in contravention of embargoes imposed;

"(i) To impose penal action against companies and individuals that have been involved in violating the oil embargo;

"(j) To gather, exchange and disseminate information regarding violations of the oil embargo."

2. By the same resolution, the General Assembly established the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa and requested it to report on this subject to its following session. Since 1986, that request has been repeated in the subsequent resolutions of the General Assembly on this subject.

3. As its mandate covers all aspects of the monitoring of the supply and shipping of oil and petroleum products to South Africa, the Intergovernmental Group has also dealt with questions relating to publicity for the oil embargo, the holding of hearings, and assisting Governments by publicizing their laws and regulations concerning the embargo. It has also formulated a draft model law for the effective enforcement of the embargo. Since 1987, when the Intergovernmental Group submitted its first report to the General Assembly, its work has been endorsed by that body, most recently in its resolution 47/116 D of 18 December 1992.

4. The following Member States were elected in 1987 to the Intergovernmental Group: Algeria, Cuba, German Democratic Republic, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukraine and the United Republic of Tanzania.

5. Following the unification of the German Democratic Republic and the Federal Republic of Germany in 1990, the participation of the former State ceased. In addition, on 16 March 1993, the Chairman of the Intergovernmental Group received a letter from the Permanent Representative of Norway informing him of the decision of his Government to withdraw from the Group.

6. At its meeting on 14 January 1992, the Intergovernmental Group re-elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman and Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and elected Mr. Abelardo Moreno Fernandez (Cuba) as Rapporteur for the current year.

7. Representatives of the liberation movements of South Africa recognized by the Organization of African Unity (OAU), 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.

8. Since its report to the General Assembly at its forty-seventh session, the Intergovernmental Group has followed the same method of work 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. The cases investigated are categorized into four groups. First, cases of alleged violations of the oil embargo against South Africa reported between 1987 and 1992 are contained in annex I. The second category represents cases of alleged violations of the oil embargo in 1992 (and some related to previous years) that were reported and investigated in 1993. These cases are contained in annex II. The third category comprises unclarified tanker calls at South African ports reported in 1991 and 1992. A survey of these cases is contained in annex III. Similar calls reported in 1993 are contained in annex IV.

9. The Intergovernmental Group has maintained contacts with Governments, intergovernmental and non-governmental organizations on all questions that fall under its mandate. The Group highly appreciates the cooperation extended by those Governments that have responded to its communications and investigated the cases of alleged violations of the oil embargo against South Africa, or cases of calls at South African ports by ships capable of carrying oil or petroleum products. The contributions of non-governmental groups have been especially valuable to the work of the Group.

II. ACTIVITIES OF THE INTERGOVERNMENTAL GROUP

10. As was the case in previous years, the major part of the work of the Intergovernmental Group is the collection of data on voyages of ships to South Africa that strongly indicate that a delivery of oil or petroleum products took place. The Group gathers information on the movements of ships that might have violated the embargo from non-governmental organizations and the shipping industry. 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 consideration. Once a response is received, the Intergovernmental Group examines closely all the information at its disposal. The Group has always strived for the cooperation of all Governments concerned. Since 1987, the Group has removed a number of cases of alleged violations from further consideration on the basis of one or more of the following criteria: (a) when the certificate of discharge submitted confirms the delivery of oil to ports other than those in South Africa; (b) when there is no oil loading facility in the port concerned; and (c) when it is certified that the ship in question is not capable of transporting oil or petroleum products.

11. Since 1990, the Intergovernmental Group has been collecting and examining its own information on calls at South African ports by ships capable of carrying oil and petroleum products. There is an indication that some of these calls may have resulted in possible deliveries of oil to South Africa. This initiative has supplemented the important contributions made by Governments and non-governmental organizations on the subject and has helped to cover most cases of possible supply and shipping of oil and petroleum products to South Africa.

12. The results of these two main investigative methods are summarized below.

A. Cases of alleged violations of the oil embargo reported between 1987 and 1992

13. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with the Governments concerned, requesting their cooperation in gathering information to help ascertain the accuracy of information regarding each case.

14. During 1993, the Intergovernmental Group queried 71 cases of alleged violations that had occurred mainly during 1992. Some of these cases, however, dated as far back as 1983.

15. Since the previous report of the Group, few substantive replies have been received from Governments. The documentation received was reviewed and those cases with sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed. Such cases were consequently removed from annex I of the present report. The remaining cases, those in which sufficient evidence has not been received, have been included in annex I; it contains 373 cases.

B. Survey of port calls reported in 1991 and 1992

16. In 1991 and 1992, the Intergovernmental Group sent inquiries to the Governments concerned regarding cases of port calls. The total number of cases of port calls reported in 1991 and 1992 was 436. During 1993, the Intergovernmental Group removed 22 cases from further consideration after

receiving information from Governments. The remaining 414 cases are listed in annex III of this report.

