U.S. Department of Homeland Security
United States Coast Guard

Activity Summary Report

Title:	Participation in Freedom Flotilla
Activity ID:	3759971
Activity Start Time:	06/07/2010 10:58:00 AM
Originating Unit:	SEC DelwrBy
Owner Unit:	SEC DelwrBy
Controlling Unit:	SEC DelwrBy
Activity Type:	Vessel Inspection/PSC
Team Lead:	[redacted]
Status:	Closed - Administrative Action
Status Date:	06/07/2010
Prompt Date:	
Subject POC:	

Operating Organization Name

FREE GAZA MOVEMENT	-	Corporation			
Address	**City**	**State**	**Zip**	**Country**	**Province**
F.G. Human Rights Projects, Ltd (Free Gaza Movement)c/o Centaur Trust2 Apostolos Varnavas Street		CY			2571 Nisou, Nicosia,

Vessel Information

Vessel Name:	VIN:	Flag:	Length:	Tonnage(GRT/ITC):
CHALLENGER I	DL8171AC	UNITED STATES	66	

Year Completed:	Vessel Type:	Propulsion Type:
1977	Recreational-Motor Propelled Vessels-Yacht, Trawler Type	Diesel

Engine Compartment:	Fuel Compartment:	Construction:
Unknown	Unknown	Unknown

Activities Conducted:

Type	Date	Unit

Associated/Involved Parties:

Party Name	Party Role	
[redacted]	Owner	
	Primary	[redacted]
FREE GAZA MOVEMENT	Operator	
	Web Site	www.freegaza.org/
	Phone Number	+357 99 081 767
WESTERN MEDITERRANEAN TRIPS LLC		Owner
	Work	(302) 447-9800
[redacted]	Operator	
	Primary	[redacted]

Inspection Results

System	Date	Results

Inspection Results - Deficiencies

(None)

Documents and Certificates:

Certificates:

Document Description	Issue Date	Expire Date

This information is being withheld under 5 U.S.C. Section 552(b)(6) + (b)(7)(C)

Documents and Certificates:
(Continued)

Documents:

Name:	Description
Challenger I Delaware Registration Application.pdf	
Greek Directorate of Customs and Excise.pdf	

Narrative Summary:

The M/V CHALLEGER I [aka SAMOUD (Arabic for Steadfast)] is the former Greek registered M/V GOLDEN FLAME. Its Greek registration number was 7024 and it was owned by [redacted] of Marinos, [redacted]

The vessel was sold to Western Mediterranean Trips (WMT) LLC on February 24, 2010 for 130,000 euro. Ms [redacted]r accepted the vessel on behalf of WMT. Ms. [redacted] was an Australian school teacher, a human rights activist and an organizer for the Free Gaza Movement (FGM) (www.freegaza.org).

Ms. [redacted] registered the vessel with the State of Delaware on April 1, 2010. Assisting with the application was Delaware Registry Limited at 3511 Silverside Road, Wilmington DE 19810, who provided the Delaware registered address for WMT.

The CHALLENGER I was boarded by the Greek General Directorate of Customs and Excise on April 26, 2010 (page six and seven of the Custom Form attached in the documents section of this activity). Mr. [redacted] was identified on the Cyprus Transit Log. [redacted] (UK) was identified as the Master. The Passenger and Crew List identified four crewmen however none were US citizens. At least three of the passengers were US citizens. The rest of the passengers were a mix of nationalities including German, British, Canadian and Brazilian.

The vessel, along with the CHALLENGER II, sailed from Heraklion Crete to meet the FGM sponsored Freedom Flotilla in May 2010. The Freedom Flotilla was an attempt to break the Israeli blockade of Gaza. The flotilla's flagship was the M/V MAVI MARMARA and the voyage was noteworthy for the Israeli response which resulted in the non-compliant boarding of the MAVI MARMARA and the death of nine activists.

The CHALLENGER I and the CHALLENGER II never made contact with the Israelis. Instead, both vessels experienced steering casualties that forced them to seek refuge in a Cyprus port. The CHALLENGER II problems appeared to more severe in that the vessel took on water after the bilge pump suddenly stopped working and the activists had to be transferred at sea to the MAVI MARMARA 70 NM off the coast of Cyprus. The Greek side of Cyprus denied the CHALLENGER I request to enter port therefore it sailed to the Port of Famagusta on the Turkish side of the island.

The CHALLENGER I and CHALLENGER II are undergoing repairs in Cyprus and they will try to rejoin the Freedom Flotilla at the next opportunity.

Activity Action Log:

Eff. Date	Unit	Individual	Description
06/07/2010	SEC DelwrBy	[redacted]	Activity Created. Status: "Open - In Progress"
06/07/2010	SEC DelwrBy	[redacted]	Status Changed to "Closed - Administrative Action"

This information is being withheld under 5 U.S.C. Section 552(b)(3) 6 4(b)(7)(c)

Name Change

Now

```
04/01/10          * * * * BOAT REGISTRATION SYSTEM * * * *
08:32:09                  MODIFY REGISTRATION                    BRMU1020

REGNO  DL8171AC  DECAL NO  24172  FEE  ___60.00 EXEMPT  N  COMPANY (Y/N)  Y
NAME LAST FIRST MIDDLE / CORP          A/O                 SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS LLC____    __                  __ - __ - ____
CHALLENGER I_____                      __                  __ - __ - ____
_____                                                      __ - __ - ____
LIENHOLDER _____
EMAIL _____                                          PHONE 302  447  9800
  MAIL ADDRESS   3511 SILVERSIDE RD__     SUITE 105_____
          CITY   WILMINGTON_____  ST  DE  ZIP  19810        COUNTY  1
       ADDRESS   _____                    _____
          CITY   _____            ST  __  ZIP  _____        COUNTY  _
INS CODE _____   INSURED BY
MAKE TEC_  YEAR  1977  LENGTH  6602_  HULL  1     PROP  2   USE  1
TYPE  2    FUEL  2     SANIT DEV  3   HULL IDENT   DLZ12704D710_____
ISSUE DATE   4_ /  1_ /  2010     EXP YR   2010    AGENT ID  _____
PREVIOUS REG#  _________  PREVIOUS OWN  _____________________________

      ENTER  'N' FOR NO PRINT -or-  'ENTER' TO CONTINUE  _          KW8W
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
      HELP  MENU  QUIT
4-©            1    Sess-1    172.16.16.3                          #§5/30
```

DO NOT MARK IN THIS SPACE. OFFICE USE ONLY. DL # 81 71 AC

PLEASE FILL OUT ENTIRE FORM!

STATE OF PRINCIPAL USE: DELAWARE DLZ 1204 D710

HULL IDENTIFICATION NUMBER: (12 DIGITS) C66 18

HULL:
1. ☑ WOOD
2. ☐ METAL
3. ☐ INFLATABLE
4. ☐ FIBERGLASS
5. ☐ OTHER

USE:
1. ☑ PLEASURE
2. ☐ DOCUMENTED
3. ☐ DEALER (FOR DEMO USE)
4. ☐ COMMERCIAL PASSENGER
5. ☐ COMMERCIAL FISHING
6. ☐ COMMERCIAL OTHER
7. ☐ RENTAL
8. ☐ EXEMPT

MARINE SANITATION DEVICE:
1. ☐ TYPE I - NO VISIBLE SOLID WASTE
2. ☐ TYPE II - SUSPENDED SOLID WASTE
3. ☑ TYPE III - HOLDING TANK
4. ☐ PORTABLE - PORTA POTTIE

PROPULSION:
1. ☐ OUTBOARD
2. ☑ INBOARD
3. ☐ STERN
5. ☐ OTHER

TYPE:
1. ☐ OPEN
2. ☑ CABIN
3. ☐ HOUSE
4. ☐ OTHER
5. ☐ AUX-SAIL
6. ☐ PWC
7. ☐ PONTOON
8. ☐ INFLATABLE

FUEL:
1. ☐ GASOLINE
2. ☑ DIESEL
3. ☐ OTHER

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

14V
60D

LENGTH OF VESSEL 66 FT. 27 IN

MAKE OF VESSEL TERAMOM MONG - CANTIERI DI BARI SPAD YEAR BUILT ITALY, 1977

PREVIOUS OWNER (S) [redacted]

NUMBER PREVIOUSLY ISSUED 7024

LIENHOLDER _____ INSURANCE CO. _____

OWNER (S) NAME WESTERN MEDITERRANEAN TRIPS LLC

MAILING ADDRESS 3511 SILVERSIDE ROAD, SUITE 103

CITY WILMINGTON STATE DE ZIP 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

[redacted]

SOCIAL SECURITY # FOR EACH OWNER OR TAX # FOR COMPANIES OR PASSPORT NUMBER

[redacted]

DAYTIME TELEPHONE NUMBER

THE VESSEL'S NEW NAME IS "CHALLENGER J"
CHALLENGER I

OWNER NAME: WESTERN MEDITERRANEAN TRIPS LLC

This information is being withheld under 5 U.S.C. Section 552(b)(1) 6 + (b)(7)(c)

DHSCoastGuard0004

ΚΑ 301 (2007)

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
REPUBLIC OF GREECE

ΑΡΙΘ. 204156

ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ
MINISTRY OF MERCANTILE MARINE

ΕΓΓΡΑΦΟ ΕΘΝΙΚΟΤΗΤΑΣ
CERTIFICATE OF NATIONALITY

ΒΕΒΑΙΩΝΕΤΑΙ
THIS IS TO CERTIFY

με το παρόν ότι το εμπορικό πλοίο που περιγράφεται πιο κάτω.
That the merchant vessel described below

ΟΝΟΜΑ NAME	(α) Δ.Σ. INTERNATIONAL CALL LETTERS ΚΑΙ ΑΝΟ (β) Δ.Σ.Π. M.M.S.I.	ΑΡΙΘΜΟΣ IMO IMO NUMBER	ΛΙΜΑΝΙ ΝΗΟΛΟΓΗΣΗΣ PORT OF REGISTRY	ΑΡΙΘ. ΝΗΟΛΟΓΙΟΥ REGISTER NUMBER	ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP
"ΓΚΟΛΝΤΕΝ ΦΛΕΙΜ" "GOLDEN FLAME"	(α) SX 6969 (β) 237579300	—	ΠΕΙΡΑΙΑΣ PIRAEUS	7024	ΕΠΙΒ-ΤΙΡ PASSENGER TOURISTIC
ΥΛΙΚΟ ΚΑΤΑΣΚΕΥΗΣ ΣΚΑΦΟΥΣ MATERIAL OF CONSTRUCTION	ΑΡΙΘΜΟΣ ΚΑΙ ΤΥΠΟΣ ΠΡΟΩΣΤΗΡΙΩΝ ΜΗΧΑΝΩΝ NUMBER AND TYPE OF PROPULSION MACHINERY				ΙΠΠΟΔΥΝΑΜΗ HORSEPOWER
ΞΥΛΕΙΑ WOOD	ΔΥΟ(2) ΜΕΚ TWO(2) ICE (GENERAL MOTORS (GM) V12 417)				2x650 = 1300 BHP

έχει καταμετρηθεί σύμφωνα με τους κανόνες και τις ισχύουσες διατάξεις για
has been measured in accordance with the Rules and Regulations regarding

την καταμέτρηση της χωρητικότητας των εμπορικών πλοίων, όπως προκύπτει από
tonnage measurement of merchant ships, as per certificate of measurement

το πιστοποιητικό καταμέτρησης που εκδόθηκε από την ΔΕΕΠ την 02.06.98
issued by ΠΣΙ on the 02.06.98

και έχει τα ακόλουθα στοιχεία:
and has the following particulars:

ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	Ολική (ΚΟΧ) Gross (g.r.t.) 73,47 Καθαρή (ΚΚΧ) Net (n.r.t.) 53,00
ΔΙΑΣΤΑΣΕΙΣ DIMENSIONS	Μήκος ολικό: Length Overall: 20,20 M Μήκος νηολόγησης Register Length: 19,30 M Πλάτος νηολόγησης Register Breadth: 5,70 M Βάθος νηολόγησης Register depth: 2,25 M
ΠΛΟΙΟΚΤΗΤΗΣ OWNER	ΟΝΟΜΑ - ΔΙΕΥΘΥΝΣΗ NAME - ADDRESS [redacted] 100 % [redacted] 100 %

Το παρόν πλοίο που καταχωρήθηκε στα Ελληνικά Νηολόγια επιτρέπεται να φέρει την Ελληνική Σημαία.
The vessel has been registered in the Greek Registry and is permitted to fly the Greek Flag.

ΜΕ ΤΗ ΜΕΤΑΒΙΒΑΣΗ ΚΥΡΙΟΤΗΤΑΣ.
ΕΚΔΟΘΗΚΕ ΠΙΟ ΠΑΡΩΠΙ.

Πειραιας 21 Νοεμβριου 2001
Dated at PIRAEUS on the 21st day of NOVEMBER 2001

[redacted] ΒΑΣΣΟΣ

[redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(6)+(b)(7)(C)

DHSCoastGuard0005

ΚΛΠΔΝΗΟΛΟΓΙΑ

Για την χαρτοσήμανση του παρόντος, κατατέθηκαν τα με αριθμ. 1) 1094.49 παράβολο τελών χαρτόσημου Υπέρ Δημοσίου & 2) 01069561 13/11/07 Αποδείξη Είσπραξης ΕΤΕ υπέρ του Μ.Τ.Ν.

Πειραιάς 22/11/2007

[redacted]

Για την χαρτοσήμανση του παρόντος, κατατέθηκαν τα με αριθμ. 1) 2034.95 παράβολο τελών χαρτόσημου Υπέρ Δημοσίου & 2) 1939.05 10-01-10 Αποδείξη Είσπραξης ΕΤΕ υπέρ του Μ.Τ.Ν.

10 ΦΕΒ. 2010

Πειραιάς

[redacted]

ΛΙΜΕΝΟΦΥΛΑΚΑΣ

ΤΜΗΜΑ

ΑΚΡΙΒΕΣ

[redacted]

ΠΟΡΘΙΑΡΧΟΣ Α.Ν.

This information is being withheld under 5 U.S.C. Section 552(b)(6)+(b)(7)(C)

DHSCoastGuard0006

HELLENIC REPUBLIC
PIRAEUS CENTRAL PORT AUTHORITY

Piraeus, 23 March 2010

SHIPS REGISTER AND MARITIME MORTGAGES SECTION

Prot. Number: -990-

CERTIFICATE OF VESSEL OWNERSHIP

**** Piraeus Central Port Authority***

Certifies that:

As it arises from its kept Books of Register Coast Guard for A' class vessels of the Piraeus Port, the registered under serial number 7024 passenger/ touristic vessel **"GOLDEN FLAME"**, G. R. T. 73,47, N. R. T. 58,00, and Call Sign SX 6969, was deleted on 23-03-2010 (March 23rd 2010) from the Ships Register of our Section, due to its sale to the foreign company " WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY", with registered offices in DELAWARE, U. S. A. On its deletion day, the vessel was in BALTSAVIAS Georgios of Marinos ownership, and was free of any encumbrances. Piraeus, March Twenty Third Two Thousand and Ten. (23-10-2010).

Seal and Stamp: HELLENIC REPUBLIC
MINISTRY OF MERCANTILE MARINE
PIRAEUS CENTRAL PORT AUTHORITY

-THE SHIPS REGISTRAR-

(SIGNATURE)

Lieutenant Commander of Port Corps VOURIKIS Marios

This is a true and accurate translation in English of the attached text in Greek.
Piraeus 26th March 2010
The Official Translators - Lawyers
[redacted]

LAW OFFICES
EUM. J. STEPHANIDIS & ASSOCIATES
117, ALKMIADIOU STREET
PIRAEUS 18538
GREECE

This information is being withheld under 5 U.S.C. Section 552(b)(2+(b)(7)(c)

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ

ΤΟΜΕΑΣ ΝΗΟΛΟΓΙΩΝ ΚΑΙ ΝΑΥΤΙΚΩΝ ΥΠΟΘΗΚΟΛΟΓΙΩΝ

Πειραιάς, 23 Μαρτίου 2010

Αριθμ. Πρωτ. : -990-

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΚΥΡΙΟΤΗΤΑΣ ΠΛΟΙΟΥ

Το Κεντρικό Λιμενάρχείο Πειραιά

Πιστοποιεί ότι:

Όπως προκύπτει από τα τηρούμενα σε αυτό Νηολόγια Α/Π κλάσης Α΄ του Λιμένα Πειραιά το Ε/Γ-Τ/Ρ "**ΓΚΟΑΝΤΕΝ ΦΛΕΙΜ**" που έχει εγγραφεί με αριθμό 7024 ολικής χωρητικότητας κόρων 73,47 και καθαρής χωρητικότητας κόρων 58,00 Διεθνούς Διακριτικού Σήματος SX 6969 διαγράφηκε την 23-03-2010 από τα Νηολόγια Υπηρεσίας μας λόγω πώλησής του στην αλλοδαπή εταιρεία "WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY" με έδρα το DELAWARE των Η.Π.Α. Κατά την ημερομηνία διαγραφής του ανήκε στον ΜΠΑΛΤΣΑΒΙΑ Γεώργιο του Μαρίνου και δεν έφερε κανένα βάρος. Πειραιάς, Είκοσι Τρεις Μαρτίου Δύο Χιλιάδες Δέκα (23-03-2010).

[redacted]

ΚΑΠ/Α.Υ. 119-ΑΙ
Κ-1962

This information is being withheld under 5 U.S.C. Section 552(b)(6)(b)(7)(c)

DHSCoastGuard0008

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΟΥΑΡΑΝΤΙΝΑ ΠΕΙΡΑΙΩΣ ΟΠΗΛ
ΕΛΚΕΜΑΝ ΚΩΣΤΑΚΟΠΟΥΛΟΥ

73034/23-3-10

ΔΕΚΑΠΕΝΤΑΕΥΡΩ

ΕΚΔΟΘΕΝ
ΠΡΟΣ 8 MAΪ. 2010
ΚΑΠΙΤΑΝΙΟΣ ΛΙΜΕΝΟΦΥΛΑΚΑΣ

[redacted]

ΛΙΜΕΝΟΦΥΛΑΚΑΣ

This information is being withheld under 5 U.S.C. Section 552(b)(7)(c)

Prescribed by the Commissioners of Customs & Excise with the Consent of the Minister of State [illegible]

BILL OF SALE (Body Corporate)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)
7024	GOLDEN FLAME	PIRAEUS , 7024	MOTOR YACHT	GENERAL MOTORS 2 X 650=1300 H.P

	Meters	Tenths	Number of Tons (Where dual tonnages are assigned the higher of these should be stated)	
			Gross	Register
Length from fore part of stem, to the aft side of the head of the stern post / fore side of the rudder stock	20	20	73,47	58,00
Main breadth to outside of plating	5	30		
Depth in hold from tonnage deck to ceiling amidships	2	05		

and as described in more detail in the Register Book.

We, [redacted] OF MARINOS (hereinafter called "the transferors") having our principal place of business at 22 AKTI MOUTSOPOULOU, PIRAEUS, GREECE, in consideration of the sum of EURO ONE HUNDRED THIRTY THOUSAND (€ 130.000,oo) ONLY paid to us by WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY, OF 3511 Silverside Road Suite 105, Wilmington, New Castle County, DELAWARE, USA 19810, (hereinafter called "the transferee (s)") the receipt whereof is hereby acknowledged, transfer ALL (100 %) shares in the Ship above particularly described, and in her boats and appurtenances, to the said transferee (s).

Further, we, the said transferors for ourselves and our successors covenant with the said transferee(s) and THEIR assigns, that we have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances, MORTGAGES, MARITIME LIENS AND/OR ANY OTHER DEBTS OR CLAIM WHATSOEVER.

In witness whereof we have hereunto affixed our common seal on THIS 24TH DAY OF FEBRUARY 2010.

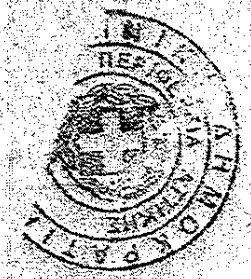
The Common Seal of the transferors was affixed hereunto

in the presence of MR [redacted]

ACCEPTED BY THE TRANSFEREE
WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY
BY: MS [redacted]

[redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(1,2,6)



[redacted]

[redacted]

12-3-2010

This information is being withheld under 5 U.S.C. Section 552(b)(7)(E)

DHSCoastGuard0012

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

Χορηγήθηκε από τον Προϊστάμενο Φόρων και Τελωνείων με την έγκριση του Υφυπουργού Εξωτερικών για το Εμπόριο (Secretary of State for Trade

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσημος Αριθμός	Όνομα Πλοίου	Αριθμός, έτος και λιμάνι νηολόγησης		Ιστιοφόρο, Ατμόπλοιο ή Μηχανοκίνητο	Ιπποδύναμη Μηχανών, αν υπάρχουν
7024	GOLDEN FLAME (ΓΚΟΛΝΤΕΝ ΦΛΕΙΜ)	ΠΕΙΡΑΙΑΣ, 7024		ΜΗΧΑΝΟΚΙΝΗΤΟ ΣΚΑΦΟΣ ΑΝΑΨΥΧΗΣ	GENERAL MOTORS 2 X 650 = 1300 H.P
		Μέτρα	Εκατοστά	Τόνοι: (όπου αναφέρονται διπλές αξίες σε τόνους θα πρέπει να αναγράφονται οι μεγαλύτερες)	
Μήκος από το ποδόστημα της πλώρης ως την πρυμναία πλευρά της κεφαλής του πρυμναίου ποδοστήματος του/εμπρόσθια πλευρά του άξονα του πηδαλίου		20	20	Ολική χωρητικότητα πλοίου	Καθαρή χωρητικότητα πλοίου
Κύριο πλάτος προς το εξωτερικό περίβλημα του πλοίου		5	30	73,47	58,00
Βάθος από το κατάστρωμα καταμετρήσεως ως την εσωτερική επένδυση στο μέσον του πλοίου		2	05		

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

Εμείς, Ο ΓΕΩΡΓΙΟΣ ΜΠΑΑΤΣΑΒΙΑΣ ΤΟΥ ΜΑΡΙΝΟΥ (εφ' εξής καλούμενοι ως οι "Πωλητές"), έχοντες ως κύρια έδρα επιχείρησης την ΑΚΤΗ ΜΟΥΤΣΟΠΟΥΛΟΥ 22, ΠΕΙΡΑΙΑΣ, ΕΛΛΑΔΑ, έναντι του ποσού των ΕΥΡΩ ΕΚΑΤΟΝ ΤΡΙΑΝΤΑ ΧΙΛΙΑΔΩΝ (€ 130.000,00) ΜΟΝΟ, το οποίο πληρώθηκε σε εμάς από την WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY (WESTERN MEDITERRANEAN TRIPS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ), Οδός Σιλβεράντο 3511 διαμέρισμα 105, Γουίλμινγκτον, Κομητεία Νίου Κάστλ, ΝΤΕΛΑΓΟΥΕΑΡ, ΗΠΑ 19810, (από εδώ και στο εξής καλούμενη ως "Αγοράστρια"), η λήψη του οποίου αναγνωρίζεται με το παρόν, μεταβιβάζουμε ΟΛΑ (100%) τα μερίδια του Πλοίου, το οποίο παρεπάνω περιγράφεται αναλυτικά, καθώς και των βαρκών και των απαραίτητων εξαρτημάτων, στην προαναφερθείσα ΑΓΟΡΑΣΤΡΙΑ.

Περαιτέρω, εμείς, οι προαναφερθέντες ΠΩΛΗΤΕΣ για λογαριασμό δικό μας και των διαδόχων μας, που συμβάλλονται με την ως άνω ΑΓΟΡΑΣΤΡΙΑ και τους εκδοχείς της, στους οποίους έχουμε την εξουσία να μεταβιβάσουμε με τον τρόπο που προλέχθηκε, τα όσα προαναφέρθηκαν ότι πρέπει να μεταβιβαστούν, και ότι αυτά είναι ελεύθερα από βάρη ΥΠΟΘΗΚΕΣ, ΝΑΥΤΙΚΕΣ ΚΑΤΑΣΧΕΣΕΙΣ ΚΑΙ/Η ΟΠΟΙΑΔΗΠΟΤΕ ΑΛΛΗ ΟΦΕΙΛΗ Ή ΑΠΑΙΤΗΣΗ ΑΠΟ ΟΠΟΥΔΗΠΟΤΕ.

Σε μαρτυρία του οποίου έχουμε επιβέσει εδώ την υπογραφή μας την 24η ΗΜΕΡΑ ΤΟΥ ΦΕΒΡΟΥΑΡΙΟΥ 2010.