17. In 1993, the Group collected information on an additional 198 cases involving 149 ships, most of which took place during the calendar year 1992. As in the previous reports, the majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States".

III. THE STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA

18. It may be recalled that since the beginning of the negotiations process in South Africa, the question of the timing of lifting of the oil embargo has continuously been raised. It has been repeatedly stressed that once there is a profound and irreversible change towards the transformation of South Africa into a united, democratic and non-racial society, all sanctions imposed by the General Assembly should be lifted.

19. The Intergovernmental Group has followed closely developments in South Africa, particularly the process of negotiations to find a peaceful end to apartheid through the establishment of a new, democratic and non-racial society in South Africa. The Group has noted with appreciation the decisions made within the framework of the multi-party negotiations for South Africa's first non-racial election and the decisions on the Transitional Executive Council, the Independent Election Commission, the Independent Media Commission and the Independent Broadcasting Authority, which have been enacted into law.

20. The Chairman of the Intergovernmental Group accepted, on behalf of the Members, an invitation to attend the International Solidarity Conference organized by the ANC in Johannesburg from 19 to 21 February 1993. The Conference represented an important action in support not only of the ANC, but also the negotiation process, to bring about a united, democratic and non-racial South Africa. The Conference also amply demonstrated the strength of anti-apartheid and democratic forces in South Africa, the extent of their external support and their common determination to defeat apartheid. It was also a signal that the end of apartheid was within sight.

21. The participants in the Conference, as well as the Chairman of the Intergovernmental Group, paid special attention to the issue of sanctions against South Africa, and in particular, the strategy of phased lifting of sanctions against that country in accordance with the progress achieved in the negotiations aiming at the elimination of apartheid and the establishment of a united, non-racial and democratic South Africa. At the Conference, it was suggested that economic sanctions should be lifted upon the announcement on an agreed date for elections and the establishment of the Transitional Executive Council and the Independent Electoral and Media Commissions, as well as the enactment of the Transition to Democracy Act. The Conference also called for the retention of the arms and oil embargoes against South Africa until a democratically elected Government had been formed.

22. It is a source of great concern to the Intergovernmental Group that despite the signing of the National Peace Accord and the contributions of the United Nations Observer Mission in South Africa (UNOMSA), as well as other observer missions by the Organization of African Unity, the Commonwealth and the European Community, the continuing violence has not only cost tremendous suffering in losses of life and property, but has not yet been brought under control. The Intergovernmental Group regrets that despite the involvement of most of the political parties in the negotiations process, the violence in South Africa continues. The increase in the levels and number of incidents of violence following events of significant progress in the negotiations have further lent credibility to suspicions of a "third force" intent on derailing the process. At the same time, it has further discredited assurances on the part of the South African authorities that they were determined to bring the violence under control. It may further be recalled that on 25 June 1993, armed members of the right-wing Afrikaner Resistance Movement (AWB) attacked the site of the multi-party negotiations in the World Trade Center, Johannesburg, and insulted the negotiators. The leaders of the PAC and several other parties

condemned the attack and questioned the role played by the South African authorities, pointing to the passivity of the security forces deployed to protect the negotiators. As a result of this attack, the President of the ANC called on the South African Government to agree on joint control of the security forces in South Africa.

23. The Group considered it encouraging that despite this incident and other manifestations of violence, the negotiating parties continued with the process and agreed on 2 July 1993 on a number of constitutional principles. While the Inkatha Freedom Party (IFP), the Conservative Party (CP) and a few other groups declared their opposition, a decision was taken on that date also by a majority of participants in the Negotiation Forum, on setting 27 April 1994 as the date for the first democratic elections in South Africa.

24. While the Intergovernmental Group considers the withdrawal from the multilateral negotiations by the Inkatha Freedom Party, the Conservative Party and some other groups regrettable, the Group is encouraged by the fact that these withdrawals did not halt the process. On the contrary, the remaining participants in the Negotiations Forum (particularly the Government and the ANC) confirmed in September 1993 that the elections would take place as scheduled, and, with the abstention of the PAC, agreed on the establishment of the Transitional Executive Council, the Independent Elections Commission, the Independent Broadcasting Commission and the Independent Media Commission. On 23 September 1993, these decisions were enacted into law by the South African Parliament.

25. As a result of these developments, on 24 September 1993, the President of the ANC, Mr. Nelson Mandela, at a meeting of the Special Committee against Apartheid called for the lifting of economic sanctions against South Africa. As far as the oil embargo against South Africa is concerned, Mr. Mandela stated:

"This Organization imposed special sanctions relating to arms, nuclear matters and oil. In this regard, we would like to urge that mandatory sanctions be maintained until the new government has been formed. We would leave the issue of oil embargo to the discretion of the Committee of the General Assembly responsible for the enforcement of this particular sanction [the Intergovernmental Group]."