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

Κος ΓΕΩΡΓΙΟΣ ΜΠΑΑΤΣΑΒΙΑΣ
(υπογραφή)

ΑΠΟΔΕΚΤΟ ΑΠΟ ΤΗΝ ΑΓΟΡΑΣΤΡΙΑ
WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY (ΓΟΥΕΣΤΕΡΝ ΜΕΝΤΙΤΕΡΑΝΙΑΝ ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ)
ΑΠΟ: [redacted]
(υπογράφη)

This information is being withheld under 5 U.S.C. Section 552(b) 6+(b)(7)(C)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

Ο ΜΠΑΣΤΣΑΝΙΑΣ ΓΕΩΡΓΙΟΣ του ΜΑΡΙΝΟΥ, κάτοχος του υπ' αριθ. ΑΔΤ Τ 055823 υπέγραψε ενώπιόν μου.

Πειραιάς 24 ΦΕΒ, 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΛΑΡΟΣ Σ. - ΑΝΘΣΤΗΣ Α.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

[redacted], κάτοχος του υπ' αριθ. Διαβ[redacted] υπέγραψε ενώπιόν μου.

Πειραιάς 1-3-2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΑΛΕΞΕΑ Βαρβάρα

ΑΝΘΣΤΗΣ Α.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

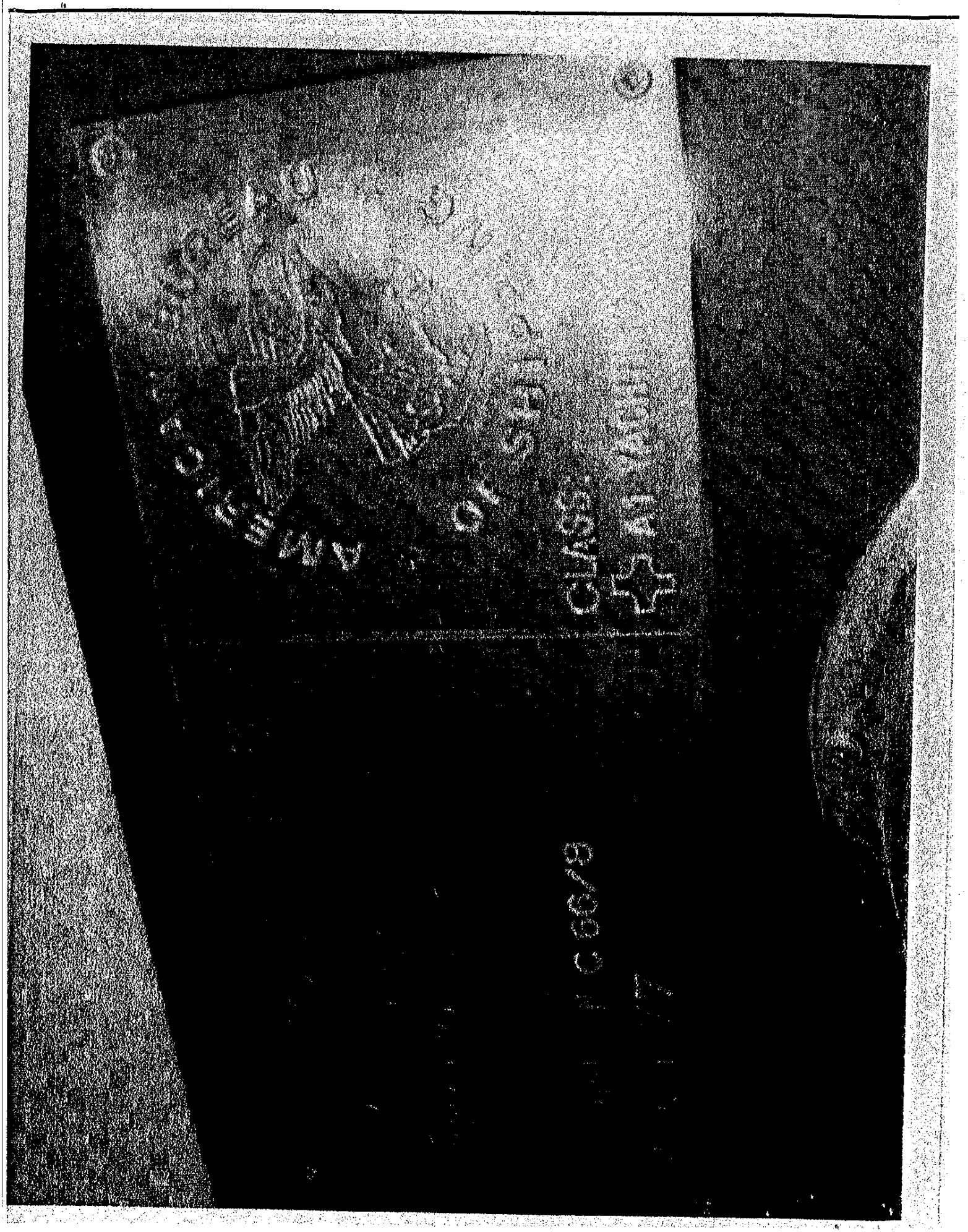
Βεβαιώνεται ότι έγινε από εμένα, κατά το άρθρο 51 του Ν.Δ. 3026 της 6/8 Οκτωβρίου 1954 «Περί Δικηγόρων», πιστή και ακριβής μετάφραση του συνημμένου εγγράφου από την ___Αγγλική_____ γλώσσα στην Ελληνική και κάτω από το μεταφρασμένο έγγραφο έθεσα την υπογραφή μου με σχετική βεβαίωση που φέρει την σημερινή ημερομηνία.

Πειραιάς, ...2.../...3.../...2010...
Ο διορισμένος στον Άρειο Πάγο
Μεταφράστας Δικηγόρος

[redacted]

ΑΦΜ : 025342745 ΔΟΥ Ι.Δ' ΠΕΙΡΑΙΑ
Α.Μ.Δ.Σ.Α. 8439

This information is being withheld under 5 U.S.C. Section 552(b)(7)(b)+(b)(7)(e)



ΣΕΛ 01 ΑΠΟ 03 SEO CTUBATEC ΣΕΡΙ ΔΟ ΤΣ/ΙΤΣ/139-38512/184

ΧΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

Θ/Γ YACHT S'RENDOH ΣΗΜΑΙΑ FLAG TOUTCO ΝΗΟΛ. PORT OF REGISTRY LOME Αρ. Νηολ. REG. No 895865 Κ.Ο.Χ. 196 ΚΕΚΧ: 80

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΑΠ/ΕΛΓ (ΖΕΑ) ΓΙΑ TO ΡΟΔΟ Κ.Κ.Χ.

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30.06 μ

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master [redacted] Ναύτης Sailor [redacted]
2) [redacted]
3) Μηχ. Engineer [redacted]
4)
5) 10)

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α			
1	[redacted]	[redacted]	USA
2	[redacted]	[redacted]	USA
3	[redacted]	[redacted]	USA
4	[redacted]	[redacted]	USA
5	[redacted]	[redacted]	USA
6	[redacted]	[redacted]	USA
7	[redacted]	[redacted]	ITALIA
8	[redacted]	[redacted]	ITALIA
9	[redacted]	[redacted]	ITALIA
10	[redacted]	[redacted]	ITALIA
11	[redacted]	[redacted]	ITALIA
12	[redacted]	[redacted]	ITALIA
13	[redacted]	[redacted]	ITALIA
14	[redacted]	[redacted]	U.K.
15	[redacted]	[redacted]	LEBANON
16	[redacted]	[redacted]	BELGIUM
17	[redacted]	[redacted]	GERMANY
18	[redacted]	[redacted]	FRANCE
19	[redacted]	[redacted]	FRANCE
20	[redacted]	[redacted]	FRANCE
21	[redacted]	[redacted]	FRANCE

[redacted]

ΕΛ 02/03

ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΙΓ YACHT: SPENDONK ΣΗΜΑΙΑ FLAG: ΤΟΥΝΤΟ ΝΗΟΛ. PORT OF REGISTRY: LONG Αρ. Νηολ. REG. No: 8951865 Κ.Ο.Κ.: 186

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM: ΚΛΙΜΑΚΙΑ ΖΕΑ ΓΙΑ TO: ΡΟΔΟ Κ.Κ.Κ.: 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat: ..... ΜΕΤΡΑ - Metres: 30,26

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master
2)
3) Μάγος Engineer
4
5)
6) Ναύτης Sailor
7)
8)
9)
10)

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α No	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤΗΡΙΟΥ ΤΑΞΙΔΙΟΥ PASSPORT No	ΙΘΑΓΕΝΕΙΑ NATIONALITY
1	[redacted]		[redacted]	FRANCE
2	[redacted]		[redacted]	FRANCE
3	[redacted]		[redacted]	FRANCE
4	[redacted]		[redacted]	ΕΛΛΑΣ
5	[redacted]		[redacted]	ΕΛΛΑΣ
6	[redacted]		[redacted]	ΕΛΛΑΣ
7	[redacted]		[redacted]	ΕΛΛΑΣ
8	[redacted]		[redacted]	ΕΛΛΑΣ
9	[redacted]		[redacted]	ΕΛΛΑΣ
10	[redacted]		[redacted]	ΕΛΛΑΣ
11	[redacted]		[redacted]	ΕΛΛΑΣ
12	[redacted]		[redacted]	ΕΛΛΑΣ
13	[redacted]		[redacted]	ΕΛΛΑΣ
14	[redacted]		[redacted]	ΕΛΛΑΣ
15	[redacted]		[redacted]	SWEDEN
16	[redacted]		[redacted]	SWEDEN
17	[redacted]		[redacted]	SWEDEN
18	[redacted]		[redacted]	SWEDEN
19	[redacted]		[redacted]	SWEDEN
20	[redacted]		[redacted]	SWEDEN
	[redacted]		[redacted]	CZECH

ΠΡΟΣ ΑΝΑΦΟΡΑ [redacted]

This information is being collected under 14 USC Section 93(a)(1) (96)(96)

DHSCoastGuard0017

Gn 03/03

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

Θ/Γ YACHT SPENDOW ΣΗΜΑΙΑ FLAG ΤΟΣΚΟ ΛΙΜΗΝ PORT OF REGISTRY LOME Αρ. Νηολ. REG. No 8851865 Κ.Ο.Χ. 196

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΑΛΑΜΑΤΑ ΓΙΑ TO ΡΟΔΟ Κ.Κ.Κ. 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30,26

ΠΛΗΡΩΜΑ - CREW

1) Κυβ. Master
2)
3) Μηχ. Engineer
4)
5)
6) Ναύτης Sailor
7) »
8) »
9) »
10) »

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α SIR	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤΗΡΙΟΥ PASSPORT No	ΥΠΗΚΟΟΤΗΤΑ NATIONALITY
1	[redacted]		[redacted]	CZECH
2	[redacted]		[redacted]	CZECH
3	[redacted]		[redacted]	CZECH
4	[redacted]		[redacted]	NETHERLANDS
5	[redacted]		[redacted]	IRELAND
6	[redacted]		[redacted]	IRELAND
7	[redacted]		[redacted]	BULGARIA
8	[redacted]		[redacted]	BULGARIA
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

This information is being withheld under 5 U.S.C. Section 552(b)(7)(b) + (b)(7)(c)

[redacted]

DHSCoastGuard0018

Παρόχεως / Πατριδότητα [redacted]

ΔΕ/Α ΤΕΛΩΝΕΙΑΚΟ

ΕΝΤΥΠΟ 7-01.03 ΑΥΟ Α 257/130/23-2-2000

ΑΝΤΙΤΥΠΟ 1 (ΣΤΕΛΕΧΟΣ)

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ Α' ΠΕΙΡΑΙΑ
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ: DATE: 23-04-10

Αριθ. Δελτίου: Document Number: 08

ΙΣΧΥΣ/VALIDITY (2)

ΟΡΙΣΜΕΝΗ/LIMITED

ΑΠΟ/FROM: ΜΕΧΡΙ/UNTIL:

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY

1. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
2. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
3. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____

ΙΣΧΥΣ/VALIDITY (2)

ΑΟΡΙΣΤΗΝ/LIMITED

ΕΣΩΤΕΡΙΚΟΥ ΤΕΧΝΟΣ

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(8)
TRANSIT LOG

HULL NO: DLZ 19705 D710

ΟΝΟΜΑ ΠΛΟΙΟΥ: SHIP'S NAME: CHALLENGER II ΣΗΜΑΙΑ: FLAG: USA

ΛΙΜΗΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ: PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8172 AC

ΔΑΣ/CALL SIGN: K.O.X: 128 21 GT: NET 94.93

ΤΥΠΟΣ ΠΛΟΙΟΥ: TYPE OF SHIP: ΗΛΥ ΕΤΟΣ ΚΑΤΑΣΚΕΥΗΣ 1976 ΜΗΚΟΣ 20.36 m

ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ: ENGINES, TYPE AND NUMBER, H.P.: 2 UTU x 900 BHP.

ΙΔΙΟΚΤΗΤΗΣ: OWNER'S NAME: VETERANS TEEN ADVENTURES PARK INC

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: 2511 SILVERSIDE RD WILMINGTON 19810 DE

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: ΔΟΥ: ΛΑΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ - ΚΥΒΕΡΝΗΤΗΣ: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: ΔΟΥ: ΛΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΚΥΒΕΡΝΗΤΗΣ - ΧΡΗΣΤΗΣ: OWNER - USER: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΛΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΕΚΠΡΟΣΩΠΟΣ ΙΔΙΟΚΤΗΤΗ: OWNER'S REPRESENTATIVE: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: E-MAIL:

ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΛΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(7)+(b)(7)(c)

2

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΠΥΛΑΚΙΟ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIREAUS PORT AUTHORITY
PORT POLICE
COAST GUARD

Σ/Υ CHALLENGER ΣΗΜΑΙΑ USA ΝΗΟΣ ΑΡ. ΝΗΟΛ ΚΟΧ
YACHT FLAG PORT OF REGISTRY REG. No

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ ΑΓΙΟ ΝΙΚΟΛΑΟ ΠΡΟΣ ΤΟ ΚΥΠΡΟ ΚΚΧ
DURING THE VOYAGE FROM TO

ΤΥΠΟΣ ΣΚΑΦΟΥΣ ΜΕΤΡΑ
TYPE OF BOAT MPTLDS

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master [redacted]
2)
3) Μηχαν. Engineer
4)
5)

6) Ναύτης Sailor [redacted]
7)
8)
9)
10)

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤ. PASSPORT No	ΕΘΝΙΚΟΤΗΤΑ NATIONALITY
1	[redacted]	Holland	[redacted]	Dutch
2	[redacted]	Belgium	[redacted]	BELGIUM
3	[redacted]	NORWAY	[redacted]	Norway
4	[redacted]	NORWAY	[redacted]	Norway
5	[redacted]	NORWAY	[redacted]	Norway
6	[redacted]	ENGLAND	[redacted]	United Kingdom
7	[redacted]	Ireland	[redacted]	Ireland
8	[redacted]	Australia	[redacted]	Australia
9	[redacted]	England	[redacted]	United Kingdom
10	[redacted]	England	[redacted]	United Kingdom
11	[redacted]	Malaysia	[redacted]	Malaysia
12	[redacted]	Belgium	[redacted]	Belgium
13	[redacted]	IRELAND	[redacted]	IRISH
14	[redacted]	[illegible]	[redacted]	[illegible]
15	[redacted]	[illegible]	[redacted]	[illegible]
16	[redacted]	[illegible]	[redacted]	28/05/2010
17	[redacted]		[redacted]	
18	[redacted]			
19	[redacted]			
20	[redacted]			

ΘΕΩΡΗΘΗΚΕ

Ο ΠΛΟΙΑΡΧΟΣ
THE MASTER
[redacted]

ΠΙΡΑΙΑΣ 25/05/2010
Χώρος / Place Ημερ/ία / Date

This information is being withheld under 5 U.S.C. Section 552(b)(1) (b)(7)(c)

DHSCoastGuard0020

ΕΝΤΥΠΟ Τ 01.02 ΑΥΟ Α 257/139/23-2-2000

ΑΝΤΙΤΥΠΟ 1 (ΣΤΕΛΕΧΟΣ) 1/6

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ Α. ΠΙΓΡΑ
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ DATE: 26-04-10
Αριθ. Δελτίου Document Number: 09

ΙΣΧΥΣ VALIDITY (2)
ΟΡΙΣΜΕΝΗ/LIMITED
ΑΠΟ FROM 26-04-10 ΕΩΣ EXPI UNTIL 25-05-10

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY
1. ΑΠΟ/FROM ____ ΕΩΣ/UNTIL ____
2. ΑΠΟ/FROM ____ ΕΩΣ/UNTIL ____
3. ΑΠΟ/FROM ____ ΕΩΣ/UNTIL ____

ΙΣΧΥΣ VALIDITY (2)
ΑΟΡΙΣΤΗ/UNLIMITED ☐

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(3)
TRANSIT LOG

1. ΟΝΟΜΑ ΠΛΟΙΟΥ SHIP'S NAME: CHALLENGER T ΣΗΜΑΙΑ FLAG: USA
ΛΙΜΗΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8171 AC
ΔΑΣ/ΟΑΙ I. SIGN: K.O.X: GT: 73,47
ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP: M/Y Gosz Καταασκευής 1977 Ιδιωτικό GG class
ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ ENGINES, TYPE AND NUMBER, H.P.: 2 x 650 B/P

ΠΛΟΙΟΚΤΗΤΗΣ OWNER'S NAME: DOE-GEN MEDITERRANEAN TRIPS
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS: 8511 SILVERSIDE RD SUITE 105 WILMINGTON DE 19810
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ / ΚΥΒΕΡΝΗΤΗΣ MASTER: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΚΑΤΟΧΟΣ - ΧΡΗΣΤΗΣ ΠΛΟΙΟΦΕΡΑ - USER (4): [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS:
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗ OWNER'S REPRESENTATIVE: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS:
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

This information is being withheld under 5 U.S.C. Section 552(b)(1) 2 (b)(4)(c)

[redacted]

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΦΥΛΑΚΙΟ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

YACHT: Or Challenger I. ΣΗΜΑΙΑ FLAG: USA ΝΗΟΛ PORT OF REGISTRY: ΑΡ. ΝΗΟΛ REG No: ΚΩΚ:

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM: ΑΣΤΥ ΝΙΚΟΛΑΟΥ ΠΙΑ TO: ΚΥΠΡΟ ΚΚΚ:

ΤΥΠΟΣ ΣΚΑΦΟΥΣ TYPE OF BOAT: ΜΕΤΡΑ METERS: 50

ΠΛΗΡΩΜΑ - CREW

1) Κ/ης Master	[redacted]	6) Ναύτης Sailor	[redacted]
2)		7) "	
3) Μ/κός Engineer		8) "	
4)		9) "	
5)		10) "	

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤ. PASSPORT No	ΙΘΑΓΕΝΕΙΑ NATIONALITY
1	[redacted]	Germany	[redacted]	German
2	[redacted]	Germany	[redacted]	German
3	[redacted]	Germany	[redacted]	German
4	[redacted]	Germany	[redacted]	German
5	[redacted]	Germany	[redacted]	German
6	[redacted]	U.S.A	[redacted]	American
7	[redacted]		[redacted]	American
8	[redacted]	U.S.A	[redacted]	Serbia
9	[redacted]	U.S.A	[redacted]	American
10	[redacted]	U.S.A	[redacted]	American
11	[redacted]	Canada	[redacted]	Canada
12	[redacted]	U.S.A	[redacted]	Brasil
13	[redacted]	ENGLAND	[redacted]	BRITISH
14	[redacted]	"	[redacted]	"
15	[redacted]		[redacted]	
16	[redacted]	Aruba	[redacted]	ΕΛΛΗΝΙΚΗ
17	[redacted]		[redacted]	25/05/2010
18	[redacted]		[redacted]	
19				
20				

ΑΓΙΟΣ ΝΙΚΟΛΑΟΣ
Τόπος / Place

25/05/2010
Ημ/νία / Date

ΟΕΩΡΗΘΗΚΕ
ΟΛΟΚΛΙΑΡΧΟΣ
THE MASTER

This information is being provided under USCG Section 12(b)(4)(C)

U.S. Department of Homeland Security
United States Coast Guard

Activity Summary Report

Title:	Participation in Freedom Flotilla
Activity ID:	3760058
Activity Start Time:	06/07/2010 12:22:00 PM
Originating Unit:	SEC DelwrBy
Owner Unit:	SEC DelwrBy
Controlling Unit:	SEC DelwrBy
Activity Type:	Vessel Inspection/PSC
Team Lead:	[redacted]
Status:	Closed - Administrative Action
Status Date:	06/07/2010
Prompt Date:	
Subject POC:	

Operating Organization Name					
FREE GAZA MOVEMENT	-	Corporation			
Address	**City**	**State**	**Zip**	**Country**	**Province**
F.G. Human Rights Projects, Ltd (Free Gaza Movement)c/o Centaur Trust2 Apostolos Varnavas Street		CY			2571 Nisou, Nicosia,

Vessel Information

Vessel Name:	VIN:	Flag:	Length:	Tonnage(GRT/ITC):
CHALLENGER II	DL8172AC	UNITED STATES	69	

Year Completed:	Vessel Type:	Propulsion Type:
1977	Recreational-Motor Propelled Vessels-Yacht, Trawler Type	Diesel

Engine Compartment:	Fuel Compartment:	Construction:
Unknown	Unknown	Unknown

Activities Conducted:

Type	Date	Unit

Associated/Involved Parties:

Party Name	Party Role	
WESTERN MEDITERRANEAN TRIPS PLUS LLC		Owner
	Web Site	www.delreg.com
	Primary	(302) 477-9800
	Fax	(302) 477-9811
	Phone Number	1-800-321-2677
FREE GAZA MOVEMENT	Operator	
	Web Site	www.freegaza.org/
	Phone Number	+357 99 081 767
[redacted]	Other	
	Primary	[redacted]

Inspection Results

System	Date	Results

Inspection Results - Deficiencies

(None)

Documents and Certificates:

Certificates:

Document Description	Issue Date	Expire Date

This information is being withheld under 5 U.S.C. Section 552(b)( ) b.+(b)(7)(c)

Documents and Certificates:
(Continued)

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Documents:

Name:	Description
Greek Directorate of Customs and Excise.pdf	
Challenger II Delaware Registration Application.pdf	

Narrative Summary:

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The M/V CHALLEGER II [possible aka AMAL (Arabic for Hope)] is the former Honduran registered M/V NITTA II. Its Honduran registration number was RHL-043392 and it was owned by Anmar Shipping Company S. DE R.L.

The vessel was sold to Western Mediterranean Trips Plus (WMT Plus) LLC on March 4, 2010 for 120,000 euro. Ms.[redacted] accepted the vessel on behalf of WMT Plus. Ms.[redacted] was an Australian school teacher, a human rights activist and an organizer for the Free Gaza Movement (FGM) (www.freegaza.org).

Ms.[redacted] registered the vessel with the State of Delaware on April 1, 2010. Assisting with the application was Delaware Registry Limited at 3511 Silverside Road, Wilmington DE 19810, who provided the Delaware registered address for WMT.

The CHALLENGER II was boarded by the Greek General Directorate of Customs and Excise on April 23, 2010 (page four and five of the Custom Form attached in the documents section of this activity). Mr.[redacted] was identified on the Cyprus Transit Log. The Passenger and Crew List identified four crewmen however none were US citizens. The passengers were a mix of nationalities including Irish, UK, Norwegian, Australia, Belgium and Malaysia. There were no US citizens on board.

The vessel, along with the CHALLENGER I, sailed from Heraklion Crete to meet the FGM sponsored Freedom Flotilla in May 2010. The Freedom Flotilla was an attempt to break the Israeli blockade of Gaza. The flotilla's flagship was the M/V MAVI MARMARA and the voyage was noteworthy for the Israeli response which resulted in the non-compliant boarding of the MAVI MARMARA and the death of nine activists.

The CHALLENGER I and the CHALLENGER II never made contact with the Israelis. Instead, both vessels experienced steering casualties that forced them to seek refuge in a Cyprus port. The CHALLENGER II problems appeared to more severe in that the vessel took on water after the bilge pump suddenly stopped working and the activists had to be transferred at sea to the MAVI MARMARA 70 NM off the coast of Cyprus. The CHALLENGER II sailed to Limassol for repairs.

The CHALLENGER I and CHALLENGER II are undergoing repairs in Cyprus and that they will try to rejoin the Freedom Flotilla at the next opportunity.