26. The Secretary-General of the Pan Africanist Congress of Azania, Mr. Benny Alexander, in a statement before the Special Committee against Apartheid on 28 September 1993, said:

"Since the proposed Transitional Executive Council neither constitutes a new government nor an important shift of power, it is our considered notion that it cannot be used as a reference point of whether or not to lift remaining sanctions. All remaining sanctions should remain in force until a new Constitution is in place to ensure elections for a new government."

27. However, at an Extraordinary Ministerial meeting held in New York on 29 September 1993, the Ad Hoc Committee of the OAU on Southern Africa called, on behalf of the OAU, on all the African States, the international community at large and on the United Nations in particular to respond to the appeal to lift economic sanctions, and stated:

"... More specifically, the Ad Hoc Committee supports the call for the lifting of all economic sanctions with the exception of those relating to arms and nuclear matters. With respect to the oil embargo, the Committee

urges that this should be lifted after the establishment and the commencement of the work of the Transitional Executive Council (TEC)."

28. In view of the agreements reached on the Transitional Executive Council and other transitional arrangements and the establishment of the date for the first democratic and non-racial elections to be held in South Africa on 27 April 1994, the Intergovernmental Group believes that the embargo imposed on the supply and shipping of oil and petroleum products against South Africa should be lifted once the Council begins its operations.

29. In the meantime, the Intergovernmental Group urges the South African Government, in the exercise of its responsibility, to take effective steps to stop the violence, and to cooperate in good faith with the other parties to the political process so that elections be held in an atmosphere conducive to peace and harmony. The holding of the first democratic and non-racial elections in South Africa as scheduled will be the ultimate test demonstrating to the international community that South Africa has decisively moved towards a new era of democracy and peace.

30. On 8 October 1993, the General Assembly adopted resolution 48/1, paragraph 2 of which reads as follows:

"Also decides that all provisions adopted by the General Assembly relating to the imposition of an embargo on the supply of petroleum and petroleum products to South Africa, and on investment in the petroleum industry there, shall cease to have effect as of the date that the Transitional Executive Council becomes operational, and requests all States to take appropriate measures within their jurisdiction to lift any restrictions or prohibitions they had imposed to implement previous resolutions and decisions of the General Assembly in this respect."

IV. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

31. The objectives of the oil embargo against South Africa were, inter alia, to assist the people of South Africa in their struggle to eliminate apartheid and to establish a united, democratic and non-racial society in that country. Although violence has not yet been brought under control and the first democratic and non-racial elections will be held only on 27 April 1994, many important steps have been taken, inter alia, the passing of the bill on the Transitional Executive Council, and on the establishment of the Electoral, Media and Broadcasting Commissions. Bearing in mind the consultations with the liberation movements by the OAU Ad Hoc Committee on Southern Africa, the Intergovernmental Group has concluded that with the Transitional Executive Council in operation, the changes in South Africa are sufficiently profound and irreversible to warrant the lifting of the oil embargo against South Africa.

32. Therefore the Intergovernmental Group endorsed the decision of the OAU Ad Hoc Committee on Southern Africa that the oil embargo against South Africa "be lifted after the establishment and commencement of the work of the Transitional Executive Council". The Intergovernmental Group, in view of its continuing cooperation with the OAU and the liberation movements of South Africa, considered it essential to give its full support to the position of the OAU.

33. The Intergovernmental Group welcomed the adoption of General Assembly resolution 48/1.

34. Observing that a number of cases initiated prior to the adoption by the General Assembly of resolution 48/1 are still pending, the Intergovernmental Group is of the view that an addendum to this report should be issued by 30 January 1994 containing the responses of States that have not yet replied to requests addressed to them, but may wish to do so.

B. Recommendations

35. The Intergovernmental Group, in view of the above, recommends to the General Assembly that, provided that the Transitional Executive Council is operational at that time, the mandate of the Intergovernmental Group be terminated upon the adoption of this report by the General Assembly.

36. The Intergovernmental Group also recommends that the Secretary-General be called upon to issue the responses of States to requests addressed to them as addenda to this report.

37. This report was unanimously adopted by the Intergovernmental Group on 3 November 1993.

ANNEX II

Summary of cases of alleged violations reported and investigated in 1993

The listing of ships in this annex in no way implies a charge or a passing of judgement on the individual States concerned or companies under their jurisdiction.

93-001

1. The Assos Bay (Eastern Trust) is a tanker of 275,333 dead weight tons registered under the flag of Panama. It is owned by Blue Wave Maritime S.A. (Panama) and beneficially owned and managed by Adriatic Tankers Shipping Co. (Greece). It passed through Yosu, Korea, between 24 November 1992 and 29 November 1992, and arrived at an unidentified port in Iran on an unknown date. It departed from there on an unknown date. It is alleged to have delivered oil to South Africa before arriving at an unidentified port, Islamic Republic of Iran, in January 1993.