Activity Action Log:

Eff. Date	Unit	Individual	Description
06/07/2010	SEC DelwrBy	[redacted]	Activity Created. Status: "Open - In Progress"
06/07/2010	SEC DelwrBy	[redacted]	Status Changed to "Closed - Administrative Action"

This information is being withheld under 5 U.S.C. Section 552(b)( ) b+(b)(7)(c)

Wf Check

04/01/10 * * * * BOAT REGISTRATION SYSTEM * * * *
08:56:50 MODIFY REGISTRATION BRMU1020

REGNO DL8172AC DECAL NO 24173 FEE 60.00 EXEMPT N COMPANY (Y/N) Y
NAME LAST FIRST MIDDLE / CORP A/O SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS
PLUS LLC

LIENHOLDER
EMAIL PHONE
MAIL ADDRESS CHALLENGER II 3511 SILVERSIDE RD
CITY WILMINGTON ST DE ZIP 19810 COUNTY 1
ADDRESS
CITY ST ZIP COUNTY
INS CODE INSURED BY
MAKE CANT YEAR 1977 LENGTH 6608 HULL 1 PROP 2 USE 1
TYPE 2 FUEL 2 SANIT DEV 3 HULL IDENT DLZ12705D710
ISSUE DATE 4 / 1 / 2010 EXP YR 2010 AGENT ID
PREVIOUS REG# PREVIOUS OWN

ENTER 'N' FOR NO PRINT -OR- 'ENTER' TO CONTINUE KWBW
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
HELP MENU QUIT
4-0 1 Sess-1 172.16.16.3 #85/30

DO NOT MARK IN THIS SPACE. OFFICE USE ONLY. DL # 81 7DAC

PLEASE FILL OUT ENTIRE FORM:

STATE OF PRINCIPAL USE: DELAWARE DUB 12705 D 710

HULL IDENTIFICATION NUMBER: (12 DIGITS) ON 373716

HULL:
1. ☑ WOOD
2. ☐ METAL
3. ☐ INFLATABLE
4. ☐ FIBERGLASS
5. ☐ OTHER

USE:
1. ☑ PLEASURE
2. ☐ DOCUMENTED
3. ☐ DEALER (FOR DEMO USE)
4. ☐ COMMERCIAL PASSENGER
5. ☐ COMMERCIAL FISHING
6. ☐ COMMERCIAL OTHER
7. ☐ RENTAL
8. ☐ EXEMPT

MARINE SANITATION DEVICE:
1. ☐ TYPE I - NO VISIBLE SOLID WASTE
2. ☐ TYPE II - SUSPENDED SOLID WASTE
3. ☑ TYPE III - HOLDING TANK
4. ☐ PORTABLE - PORTA POTTIE

PROPULSION:
1. ☐ OUTBOARD
2. ☑ INBOARD
3. ☐ STERN
4. ☐ OTHER

TYPE:
1. ☐ OPEN
2. ☑ CABIN
3. ☐ HOUSE
4. ☐ OTHER
5. ☐ AUX-SAIL
6. ☐ PWC
7. ☐ PONTOON
8. ☐ INFLATABLE

FUEL:
1. ☐ GASOLINE
2. ☑ DIESEL
3. ☐ OTHER

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

14V
60 Hz

LENGTH OF VESSEL: 66 FT. 80 IN.

MAKE OF VESSEL: CANTIERI DI LIVORNO YEAR BUILT: ITALY 1977

PREVIOUS OWNER (S): AN MAR SHIPPING COMPANY S. DE R.L. HONDURAS

NUMBER PREVIOUSLY ISSUED: RHL - 04392

LIENHOLDER: INSURANCE CO.:

OWNER (S) NAME: WESTERN MEDITERRANEAN TRIPS PLUS LLC

MAILING ADDRESS: 3511 SILVERSIDE ROAD, SUITE 105

CITY: WILMINGTON STATE: DE ZIP: 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

[redacted]

SOCIAL SECURITY # FOR EACH OWNER OR TAX # FOR COMPANIES OR PASSPORT NUMBER

[redacted]

DAYTIME TELEPHONE NUMBER

THE VESSEL'S NEW NAME IS "CHALLENGER II"
CHALLENGER II

OWNER NAME: WESTERN MEDITERRANEAN TRIPS PLUS LLC

This information is being withheld under 5 U.S.C. Section 552(b)( ) b-(b)(7)(c)

Prescribed by the Commissioners of Customs & Excise with the consent of the Secretary of State for Trade

BILL OF SALE (Body Corporate)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)
RHL - 04392	NITTA II	RHL-04392, 2008, SAN LORENZO	MOTOR YACHT	IVEKO AIFO MOTORS 2 X1200=2400 H.P

	Meters	Tenths	Number of Tons (Where dual tonnages are assigned the higher of these should be stated)	
			Gross	Register
Length from fore part of stem, to the aft side of the head of the stern post / fore side of the rudder stock	20	36	128,41	94,93
Main breadth to outside of plating	5	85		
Depth in hold from tonnage deck to ceiling amidships	3	04		

and as described in more detail in the Register Book.

We, *ANMAR SHIPPING COMPANY S. DE R.L.* (hereinafter called "the transferors") having our principal place of business at *TEGUCIGALPA DISTRITO CENTRAL, REPUBLIC OF HONDURAS,* in consideration of the sum of *EURO ONE HUNDRED TWENTY THOUSAND (€ 120.000,oo) ONLY* paid to us by *WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY,* OF 3511 Silverside Road Suite 105, Wilmington, New Castle County, DELAWARE, USA 19810, (hereinafter called "the transferee (s)") the receipt whereof is hereby acknowledged, transfer ALL (100 %) shares in the Ship above particularly described, and in her boats and appurtenances, to the said transferee (s).

Further, we, the said transferors for ourselves and our successors covenant with the said transferee(s) and *THEIR* assigns, that we have power to transfer in manner aforesaid the premises hereinbefore expresses to be transferred, and that the same are free from encumbrances, *MORTGAGES, MARITIME LIENS AND/OR ANY OTHER DEBTS OR CLAIM WHATSOEVER.*

In witness whereof we have hereunto affixed our common seal on *THIS 4TH DAY OF MARCH 2010.*

The Common Seal of the transferors was affixed hereunto

in the presence of *MR* [redacted]

[redacted]

ACCEPTED BY THE TRANSFEREE

WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY

BY: MS [redacted]

[redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(1) b4 (b)(7)(c)

[redacted]

ΛΑΡΟΣ Σ.
ΑΝΘ/ΣΤΗΣ ΛΣ

ΥΠΟΙΑΝ/ΓΕΝΤ/ΟΜΠΑ

ΥΠΟΙΑΝ/ΓΕΝΤ/ΟΜΠΑ

ΛΑΡΟΥ Σ.
09.03.2010

This information is being withheld under 5 U.S.C. Section 552(b)(6) 2(b)(7)(c)

DHSCoastGuard0028

[redacted]

This information is being withheld under 5 U.S.C. Section 552(b)( ) b+(b)(7)(c)

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

Χορηγήθηκε από τον Προϊστάμενο Φόρων και Τελωνείων με την έγκριση του Υπουργού Εξωτερικών για το Εμπόριο (Secretary of State for Trade)

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσημος Αριθμός	Όνομα Πλοίου	Αριθμός, έτος και λιμάνι νηολόγησης	Ιστοφόρο, Ατρόπλοιο ή Μηχανοκίνητο	Ιπποδύναμη Μηχανών, αν υπάρχουν
RHL - 04392	NITTA II	RHL – 04392, 2008, SAN LORENZO	ΜΗΧΑΝΟΚΙΝΗΤΟ ΣΚΑΦΟΣ ΑΝΑΨΥΧΗΣ	IVEKO AIFO MOTORS 2 X 1200 = 2400 H.P

	Μέτρα	Εκατοστά	Τόνοι: (όπου αναφέρονται διπλές αξίες σε τόνους θα πρέπει να αναγράφονται οι μεγαλύτερες)	
Μήκος από το ποδόστημα της πλώρης ως την πρυμναία πλευρά της κεφαλής του πρυμναίου ποδοστήματος του επιπρόσθιο πλευρά του άξονα του πηδαλίου	20	36	Ολική χωρητικότητα πλοίου	Καθαρή χωρητικότητα πλοίου
Κύριο πλάτος προς το εξωτερικό περίβλημα του πλοίου	5	85	128,41	94,93
Βάθος από το κατάστρωμα καταμετρήσεως ως την εσωτερική επένδυση στο μέσον του πλοίου	3	04		

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

Εμείς, Η ANMAR SHIPPING COMPANY S. DE R.L.(ANMAR ΝΑΥΤΙΚΗ ΕΤΑΙΡΕΙΑ S. DE R.L.) (εφ εξής καλούμενοι ως οι "Πωλητές"), έχοντας ως κύριο έδρα επιχείρησης την TEGUCIGALPA DISTRITO CENTRAL, ΔΗΜΟΚΡΑΤΙΑ ΤΗΣ ΟΝΔΟΥΡΑΣ, έναντι του ποσού των **ΕΥΡΩ ΕΚΑΤΟΝ ΕΙΚΟΣΙ ΧΙΛΙΑΔΩΝ (€ 120.000,00) ΜΟΝΟ**, το οποίο πληρώθηκε σε εμάς από την **WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY (WESTERN MEDITERRANEAN TRIPS PLUS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ), Οδός Σιλβεροσόντ 3511 Διαμέρισμα 105, Γουιλμινγκτον, Κομητεία Νιου Κοστά, ΝΤΕΛΑΓΟΥΕΑΡ, ΗΠΑ 19810,** (από εδώ και στο εξής καλούμενη ως "Αγοράστρια"), η λήψη του οποίου αναγνωρίζεται με το παρόν, μεταβιβάζουμε **ΟΛΑ (100%)** τα μέρίδια του Πλοίου, το οποίο παραπάνω περιγράφεται αναλυτικά, καθώς και των βαρκών και των απαραίτητων εξαρτημάτων, στην προαναφερθείσα ΑΓΟΡΑΣΤΡΙΑ.

Περαιτέρω, εμείς, οι προαναφερθέντες ΠΩΛΗΤΕΣ για λογαριασμό δικό μας και των διαδόχων μας, που συμβάλλονται με την ως άνω ΑΓΟΡΑΣΤΡΙΑ και τους εκδοχείς της, στους οποίους έχουμε την εξουσία να μεταβιβάσουμε με τον τρόπο που προλέχθηκε, τα όσα προαναφέρθηκαν ότι πρέπει να μεταβιβαστούν, και ότι αυτά είναι ελεύθερα από βάρη **ΥΠΟΘΗΚΕΣ, ΝΑΥΤΙΚΕΣ ΚΑΤΑΣΧΕΣΕΙΣ ΚΑΙ/Η ΟΠΟΙΑΔΗΠΟΤΕ ΑΛΛΗ ΟΦΕΙΛΗ Ή ΑΠΑΙΤΗΣΗ ΑΠΟ ΟΠΟΥΔΗΠΟΤΕ.**

Σε μαρτυρία του οποίου έχουμε επιθέσει εδώ την υπογραφή μας την **4η ΗΜΕΡΑ ΤΟΥ ΜΑΡΤΙΟΥ 2010.**

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

[redacted]
(υπογραφή)

ΑΠΟΔΕΚΤΟ ΑΠΟ ΤΗΝ ΑΓΟΡΑΣΤΡΙΑ
WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY (ΓΟΥΕΣΤΕΡΝ ΜΕΝΤΙΤΕΡΑΝΙΑΝ PLUS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ)
ΑΠΟ: [redacted]
(υπογραφή)

Αριθ. Εντύπου 10 Α X.S. 79 A F.2058 (Αύγουστος 1975) 449644 6 / 76 E.P.

This information is being withheld under 5 U.S.C. Section 552(b)( ) b + (b)(7)(c)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

Ο ΚΟΝΤΟΓΙΑΝΝΗΣ ΧΡΗΣΤΟΣ του ΚΩΝ/ΝΟΥ, κάτοχος του υπ' αριθ. ΑΔΤ. ΑΒ.615136 υπέγραψε ενώπιόν μου.

Πειραιάς 8 ΜΑΡ, 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΑΠΟΣΤΟΛΟΥ ΘΕΟΔ. ΠΛΩΤΑΡΧΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

[redacted] κάτοχος του υπ' αριθ. Διαβ.[redacted] υπέγραψε ενώπιόν μου.

Πειραιάς 8- 3 - 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΛΑΡΟΣ Σ. ΑΝΘΙΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

Βεβαιώνεται ότι έγινε από εμένα, κατά το άρθρο 53 του Ν.Δ. 3026 της 6/8 Οκτωβρίου 1954 «Περί Δικηγόρων», πιστή και ακριβής μετάφραση του συνημμένου εγγράφου από την ___Αγγλική_____ γλώσσα στην Ελληνική και κάτω από το μεταφρασμένο έγγραφο έθεσα την υπογραφή μου με σχετική βεβαίωση που φέρει την σημερινή ημερομηνία.