93-002

2. The same ship departed from Zeit Bay Terminal, Egypt, on 23 February 1993 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 25 February 1993 and arrived at Jeddah, Saudi Arabia on 27 February 1993. It departed from there on the same day and is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 4 April 1993.

93-003

3. The Myrtos Bay is a tanker of 257,073 dead weight tons registered under the flag of Panama. It is owned by Ocean Challenger S.A. (Panama) and beneficially owned and managed by Adriatic Tankers Shipping Co. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 15 August 1992 and arrived at Fateh Terminal, United Arab Emirates, the next day. It departed from there on 17 August 1992. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in September 1992.

93-004

4. The same ship departed from an unidentified port on an unknown date and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates on 1 November 1992.

93-005

5. The same ship departed from Ain Sukhna, Egypt, on 12 November 1992 and arrived at Kharg Island, Iran, date unknown. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 18 February 1993.

93-006

6. The same ship departed from Fateh Terminal, United Arab Emirates, on 19 February 1993 and arrived at Das Island, United Arab Emirates, the next day. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 2 April 1993.

93-007

7. The Aias is a tanker of 259,442 dead weight tons registered under the flag of Cyprus. It is owned by Anole Marine Co. Ltd. (Cyprus) and beneficially owned and managed by Peraticos c/o Aran Shipping (Greece). The manager is Aran Shipping and Trading S.A. (Greece). It departed from Zeit Bay Terminal, Egypt, on 12 April 1993 and arrived at Ras Shukheir, Egypt, the same day. It departed from there on 14 April 1993. It is alleged to have delivered oil to South Africa before arriving at Colombo, Sri Lanka, on 18 May 1993.

93-008

8. The Alki is a tanker of 232,600 dead weight tons registered under the flag of Cyprus. It is owned by Great Alki Navigation Co. Ltd. (Cyprus) and beneficially owned and managed by Seaarland Shipping Management (Austria). It departed from an unidentified port, June-July 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 2 August 1989.

93-009

9. The same ship departed from Zeit Bay, Egypt, on 3 May 1992 and arrived at Ras Shukheir, Egypt, the same day. It departed from there on 5 May 1992. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 11 July 1992.

92-010

10. The Alkyonis is a tanker of 29,900 dead weight tons registered under the flag of Greece. It is owned by Alkyonis Shipping Corp. (Liberia) and beneficially owned by Eletson Corp. (Greece). It departed from Laurium, Greece, on 8 July 1988 and passed through Suez, Egypt, on 11 July 1988. It is alleged to have delivered oil to South Africa before arriving at Buenos Aires, Argentina, on 13 August 1988.

93-011

11. The Anax is a tanker of 259,449 dead weight tons registered under the flag of Liberia. It is owned by Treasure Shipping and beneficially owned by Peraticos c/o Pleiades Shipping, Greece. The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed from Fateh Terminal, United Arab Emirates, on 10 July 1992. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Iran, date unknown.

93-012

12. The Assimina is a tanker of 254,735 dead weight tons registered under the flag of Saint Vincent and the Grenadines. It is owned by Yellow Diamond Shipping Corp. (Liberia) and beneficially owned and managed by Polembros (Greece). It departed from Ain Sukhna, Egypt, on 29 October 1992 and arrived at an unidentified port. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 10 January 1993.

93-013

13. The Assos Bay (Eastern Trust) is a tanker of 275,333 dead weight tons registered under the flag of Panama. It is owned by Blue Wave Maritime S.A. (Panama) and beneficially owned and managed by Adriatic Tankers Shipping Co. (Greece). It passed the Passage of Suez on 5 July 1992 and arrived at an

unidentified port in Yemen at an unknown time. It departed from there at an unknown time. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in an unknown country on an unknown date.

93-014

14. The Britanny is a tanker of 233,348 dead weight 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 Das Island, United Arab Emirates, on 2 November 1992 and arrived at Fateh Terminal, United Arab Emirates, on 3 November 1992. It departed from there on 4 November 1992. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 3 December 1992.

93-015

15. The BT Venture is a tanker of 215,925 dead weight tons registered under the flag of Cyprus. It is owned by Oaklet Shipping Co. Ltd. (Cyprus) and beneficially owned by BT Shipping (Bermuda). The manager is BT Shipping (London) Ltd. (United Kingdom). It departed from Halul Island, Qatar, in July 1992 and arrived at an unknown port in India in the same month. It departed from there to an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 10 September 1992.

93-016

16. The Cali is a tanker of 236,425 dead weight 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 22 September 1992 and arrived at Zirku Island, United Arab Emirates, on 23 September 1992. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 23 October 1992.

93-017

17. The same ship departed from Yosu, Republic of Korea, on 19 January 1993 and arrived at an unidentified port in the Middle East in February 1993. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Middle East in March 1993.

93-018

18. The Chrisholm is a tanker of 59,999 dead weight tons registered under the flag of Liberia. It is owned by K/S Christiansholm (Liberia) and beneficially owned by Torvald Klaveness Group (Norway). The owner of the cargo is Vitol (Netherlands/Switzerland). The manager is Torvald Klaveness Group (Norway). It departed from Houston, United States of America, on 28 February 1992 and arrived at Amsterdam, Netherlands, on 20 March 1992. It is alleged to have delivered oil to South Africa before arriving at Yanbu, Saudi Arabia, on an unknown date from where it departed on 8 May 1992.

93-019

19. The Aurora Astralis/Chryssi is a tanker of 227,440 dead weight tons registered under the flag of Greece. It is owned by Chryssi Maritime Co. (Liberia) and beneficially owned by Andros Maritime, Embiricos (Greece). The

manager is Aeolos Management S.A. (Greece). It arrived at Fujairah Anchorage, United Arab Emirates, on 3 May 1992 and departed from there on an unknown date. It arrived at Kharg Island, Islamic Republic of Iran, on an unknown date and departed from there on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 18 May 1992. It departed from there on 19 May 1992 and is alleged to have delivered oil to South Africa before arriving at Singapore, Singapore, on 1 July 1992.

93-020

20. The same ship departed from Zeit Bay Terminal, Egypt, on 21 October 1992 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 23 October 1992 and is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 10 December 1992.

93-021

21. The same ship departed from Jebel Dhanna, United Arab Emirates, on 20 January 1993 and arrived at Fateh Terminal, United Arab Emirates, on the same day. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 17 February 1993.

93-022

22. The Connecticut is a tanker of 227,335 dead weight tons registered under the flag of Liberia. It is owned by Connecticut Tanker Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular (Greece). The manager is Dorian (Hellas) S.A. (Greece). It arrived at Umm Said, Qatar, on 9 September 1992 and departed from there on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 11 September 1992. It departed from there on 12 September 1992 and is alleged to have delivered oil to South Africa before arriving at Batangas, Philippines, on 20 November 1992.

93-023

23. The Crete is a tanker of 237,183 dead weight tons registered under the flag of Greece. It is owned by Crete Maritime Corp. and beneficially owned by Andros Maritime (Embiricos) of Greece/United Kingdom. The manager is Aeolos Management S.A. (Greece). It departed from Zeit Bay Terminal, Egypt, on 18 July 1992 and arrived at Ras Shukheir, Egypt, on the same day. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 1 September 1992.

93-024

24. The same ship departed from Fateh Terminal, United Arab Emirates, on 5 September. It is alleged to have delivered oil to South Africa before arriving at Zirku Island, United Arab Emirates, on 15 October 1992.

93-025

25. The Ambia Fair is a combination carrier of 78,434 dead weight tons registered under the flag of Bahamas. It is owned by Ambia Fair Inc. (Bahamas) and beneficially owned and managed by Leif Hoegh & Co A/S (Norway). It departed from Skoldvik, Finland, on 27 September 1992. It is alleged to have delivered oil to South Africa before arriving at Dunkirk, France on 8 December 1992.

93-026

26. The SKS Breeze is a tanker of 95,000 dead weight tons registered under the flag of Liberia. It is owned by Scanobo Breeze Shipping Corp. (Liberia) and beneficially owned and managed by Orient Ship Management Ltd. (Hong Kong). It departed from Skoldvik, Finland, on 11 November 1992 and passed an unidentified port in an unknown country in December 1992. It is alleged to have delivered oil to South Africa before arriving at Algericas, Spain, on 9 January 1993 and Rotterdam, Netherlands, on 18 January 1993.

93-027

27. The Crete is a tanker of 237,183 dead weight tons registered under the flag of Greece. It is owned by Crete Maritime Corp. and beneficially owned by Andros Maritime (Embiricos) (Greece/United Kingdom). The manager is Aelos Management S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 13 November 1992. It is suspected to have made a call to South Africa before arriving at an unidentified loading port in the Middle East in December 1992/January 1993. It departed from there on an unknown date. It is alleged to have delivered oil to South Africa.

93-028

28. The same ship departed from Jebel Dhanna, United Arab Emirates, on 13 November 1992. It is alleged to have delivered oil to South Africa before arriving at a loading port in the Middle East in December 1992/January 1993. It departed from there on an unknown date and is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on an unknown date. From there it went to Fateh Terminal, United Arab Emirates, on 9 February 1993 and departed two days later.

93-029

29. The same ship departed from Fateh Terminal, United Arab Emirates, on 11 February 1993 and arrived at Das Island, United Arab Emirates, on the same day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 29 March 1993.

93-030

30. The Ethnic is a tanker of 246,051 dead weight tons registered under the flag of Greece. It is owned by Moonlight Shipping Co. S.A. and beneficially owned by C. M. Lemos (United Kingdom/Greece). The manager is Nereus Shipping S.A. (Greece). It passed through Suez, Egypt, on 31 March 1992 and arrived at an unidentified port in an unknown country on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 30 June 1992.