Πειραιάς, ...9.../...3.../...2010...
Ο διορισμένος στον Άρειο Πάγο
Μεταφραστής Δικηγόρος

[redacted]

Τηλ. 210 4171606 - 4172734
ΑΦΜ 025382745 ΔΟΥ Α' ΠΕΙΡ.

This information is being withheld under 5 U.S.C. Section 552(b)( ) 7+(b)(4)(c)

DHSCoastGuard0031

REPÚBLICA DE HONDURAS
REPUBLIC OF HONDURAS

DIRECCIÓN GENERAL DE LA MARINA MERCANTE
PATENTE DEFINITIVA DE NAVEGACIÓN
DEFINITIVE CERTIFICATE OF REGISTRY

DGMM/PD № 005339

REGISTRO NUM.: RHL-04392

NUM. OMI:

El infrascrito, Director General de la Marina Mercante, por este medio del presente documento HACE CONSTAR: Que los Armadores de la Nave que se describe a continuación, han obtenido la Patente Definitiva siguiente:

The Undersigned, General Director of the Merchant Marine, by means of this document HEREBY CERTIFY, that the Owners of the under-described vessel have obtained the Definitive Registry as follows:

GENERALIDADES DE LA NAVE
General Ship's Data

Nombre de la Nave (Ship's Name): **NITTA II** ex **ANMAR**
Tipo de la Nave (Type of Vessel): PLACER
Nacionalidad Actual (Present Nationality): HONDUREÑA
Lugar y Fecha de Construcción (Place and Year of Built): ITALIA, 1977

Armadores (Owners): ANMAR SHIPPING COMPANY S. DE R. L.
Domicilio (Address): HONDURAS C/O 10, DIMAKI STREET, ATHENS-GREECE
Representante (Representative): ABOG. [redacted]
Construido por (Builder's Name): CANTIERI DI LIVORNO

CARACTERISTICAS PRINCIPALES
Main Particulars

Número de Cubiertas (Number of Decks): UNA (1)
Mástiles (Masts): UNO (1)
Mástil (Mast):
Chimeneas (Funnels): [illegible]
Puentes (Bridges): [illegible]

Material del Casco (Hull Material):
Acero (Steel): X
Madera (Wood):
Fibra de Vidrio (Fiberglass):
Aluminio (Aluminum):
Otros (Others):

Dimensiones (Dimensions):
Eslora (Length): 66.8 PIES
Manga (Breadth): 19.2 PIES
Puntal (Depth): 10.00 PIES
Calado (Draft): [illegible]

Tonelaje (Tonnage):
Bruto (Gross): 128.41
Neto (Net): 94.93

SISTEMA DE PROPULSION
Propulsion System:
Num. y Clase de Motores (Number and Type of Engine): TWO (2) IVECO AIFO TYPE, 8291 SRT 18 (S.N. 315 & S.N. 314) X 1,200 HP.
Velocidad de la Nave (Ship's Speed): 25 NUDOS

SISTEMA DE ESTACION DE RADIO
Radio Station System:
Clase de Radio (Type of Radio):
Indicativo de llamada (Call Sign Letters): HOJO-2
Frecuencias (Frequencies):

Empresa Responsable de Operación (Enterprise responsible for operation): ANMAR SHIPPING COMPANY S. DE R. L. (HONDURAS)

Patente de Navegación (Definitive Navigation Permit N°):
Núm.: DGMM PD 005339
Fecha de Emisión (Dated Issued): 14 DE OCTUBRE DEL 2002

Registro de Matrícula (Definitive Ship's Register Certificate N°):
Núm.: RHL-04392
Fecha de Expiración (Date of Expiration): 4 DE OCTUBRE DEL 2012

Extendida en Tegucigalpa, M.D.C., a los (Issued at Tegucigalpa, M.D.C. República de Honduras, C.A.): CATORCE DIAS DEL MES DE OCTUBRE DEL AÑO DOS MIL OCHO.

Original Papel Seguridad Verde, 1ra. Copia: Verde 2da. Copia: Rosada

Para: [redacted]

Director General de la Marina Mercante
General Director of Merchant Marine

MERC/VO/lcc.

This information is being withheld under 5 U.S.C. Section 552(b)(6)(7)(c)

DHSCoastGuard0032

[redacted]

REPUBLICA DE HONDURAS
REPUBLIC OF HONDURAS
DIRECCION GENERAL DE LA MARINA MERCANTE
GENERAL DIRECTORATE OF THE MERCHANT MARINE
CERTIFICADO DE CANCELACION DE REGISTRO
REGISTRY CANCELATION CERTIFICATE
RESOLUCION No. DGMM/031/2010
RESOLUTION No.:

RESULTA: Que el Abogado (a) MARICELA ELVIR
RESULT: That the Advocate (a)

En fecha 17 de MARZO del año 2010, presento solicitud de Cancelación de
Date of MARCH year requested Registry Cancelation of.

Registro de la Embarcación de Bandera Hondureña por: X Cambio de Bandera, _____ desguace,
The Honduran Flag Vessel by: Change of Flag, Scrapping,

_____ Innavegabilidad, _____ otro especifique _____; de
Unseaworthiness, other specify of

La nave que se describe a continuación:
The vessel described below:

No. OMI
IMO No.:

No. de Registro
Registration No.: RHL-04392

Nombre Actual de la Nave
Vessels Name: **NITTA II**

Nombre Anterior de la Nave
Ship Last Name: ** ANMAR**

Tipo de Nave
Vessel Type: PLACER

Lugar y Fecha de Construcción
Place and Date of Construction: ITALIA, 1977

Armadores
Owners: ANMAR SHIPPING COMPANY S. DE R. L. HONDURAS

Apoderado Legal
Representative: ABOG. [redacted]

Eslora
Length: 85.3 PIES

Manga
Breadth: 17.2 PIES

Puntal
Depth: 10.00 PIES

Tonelaje Bruto
Gross Tonnage: 128.41

Tonelaje Neto
Net Tonnage: 94.93

Se Resuelve que mediante este Certificado se acredita que el buque descrito se cancela de forma permanente
The Certificate resolves that vessel described above is permanently canceled

Del Registro Hondureño y se encuentra libre de gravamen.
From the Honduran Registry and is free of charge.

Expedido: Tegucigalpa, Honduras el 18 de MARZO de 20 10

[redacted]

Director (a) General
Maritime Director

Sello

This information is being withheld under 5 U.S.C. Section 552(b)(3) b + (b)(7)(c)

DHSCoastGuard0033

Medals for the
ing Infantry

ΣΕΝ 01 470 03 SEN STUBATEC CEPT 06 TC/ITC/137-38512/134

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

Θ/Γ ΣΚΕΝΔΟΗ YACHT ΣΗΜΑΙΑ ΤΟΥΡΚΙΑ FLAG ΝΗΟΑ ΛΟΗΕ PORT OF REGISTRY Αρ. Νηολ. 895186 REG. No Κ.Ο.Χ. 196 ICEX: 80

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ ΚΑΛΗΣΕΙΣ (ΖΚΑ) DURING THE VOYAGE FROM ΓΙΑ ΡΟΔΟ TO Κ.Κ.Κ.

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ΜΕΤΡΑ - Meters 30.06μ

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master [redacted] Ναύτης Sailor [redacted]
2) [redacted] 7) »
3) Μηχάνικος Engineer [redacted] »
4) [redacted]
5) 10) »

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α SER.	ΟΝΟΜΑΤΕΠΩΝΥΜΟ SURNAME	ΟΝΟΜΑ NAME	ΗΜ. ΓΕΝΝΗΣΗΣ DATE OF BIRTH	ΙΘΑΓΕΝΕΙΑ NATIONALITY
1	[redacted]			USA
2	[redacted]			USA
3	[redacted]			USA
4	[redacted]			USA
5	[redacted]			USA
6	[redacted]			USA
7	[redacted]			ITALIA
8	[redacted]			ITALIA
9	[redacted]			ITALIA
10	[redacted]			ITALIA
11	[redacted]			ITALIA
12	[redacted]			ITALIA
13	[redacted]			ITALIA
14	[redacted]			UK
15	[redacted]			LEBANON
16	[redacted]			BELGIUM
17	[redacted]			GERMANY
18	[redacted]			FRANCE
	[redacted]			FRANCE
	[redacted]			FRANCE
	[redacted]			[redacted]

ΛΕΛ 02/03

ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΙΓ YACHT SPENDONK ΣΗΜΑΙΑ FLAG TONGA ΛΙΜΗΝ PORT OF REGISTRY LONG Αρ. Νηολ. REG. No 8951865 Κ.Ο.Χ. 186

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΛΛ/ΕΛΛΗΝΙΚΗ ΖΕΑ ΓΙΑ ΤΟ TO RODO Κ.Χ.Χ. 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30.26

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master
2)
3) Μάγος Engineer
4)
5)
6) Ναύτης Sailor
7)
8)
9)
10)

ΠΙΛΟΤΕΣ - PASSENGERS

Α/Α No	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΙΔΙΟΤΗΤΑ ADDRESS	ΑΡ. ΔΙΑΒΑΤΗΡΙΟΥ PASSPORT No	ΥΠΗΚΟΟΤΗΤΑ NATIONALITY
1	[redacted]		[redacted]	FRANCE
2	[redacted]		[redacted]	FRANCE
3	[redacted]		[redacted]	FRANCE
4	[redacted]		[redacted]	ΕΛΛΑΣ
5	[redacted]		[redacted]	ΕΛΛΑΣ
6	[redacted]		[redacted]	ΕΛΛΑΣ
7	[redacted]		[redacted]	ΕΛΛΑΣ
8	[redacted]		[redacted]	ΕΛΛΑΣ
9	[redacted]		[redacted]	ΕΛΛΑΣ
10	[redacted]		[redacted]	ΕΛΛΑΣ
11	[redacted]		[redacted]	ΕΛΛΑΣ
12	[redacted]		[redacted]	ΕΛΛΑΣ
13	[redacted]		[redacted]	ΕΛΛΑΣ
14	[redacted]		[redacted]	ΕΛΛΑΣ
15	[redacted]		[redacted]	SWEDEN
16	[redacted]		[redacted]	SWEDEN
17	[redacted]		[redacted]	SWEDEN
18	[redacted]		[redacted]	SWEDEN
19	[redacted]		[redacted]	SWEDEN
20	[redacted]		[redacted]	SWEDEN
	[redacted]		[redacted]	CZECH

[redacted]

(b)(4)(c)

This information is being withheld under 5 USC Section 552(b)(4)

GA 03/03

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΙΓ YACHT SPENDOW ΣΗΜΑΙΑ FLAG TOGO ΝΗΟΛ PORT OF REGISTRY LOME Αρ. Νηολ. REG. No 885165 Κ.Ο.Κ. 186

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΛΠ ΕΛΛΥΣΑ ΓΙΑ TO ΡΟΔΟ Κ.Ο.Κ. 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30.26

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master
2)
3) Μηχαν. Engineer
4
5)
6) Ναύτης Sailor
7) »
8) »
9) »
10) »

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α SIR	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΙΘΑΓΕΝΕΙΑ NATIONALITY	ΑΡ. ΔΙΑΒΑΤΗΡΙΟΥ PASSPORT No	ΤΟΠΟΣ ΚΑΤΟΙΚΙΑΣ PLACE OF RESIDENCE
1	[redacted]		[redacted]	CZECH
2	[redacted]		[redacted]	CZECH
3	[redacted]		[redacted]	CZECH
4	[redacted]		[redacted]	NETHERLANDS
5	[redacted]		[redacted]	IRELAND
6	[redacted]		[redacted]	IRELAND
7	[redacted]		[redacted]	BULGARIA
8	[redacted]		[redacted]	BULGARIA
9				
10				
11				
12				
13				
14				
15				
16				

This information is being withheld under 5 U.S.C. Section 552(b)(1) 6 & (b)(7)(C)

[redacted]

DHSCoastGuard0037

Παρασκευής Παπαδόπουλος [redacted]
ΔΕ/Α ΤΕΛΩΝΕΙΑΚΟ [redacted]

ΕΝΤΥΠΟ Τ-01.03 ΑΥΟ Δ 257/130/23-2-2000 — ΑΝΤΙΤΥΠΟ 1 (ΚΤΕΛΡΧΟΧ [redacted]

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ Α' ΠΕΙΡΑΙΑ
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ: DATE: 23-04-10 | Αριθ. Δελτίου: Document Number: 08

ΙΣΧΥΣ / VALIDITY (2)
ΟΡΙΣΜΕΝΗ / LIMITED
ΑΠΟ / FROM: ΜΕΧΡΙ / UNTIL:

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY
1. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
2. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
3. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____

ΙΣΧΥΣ / VALIDITY (2)
ΑΟΡΙΣΤΕΡΗ / UNLIMITED
ΣΕ ΑΠΟΘΕΜΑ / ΕΣΧΑΤΟΣ

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(6)
TRANSIT LOG

Hull No: DLZ 19703D710

ΟΝΟΜΑ ΠΛΟΙΟΥ / SHIP'S NAME: CHALLENGER II — ΣΗΜΑΙΑ / FLAG: USA
ΛΙΜΗΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ / PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8172 AC
ΔΑΣ/CALL SIGN: — Κ.Ο.Χ: 128 41 — GT: NT 94,93
ΤΥΠΟΣ ΠΛΟΙΟΥ / TYPE OF SHIP: Η/Υ ΕΤΟΣ ΚΑΤΑΣΚΕΥΗΣ 1976 ΜΗΚΟΣ 20,36 m
ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ / ENGINES, TYPE AND NUMBER, H.P.: 2 UTU x 900 BHP.