93-031

31. The Faith I is a tanker of 37,797 dead weight tons registered under the flag of Panama. It is owned by Faith Ltd. (United States of America) and beneficially owned by PLM Inv. Management/Transpetrol S. The manager is Wallem Shipmanagement Ltd. (Hong Kong). At the time of the case, the ship was registered under the flag of Bahamas. It departed from Amsterdam, Netherlands, on 9 September 1989. It is alleged to have delivered oil to South Africa before arriving at La Plata, Argentina, on 17 October 1989.

93-032

32. The Garden State is a combination carrier of 48,657 dead weight tons registered under the flag of Liberia. It is owned by Stae Shipping Corp. (Liberia) and beneficially owned and managed by Scorpio Ship Management (Monaco). It departed from Immingham, United Kingdom, on 21 August 1989. It is alleged to have delivered oil to South Africa before arriving at Paranagua, Brazil, on 3 October 1989.

93-033

33. The Graz is a tanker of 233,335 dead weight tons registered under the flag of Panama. It is owned by Ampleson Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd (Hong Kong). At the time of the case, the ship was owned by Ampleson, c/o World-Wide Agency (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 3 October 1992 and arrived at Fateh Terminal, United Arab Emirates, on 5 October 1992. It departed from there on the same day. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Middle East on an unknown date.

93-034

34. The same ship is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Middle East on an unknown date. It departed from there on an unknown date and is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 5 December 1992.

93-035

35. The Green King is a tanker of 36,981 dead weight tons registered under the flag of Malta. It is owned by Libfin Two Inc. (Liberia) and beneficially owned and managed by Compania Mojo S.A. (Monaco). The cargo was owned by Marc Rich (Switzerland). It arrived at Laurium, Greece, on 28 August 1989 and departed from there on an unknown date. It passed through Suez, Egypt, on 31 August. It is alleged to have delivered oil to South Africa before arriving at La Plata, Argentina, on 5 October 1989.

93-036

36. The Hellespont Paradise is a tanker of 315,700 dead weight tons registered under the flag of the United Kingdom. It is owned by Hellespont Paradise Corp. (Liberia) and beneficially owned and managed by Papachristidis Ltd. (United Kingdom/Greece). It arrived at Fujairah Anchorage, United Arab Emirates, on 8 April 1993 and departed from there on an unknown date. It is alleged to have delivered oil to South Africa.

93-037

37. The Indiana is a tanker of 300,029 dead weight tons registered under the flag of 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 Umm Said, Qatar, on 2 July 1988. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on an unknown date.

93-038

38. The Lini is a tanker of 234,090 dead weight tons registered under the flag of Panama. It is owned by Jagonia Co. S.A. (Panama) and apparently beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). At the time of the case, the ship was called Lima. It departed from Fateh Terminal, United Arab Emirates, on 15 July 1992. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 29 August 1992.

93-039

39. The same ship departed from Jebel Dhanna, United Arab Emirates, on 7 December 1992 and arrived at Fateh Terminal, United Arab Emirates, on the following day. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date and at Zirku Island, United Arab Emirates, on 10 January 1993.

93-040

40. The Mountain Cloud is a tanker of 285,468 dead weight tons registered under the flag of Liberia. It is owned by Cloud Shipping Ltd. (Liberia) and beneficially owned and managed by Norebulk Shipping U.K. Ltd. (United Kingdom). It departed from the Persian Gulf on 9 December. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 21 January 1993.

93-041

41. The St. Nikolai is a tanker of 45,574 dead weight tons registered under the flag of the Federal Republic of Germany. It is owned, beneficially owned and managed by Hamburg-Suedamerikanische Dampfschiff GmbH (Federal Republic of Germany). It departed from Sarroch, Italy, on 27 May 1989, passed through Gibraltar on 29 May 1989 and arrived at Algericas, Spain, on the same day. It departed from there the following day. It is alleged to have delivered oil to South Africa before arriving at Suez, Egypt, on 6 July 1989.

93-042

42. The Skyros is a tanker of 328,285 dead weight tons registered under the flag of Greece. It is owned by Skyros Maritime Corp. (Liberia) and beneficially owned by Andros Maritime (Embiricos) (Greece). The manager is Aelos Management S.A. (Greece). It departed from Jebel Ali, United Arab Emirates, on an unknown date and arrived at Jebel Dhanna, United Arab Emirates, on 28 December 1992. It departed from there on an unknown date and arrived at Das Island on 30 December 1992. It departed from there on the following day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 11 February 1993.

93-043

43. The Summerrain is a combination carrier of 84,573 dead weight tons registered under the flag of Bahamas. It is owned by an unknown company and beneficially owned and managed by Alycon Shipping Co. Ltd (Greece). It departed from St. Eustatius, Netherlands Antilles, on 11 July 1992. It is alleged to have delivered oil to South Africa before passing through Istanbul, Turkey, and arriving at Eregli, Turkey, on an unknown date.

93-044

44. The Pisa is a tanker of 276,422 dead weight tons registered under the flag of Panama. It is owned by Mylan Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Mgrs. Ltd. (Bermuda). It passed through Suez on 7 November 1992 and arrived at Kharg Island, Islamic Republic of Iran, in November/December 1992. It is alleged to have delivered oil to South Africa before arriving at an unknown port in an unidentified country on an unknown date.

93-045

45. The Rome is a tanker of 274,528 dead weight tons registered under the flag of Panama. It is owned by Momento Co. S.A. (Panama) and apparently beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency. It departed from Kawasaki, Japan, on 16 February 1992 and arrived at an unidentified port in the Middle East in March/April 1992. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, from where it departed on 23 April 1992.

93-046

46. The Sala is a tanker of 282,540 dead weight tons registered under the flag of Panama. It is owned by Derrymon Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers (Bermuda). It departed from Fateh Terminal, United Arab Emirates, on 1 March 1993 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there the following day. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 29 March 1993.

93-047

47. The Tinos is a ship of 160,106 dead weight tons registered under the flag of Greece. It is owned by Tinos Shipping Co. (Liberia) and beneficially owned by Andros Maritime (Embircos) (Greece). The manager is Aelos Management S.A. (Greece). It arrived at Piraeus (Greece) on 12 October 1992 and departed from there on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Sepetiba Terminal, Brazil, on 5 February 1993.

93-048

48. The White Excelsior is a tanker of 38,598 dead weight tons registered under the flag of Liberia. It is owned by White Excelsior Maritime Corp. (Liberia) and beneficially owned by Yasuda Shintaku Gindo K.K. (Japan). The manager is Beta Maritime Services Ltd. (United Kingdom). The company owning the oil cargo is Western Commodities (Pty) Ltd., South Africa. It departed from Amsterdam, Netherlands, on 21 January 1988. It is alleged to have delivered oil to South Africa before arriving at Tema, Ghana, on 26 February 1988.

93-049

49. The World Admiral is a tanker of 237,311 dead weight 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 Ras Tanura, Saudi Arabia, on 19 January 1992 and arrived at an unidentified port in the Republic

of Korea on an unknown date. From there it ported at an unknown port. It is alleged to have delivered oil to South Africa before arriving at Umm Said, Qatar, on an unknown date and at Fateh Terminal, United Arab Emirates, on 19 April 1992.

93-050

50. The World Admiral is a tanker of 237,311 dead weight 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 Umm Said, Qatar, on an unknown date and arrived at Fateh Terminal, United Arab Emirates, on 19 April 1992. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 24 May 1992.

93-051

51. The World Ambassador is a tanker of 237,474 dead weight 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 4 April 1992. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 5 May 1992.

93-052

52. The same ship departed from Fateh Terminal, United Arab Emirates, on 11 May 1992. It is alleged to have delivered oil to South Africa before arriving at Jebel Ali, United Arab Emirates, on 9 June 1992.

93-053

53. The same ship departed from Jebel Ali, United Arab Emirates, on 10 June 1992 and arrived at Kharg Island, Islamic Republic of Iran, in June 1992. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhana, United Arab Emirates, on 23 July 1992.

93-054

54. The same ship departed from Fateh Terminal, United Arab Emirates, on 14 October 1992. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 11 November 1992.

93-055

55. The World Bermuda is a tanker of 271,580 dead weight tons registered under the flag of Panama. It is owned by Pengrandy 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 Dubai, United Arab Emirates, on 2 October 1992 and arrived at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 17 November 1992.

93-056

56. The World Champion is a tanker of 273,117 dead weight tons registered under the flag of Liberia. It is owned by Necomark 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 Vadinar Terminal, India, on 10 April 1992 and arrived at an unidentified port in an unknown country on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 26 May 1992.

93-057

57. The same ship departed from an unidentified port in an unknown country on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 15 April 1993.

93-058

58. The World Harmony is a tanker of 259,596 dead weight tons registered under the flag of Panama. It is owned by Canwood SA (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It arrived at an unidentified port in an unknown country on 20 March 1988. It departed from there on an unknown date and arrived at an unidentified port in Qatar on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 24 April 1988.

93-059

59. The World Pendant is a tanker of 265,316 dead weight tons registered under the flag of Panama. It is owned by Colindale Co. S.A. and apparently beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from an unidentified port in an unknown country in August 1992. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date.

93-060

60. The World Progress is a tanker of 237,285 dead weight tons registered under the flag of Liberia. It is owned by Liberian Begonia 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 Jebel Dhanna, United Arab Emirates, on 20 November 1988 and arrived at Fateh Terminal, United Arab Emirates, on the following day. It is alleged to have delivered oil to South Africa before arriving at Hamriyah Terminal, United Arab Emirates, on 19 December 1988.