ΠΛΟΙΟΚΤΗΤΗΣ / OWNER'S NAME: [illegible]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: 3511 SILVERSIDE RD WILMINGTON 19810 DE
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: — FAX: — E-MAIL:
ΑΦΜ: — ΔΟΥ: — ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ / ΚΥΒΕΡΝΗΤΗΣ / CAPTAIN: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: — FAX: — E-MAIL:
ΑΦΜ: — ΔΟΥ: — ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΚΑΤΟΧΟΣ - ΧΡΗΣΤΗΣ / HOLDER - USER: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: — FAX: — E-MAIL:
ΑΦΜ: [redacted] — ΔΟΥ: [redacted] — ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted] b-B

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗ / OWNER'S REPRESENTATIVE (1): [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: [redacted] — E-MAIL:
ΑΦΜ: [redacted] — ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(b)(6)+(b)(7)(c)

2

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΦΥΛΑΚΙΟ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIREAUS PORT AUTHORITY
PORT POLICE
COAST GUARD

Ο/Γ ΥΑΧΤ: CHALLENGER II ΣΗΜΑΙΑ FLAG: USA ΝΗΟΛ PORT OF REGISTRY: ΑΡ. ΝΗΟΛ REG. No: Κ.ΟΧ. Κ.ΚΧ.

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM: ΑΓΙΟ ΝΙΚΟΛΑΟ ΠΑ TO: ΚΥΠΡΟ

ΤΥΠΟΣ ΣΚΑΦΟΥΣ TYPE OF BOAT: ΜΕΤΡΑ METERS:

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master	[redacted]	6) Ναύτης Sailor	[redacted]
2)		7) »	
3) Μάγος Engineer		8) »	
4)		9) »	
5)		10) »	

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤ. PASSPORT NO	ΕΘΝΙΚΟΤΗΤΑ NATIONALITY
1	[redacted]	Holland	[redacted]	Dutch
2	[redacted]	Belgium	[redacted]	BELGIUM
3	[redacted]	NORWAY	[redacted]	Norway
4	[redacted]	NORWAY	[redacted]	Norway
5	[redacted]	NORWAY	[redacted]	Norway
6	[redacted]	ENGLAND	[redacted]	United Kingdom
7	[redacted]	Ireland	[redacted]	Ireland
8	[redacted]	Australia	[redacted]	Australia
9	[redacted]	England	[redacted]	United Kingdom
10	[redacted]	England	[redacted]	United Kingdom
	[redacted]	Malaysia	[redacted]	Malaysia
	[redacted]	Belgium	[redacted]	Belgium
	[redacted]	IRELAND	[redacted]	IRISH
	[redacted]		[redacted]	
	[redacted]		ΓΙΑΚΥΠΡΟ	
	[redacted]		25/05/2010	
	[redacted]		[redacted]	
	[redacted]			
	[redacted]			
20	[redacted]			

ΠΛΟΙΑΡΧΟΣ Master: [redacted] ΗΜΕΡΑ / Date: 25/05/2010

ΘΕΩΡΗΘΗΚΕ

Ο ΠΛΟΙΑΡΧΟΣ
THE MASTER
[redacted]

This information is being withheld under 5 U.S.C. Section 552(b)(6)+(b)(7)(C)

DHSCoastGuard0039

ΕΝΤΥΠΟ Τ 01.02 ΑΥΟ Δ 267/439/23-2-2000

ΑΝΤΙΤΥΠΟ 1 (ΣΤΑΘΕΡΟ) 1/6

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ [redacted]
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ DATE: 26-04-10

Αριθ. Δελτίου Document Number: 09

ΙΣΧΥΣ VALIDITY (3)

ΟΡΙΣΜΕΝΗ/LIMITED ΑΠΟ/FROM 26-04-10 ΕΩΣ/UNTIL 25-05-10

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY

1. ΑΠΟ/FROM ΕΩΣ/UNTIL
2. ΑΠΟ/FROM ΕΩΣ/UNTIL
3. ΑΠΟ/FROM ΕΩΣ/UNTIL

ΑΟΡΙΣΤΗ/UNLIMITED ☐

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(8)
TRANSIT LOG

1. ΟΝΟΜΑ ΠΛΟΙΟΥ / SHIP'S NAME: CHALLENGER ΛΙΜΕΝΑ / PORT: USA
ΛΙΜΕΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ / PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8171 AC
ΑΔΕ/CALL SIGN: K.O.X. GT: 73.47
ΤΥΠΟΣ ΠΛΟΙΟΥ / TYPE OF SHIP: Ψ/Υ Ναυς κατασκευής 1977 Ψύλλινος Ναυλωτ Ο2 ψυχλας
ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ / ENGINES, TYPE AND NUMBER, H.P.: 2 x 650 B.H.P.

ΠΛΟΙΟΚΤΗΤΗΣ / OWNER NAME: DOUGLAS VITARANO ENTERPRISES
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: 3511 SILVERSIDE RD SUITE 105 WILMINGTON DE 19810
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ / ΚΥΒΕΡΝΗΤΗΣ / CAPTAIN: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΚΑΤΟΧΟΣ - ΧΡΗΣΤΗΣ / HOLDER - USER: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS:
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗ / OWNER'S REPRESENTATIVE: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ / HOME ADDRESS:
ΤΗΛΕΦΩΝΟ / TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

This information is being withheld under 5 U.S.C. Section 552(b)(1) 6 + (b)(4)(c)

[redacted]

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΦΥΛΑΚΙΟ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΣΚ Challenger 1 — YACHT
ΣΗΜΑΙΑ USA — FLAG
ΝΗΟΑ — PORT OF REGISTRY
ΑΡ ΝΗΟΑ — REG No
ΚΟΧ
ΚΑΛΑΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ ΑΣΤΟ ΝΙΚΟΛΑΟΥ — DURING THE VOYAGE FROM
ΓΙΑ ΤΟ ΚΥΔΩΝ — TO
ΤΥΠΟΣ ΣΚΑΦΟΥΣ — TYPE OF BOAT
ΜΕΤΡΑ 20 — METERS

ΠΛΗΡΩΜΑ - CREW

1) Κ/ντης Master [redacted]
2)
3) Μ/νός Engineer
4)
5)
6) Ναύτης Sailor [redacted]
7) »
8) »
9) »
10) »

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ ΔΙΑΒΑΤ. PASSPORT No	ΙΘΑΓΕΝΕΙΑ NATIONALITY
1	[redacted]	Germany	[redacted]	German
2	[redacted]	Germany	[redacted]	German
3	[redacted]	Germany	[redacted]	German
4	[redacted]	Germany	[redacted]	German
5	[redacted]	Germany	[redacted]	German
6	[redacted]	U.S.A	[redacted]	American
7	[redacted]		[redacted]	American
8	[redacted]	U.S.A	[redacted]	Serbia
9	[redacted]	U.S.A	[redacted]	American
10	[redacted]	U.S.A	[redacted]	American
11	[redacted]	Canada	[redacted]	Canada
12	[redacted]	U.S.A	[redacted]	Brasil
13	[redacted]	ENGLAND	[redacted]	BRITISH
14	[redacted]	»	[redacted]	»
15	[redacted]		[redacted]	[illegible]
16	[redacted]		[redacted]	[illegible]
17	[redacted]		[redacted]	
18	[redacted]		[redacted]	
19	[redacted]		[redacted]	

ΑΙΓΙΝΑ — Place
25/05/2010 — Ημ/νία / Date

ΟΕΩΡΗΟΝΙΚΟΣ ΘΕΛΟΙΑΡΧΟΣ
THE MASTER

This information is being collected under 5 U.S.C. Section 552(b)(7)(E)

(U) **DISCUSSION**

(U) On 11 July 2010 the first version of AQAPs English-language Inspire Magazine became available on multiple extremist Web sites and forums.[A] The document is 67 pages long and includes articles on bomb making, what to expect in jihad, as well as a variety of articles and interviews with prominent extremist members including Osama Bin Laden, Ayman al-Zawahiri, and Anwar al-Awlaki. Despite the variety of topics discussed, the inaugural version of the magazine makes only five references to the maritime domain that indicate knowledge of both significant maritime current events as well as the importance of strategic maritime straits in the region to the US economy.

- (U) In an interview of Shaykh Abu Basir, the head of AQAP, he references the strategic importance of the Arabian Peninsula and asks for Allah to continue to grant them "effective operations against the transgressing Americans." Furthermore, Abu Basir stated, "Because of the greed of the Americans, they have vital interests in the Arabian Peninsula. The passage ways of commerce pass through its waters and oil is stolen from it. So this place is a vein of life for the Americans."

- (U) A short news flash section mentions the BP oil spill in the Gulf Coast. The news flash specifically cites the financial losses incurred by BP as well as the inability to contain the leak.

- (U) The magazine makes two references to the Israeli response to the Gaza aid flotilla and the violent actions of Israeli forces aboard the vessel.

- (U) The magazine calls for Muslims to "expel the polytheists from the Arabian Peninsula, by killing all of the crusaders working in embassies or otherwise, and to declare war against the crusaders in the land of the Prophet Muhammad-peace be upon him-on the ground, sea, and air."

(U) Although only a minimal maritime nexus exists, the release of Inspire Magazine could effectively reach a new audience and prompt homegrown extremists to conduct attacks in the United States; such attacks may potentially include maritime targets. The use of well-written English in addition to quality structure and graphic designs will likely resonate with Westerners who previously were not able to access these types of documents. Furthermore, the involvement of Anwar al-Awlaki lends credibility to the magazine as well as features an American citizen to whom new (or potentially new) recruits could relate.

(U~~//FOUO~~) In addition to reaching an expanded audience, several of the magazine's articles suggest AQAP may "lower the bar" for attacks and increase support for acts similar to the Fort Hood shooting. The magazine urges Western Muslims to strike fear in Americans and make them question the government's ability to provide protection.

- (U) Abu Basir advises Muslims in the West that there are many forms of attack outside the AQAP modus operandi that can be deemed a success. "A man with his knife, a man with his gun……by burning down forests and buildings, or by running over them with your cars and trucks."

[A] (U) The magazine was first posted on 30 June 2010 by the Al-Malahim Establishment for Media Production; however, the version posted had been corrupted by a virus and subsequently removed or users were advised not to download the copy. The source of the virus is unknown.

Commandant's Intelligence Highlights
U.S. Coast Guard Intelligence Coordination Center

01 June 2010

(U) ISRAEL – FLOTILLA INCIDENT:

(U) PIR: 3.3 Geo-Strategic Developments. Coast Guard intelligence components monitor threats to US interests from governmental collapse or regional instability including effects of international naval incidents.

(U) Israeli police questioned, on 01 June, hundreds of international activists arrested aboard Turkish-backed aid ships bound for Gaza in a naval operation that left nine people dead and sparked international outcry. The UN Security Council met in an emergency session to discuss Israel's storming of the flotilla, with most members of the 15 nation body calling for a thorough investigation. "This is tantamount to banditry and piracy," Turkish Foreign Minister Ahmet Davutoglu told the council. "It is murder conducted by a state." Most of those who died in the incident were Turks, according to a senior Israeli officer. Some 700 activists were being held in and around Israeli's port of Ashod. Israeli Internal Security Minister Yitzhak Aharonovich said most detainees would be free to go once they had undergone a process of checks and interrogations lasting about an hour. Exceptions would be those suspected of involvement in violence. They would face prosecution, the minister said (Source: Reuters, Israeli Faces Questions as it Grills Gaza Activists, 31 May 10).