93-061

61. The World Renown is a tanker of 262,267 dead weight tons registered under the flag of Liberia. It is owned by Liberian Jaguar Transports, Inc. (Liberia) and beneficially owned by World-Wide Shipping Agency Ltd. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Middle East in February 1988.

93-062

62. The same ship departed from Singapore, Singapore, on 28 February 1992 and arrived at an unidentified port in the Persian Gulf on an unknown date. At the time of the delivery the registered owner and flag were respectively, Konease Co. S.A. (Panama), and Panama. The ship is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 20 April 1992.

93-063

63. The World Summit is a tanker of 260,064 dead weight 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 is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Persian Gulf on an unknown date. After having departed from there on an unknown date, it is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Islamic Republic of Iran on 9 December.

93-064

64. The World Xanadu is a tanker of 264,170 dead weight tons registered under the flag of Liberia. It is owned by Liberian Courage 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 Mina al Fahal, Oman, on 31 May 1992 and arrived at Kharg Island, Islamic Republic of Iran, in May/June 1992. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 13 August 1992.

93-065

65. The Ariel is a combination carrier of 75,590 dead weight tons internationally registered under the flag of Norway. It is owned by Ariel I K/S (Norway) and is beneficially owned by C.H. Sorensen & Sonner A/S (Norway). The manager is Novoklav (T. Klaveness Group) (Norway). It departed from Amsterdam, Netherlands, on 4 March 1992. It is alleged to have delivered oil to South Africa before arriving at Algericas, Spain, on 25 April 1992 and at Trieste, Italy, on 1 May 1992.

93-066

66. The Wyoming is a tanker of 356,324 dead weight tons registered under the flag of Liberia. It is owned by Wyoming Tankers Co. (Liberia) and beneficially owned by Hadjipateras Group (Greek/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It arrived at Fujairah Anchorage, United Arab Emirates, on 19 September 1992. It departed from there on an unknown date and arrived at an unidentified port in the Persian Gulf in January 1993. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 28 February 1993.

93-067

67. The Obo Basak is an OBO of 103,325 dead weight tons registered under the flag of Turkey. It is owned by Denmar Denizcilik and beneficially owned by Marti & Trading Co. (Turkey). The manager is Turkbulk Pool (Turkey). It departed from Agioi, Greece, on 4 February 1993 and arrived at Agioi, Greece, on 8 February 1993. It passed Gibraltar on 18 February 1993. It is alleged to have delivered oil to South Africa before arriving at Europoort, Netherlands, on 3 May 1993 and Wilhelmshaven, Federal Republic of Germany, on 8 May 1993.

93-068

68. The Peter Maarsk is a tanker of 47,803 dead weight tons registered under the flag of Denmark. It is owned by A/S D/S Svendborg & D/S AF 1912 A/S (Denmark) and beneficially owned and managed by A.P. Moller (Denmark). It arrived at Oskarshamn, Sweden, on 28 September 1992. It departed from there on an unknown date and arrived at Amsterdam, Netherlands, on 12 October 1992. It

departed from there 18 October 1992. It is alleged to have delivered oil to South Africa before arriving at La Plata, Argentina, on 25 November 1992.

93-069

69. The South Breeze is a tanker of 231,490 dead weight tons internationally registered under the flag of Norway. It is owned by South Breeze K/S (Norway) and beneficially owned by Mosvold-Farsund (Norway). The manager is Farsund Ship Management A/S (Norway). It departed from Fujairah Anchorage, United Arab Emirates, on 3 April 1993 and arrived at an unidentified port in the Persian Gulf in April 1993. It departed from there on an unknown date and arrived at Fujairah Anchorage, United Arab Emirates, on 9 April 1993. It departed from there the following day. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on an unknown date from where it departed on 9 June 1993.

93-070

70. The Baleares is a combination carrier of 75,714 dead weight tons internationally registered under the flag of Norway. It is owned by Baleares K/S (Norway) and beneficially owned by C.H. Sorensen & Sonner A/S (Norway). The manager is Novoklav (Norway). It departed from Marsaxklokk, Malta, on 16 August 1992 and arrived at Melilli, Italy, on the following day. It departed from there on 21 August 1992 and passed Gibraltar on 22 August 1992. It is alleged to have delivered oil to South Africa before arriving at Las Palmas, Spain, on 7 October 1992 and at Antwerp, Belgium, on 15 October 1992.

93-071

71. The Hoegh Fountain is a combination carrier of 78,488 dead weight tons registered under the flag of Bahamas. It is owned, beneficially owned and managed by Leif Hoegh & Co A/S (Norway). It departed at Augusta, Italy, on 11 September 1992 and arrived at Marsaxklokk, Malta, on 12 September 1992. It departed from there on 15 September 1992. It is alleged to have delivered oil to South Africa before arriving at Rotterdam, Netherlands, on 3 November 1992.