Non-Responsive

Non-Responsive

(U) This brief was produced by the Intelligence Coordination Center for the Commandant and senior service executives. Questions regarding this product may be addressed to the ICC Commandant's Intelligence Plot Indications and Warning Watch at 202-372-2842 or 202-372-2387.

DRV FM: Multiple ~~Sources~~
~~DECL ON: 25X1-Human~~

Not-Responsive

Not-Responsive

(U) Lebanon: Ship will not Head for Gaza

PIR: 10.1 Worldwide Event Tracking (U)

(U) According to open press reporting, a ship carrying female activists and aid will no longer head to Gaza via Cyprus from Lebanon after Cyprus announced it would not allow the vessel to sail from its ports. Female activists had planned to take aid to Palestinians in Gaza aboard their vessel, the M/V MARIAM, which was due to set sail from Lebanon's northern port of Tripoli for Cyprus on 22 August. Israel has warned Gaza that it will not allow ships to reach Gaza, controlled by the militant Palestinian group Hamas since 2007. Cypriot police stated the arrival and departure of ships to or from Gaza through Cyprus ports was prohibited, prompting the Lebanese transport minister to revoke permission for the ship to sail there. Spokesperson for the MARIAM, Rima Farah, stated the trip was not canceled indefinitely, but that "it was stalled because we face a reality which imposes that." Lebanon does not authorize ships to sail directly to Gaza because it is in a formal state of war with Israel, which controls Gaza waters. Cyprus was used as a launch pad for activists to reach Gaza by sea from 2008 until mid-2009. Authorities issued a ban last year, citing the island's national interests. Under intense international pressure after its lethal seizure of the Turkish MAVI MARMARA ship in May, Israel eased its blockade on Gaza. Israel says it has the right to use "all necessary means" to bar ships from reaching Gaza.

Source Document: Reuters, 21Aug 10, (U) Lebanon Ship will not Head for Gaza on Sunday: Organizers

Not-Responsive

Not Responsive

(U) Venezuela: Chavez Threatens to Break Relations with Colombia

PIR 3.0: High Interest Persons, Groups or Activities – Geo-Strategic Developments (U)

(U) Venezuelan President Hugo Chavez announced on 16 July that he could break relations with Colombia, immediately, after the recent accusations arriving from the government of Colombia about the alleged presence of the Revolutionary Armed Forces of Colombia and National Liberation Army guerrilla leaders in Venezuelan territory. "If they continue with their lunacy I will break relations with Colombia and that would make it harder to reestablish relations with the new government" Chavez stated. Speaking directly of President Uribe, Chavez stated "I make a call to Colombian intelligence. He is a mob leader, full of hate. We are on alert and we will not let that hateful president to fault Venezuelan sovereignty."

Source Document: Caracas el Universal Online, 16 Jul 10

(U) Israel: Gaza Flotilla Organizer Indicates More Convoys to Gaza Land

PIR 3.0: High Interest Persons, Groups or Activities – Geo-Strategic Developments (U)

(U) The Turkish activist organization the Humanitarian Relief Foundation (IHH) that organized the flotilla of aid ships bound for Gaza in May 2010 announced on 16 July, that the group will continue efforts to bring supplies to Gaza, not only by sea, but "land convoys will head for Gaza" as well. IHH leader Bulent Yildirim, speaking at an Istanbul conference attended by Muslim activists and litigators, said that "more flotillas will head to Gaza in the coming months, and additional convoys by land. This, together with many more surprises that we will reveal soon." Following the deadly raid on the Turkish ship MAVI MARMARA, Israel decided to ease the conditions off a three-year blockade on Gaza. Israel imposed the siege in 2007 after Hamas took control over the Gaza Strip. Though some restrictions have been lifted, Israel decided to maintain the naval blockade on the territory.

Source Document: Beirut al-Manar TV Online, 17 Jul 10

Not Responsive

UNITED STATES COAST GUARD INTELLIGENCE HIGHLIGHTS

INTELLIGENCE COORDINATION CENTER 23 September 2011

(U) The US Coast Guard Intelligence Highlights informs the Commandant and his staff of global events, activities, and issues. To create it, the Commandant's Intel Plot screens recent Coast Guard, other agency, and open source reports and analysis against the Commandant's Priority Intelligence Requirements (PIRs). Additionally, Coast Guard intelligence components use this feed to develop products, review other agency dissemination, and initiate requests for information. Analysis and conclusions in this product do not necessarily reflect official positions of the Coast Guard or the Department of Homeland Security. Questions concerning the content should be addressed to the appropriate supporting intelligence staff.

Not Responsive

(U) Recent Turkish/Israeli tension stems back to an Israeli Special Forces raid on Gaza Freedom Flotilla participant M/V MAVI MARMARA, the lead vessel in a group six. The ship was part of the Turkish Non-Governmental Organization Humanitarian Aid Foundation (IHH) flotilla attempting to reach Gaza and allegedly deliver humanitarian supplies. The issue gained momentum again in 2011 when a leaked copy of a United Nations (UN) report on the assault was published in open press. A UN panel determined the raid was "excessive and unreasonable" but legal and stated Israeli commandos faced "organized and violent resistance from a group of

passengers." After Israel failed to comply with Turkish demands of apologizing for the incident, Turkey imposed sanctions on Israel and is now preparing to deploy three warships to the Eastern Mediterranean to defend ships carrying humanitarian aid to Gaza.

(U) The Turkish Navy's most capable surface vessels include eight OLIVER PERRY-class frigates, four BARBAROS-class frigates, and six D'ESTIENNE D'ORVES-class corvettes. This complement of vessels combines for a respectable anti-surface, anti-air, and anti-submarine warfare force.

Not Responsive

Non-Responsive

Non-Responsive

Non-Responsive

(U) ~~(C)~~ *Israel: Taking Charge of Post-Crisis Environment*

PIR 10.4: Piracy and Maritime Crime - Coastal State Response (U)

(U) ~~(C)~~ On 07 June, Israeli Defense Force (IDF) Chief of the General Staff Ashkenazi ordered a formal inquiry into the naval raid on the M/V MAVI MARMARA. IDF's probe seeks to derive tactical/operational conclusions from the raid. On 09 June, Israeli Prime Minister Netanyahu will convene a separate commission to investigate the incident. According to Israeli press, at least one American will be included on the commission. Netanyahu's probe will address circumstances of the flotilla raid, legality of Israel's naval and land blockade of the Gaza Strip, and whether the Navy used proportionate force. Notably, the Iranian Red Crescent Society announced two Iranian aid ships will set sail for Gaza by 11 June. Israel responded that it would not permit an Iranian ship to dock in Gaza. (b)(1) [1.4 (c)] IDF will continue interdictions of vessels which seek to break the blockade of Gaza.

Source Document: Secretary of Defense/Chairman, Joint Chiefs of Staff, Intelligence Update, 09 Jun 10
(U) ~~(C)~~ Israel: Taking Charge of Post-Crisis Environment

[redacted]

Not responsive

[redacted]

Not responsive

[redacted]

(U) **MIDDLE EAST**

(U) Israel: "Free Gaza" Flotilla to Provoke Navy "

Source: (U) Intelligence community product, no source data provided.

Summary: ~~(S//NF)~~ On 25 May, a flotilla of civilian ships will attempt to break the Israeli "blockade" and deliver humanitarian supplies to the Gaza Strip. The Turkish non-governmental organization Humanitarian Aid Foundation is leading the effort. Nine ships carrying approximately 600 passengers and 5,000 tons of supplies are en route. On 11 May, the Israeli Deputy National Security Advisor confirmed the Israeli Naval Force (INF) will intercept the flotilla and direct them to Ashdod port, Israel, "as gently as possible." Several journalists are to travel with the flotilla, as well as citizens from over 24 nations, including France, the United Kingdom and Russia. Egyptian officials are reportedly concerned the flotilla will reroute to Egypt in order to avoid the INF. [redacted] (b)(1) [1.4 (c), (d)]

[redacted]

(b)(1) [1.4 (c), (d)]

Source Document: (U) US Central Command, Joint Intelligence Operations Center, Daily Intelligence Update, 19 May 10; POC: Mr. S. Martin, ICC Intel Plot, (202) 372-2811, martinsr@uscg.smil.mil

[redacted]

Not responsive

[redacted]

Not responsive

(U) The Intelligence Coordination Center produced this Intel Feed for the Commandant and senior service executives. Analysis and conclusions in this product do not necessarily reflect official positions of the Coast Guard, Department of Homeland Security, the Intelligence Community or the U.S. Government. Questions regarding this product may be addressed to the ICC Commandant's Intelligence Plot (202) 372-2842.

Sources:

[redacted]

Not responsive

Non-responsive

(U) Malaysia: Counter-Piracy

PIR 10.4: Piracy and Maritime Crime - Coastal State Response(U)

Non-responsive

(U) (~~C//NF~~) Israel: Inquiry Clears Government, Navy in Gaza Raid

PIR 3.2: High Interest Persons, Groups or Activities - LE Concerns - Organized smuggling, crime, activities, or lack of effective maritime governance (U)

(U) (~~C//NF~~) According to the press, an Israeli inquiry cleared the Israeli government and Navy of wrongdoing in the 31 May 2010 seizure of the Turkey-flagged M/V MAVI MARMARA, which resulted in nine deaths. In its 245-page report, the Turkel Commission, an Israeli advisory committee, stated the passengers were at fault for the violence. (b)(1) The Defense Intelligence Agency comments the commission's findings will probably strain Tel Aviv and Ankara rapprochement talks. Turkey is publicly denouncing the findings, while Ankara continues to demand an Israeli apology for the raid and provide compensation for the victims.

Source Document: Chief of Naval Operations, Morning Intelligence Summary, 24 Jan 11

(U) Haiti: Cholera Fatality Rate Gradually Declining

PIR 12.2 Humanitarian Crisis- Disaster Recovery, Response & Relief- Domestic Crisis- Natural Disaster(U)

Non-responsive

Parker, Frank

From: Parker, Frank
Sent: Tuesday, May 24, 2011 1:31 PM
To: [redacted] D13DPW/DPeloquin; D14DPW/BHofferber; D17DPW/JBoyer; D1DPW/JMauro; D5DPW/BDunn; D7DPW/APowell; D8DPW/TWendt; D9DPW/KDunn; Walters, John; Baca, Michael
Cc: D11DPWa/MVanHouten; D13DPWa/JMoriarty; [redacted] D17DPWa/DSeris; [redacted] D7DPWmi/JEmbres; D8DPWa/SHadley; [redacted] Christensen, Eric CAPT; Cook, Pauline F CAPT; Sollosi, Mike; Tlapa, Gregory CDR; Connors, Timothy CDR; [redacted] Navarro, Randall CDR; Radice, James
Subject: Special Notice for Local Notices to Mariners (LNM)/NAVCEN Website
Attachments: GazaNoticeFinal.docx

Importance: High

Districts:
The attached Special Notice is being issued in response to a request by the National Security Staff. The notice has been cleared through the State Department and CG Legal. Please publish the Special Notice in your next LNM.

NAVCEN:
Please add the notice or a link to the NAVCEN website.

Frank Parker
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
E-mail: frank.parker@uscg.mil
SIPRNET: parker.franklin.l@uscg.smil.mil
Tel: (202) 372-1551
Fax: (202) 372-1992

Gaza Maritime Area
All U.S. vessels and mariners are advised that Israel is currently enforcing a blockade in the "Gaza Maritime Area." The area is closed to all maritime traffic and the blockade is being enforced by the Israeli Navy. The Gaza Maritime Area is enclosed by the following coordinates:

31°35.71'N, 34°29.46'E
31°46.80'N, 34°10.01'E
31°19.39'N, 34°13.11'E
31°33.73'N, 33°56.68'E

U.S. vessels and mariners intending to enter the area are likely to face enforcement action by the Israeli Navy. The Department of State has also advised against travel by U.S. citizens to Gaza by any means, including by sea. Previous attempts to enter Gaza by sea have resulted in violent incidents and the detention and deportation those involved.

U.S. mariners are also reminded that procedures exist for the delivery of humanitarian cargo to Gaza via the Israeli port of Ashdod or the Egyptian port of El-Arish, where cargo can be screened.

Parker, Frank

From: Parker, Frank
Sent: Tuesday, May 24, 2011 1:38 PM
To: Peter Doherty
Cc: Connors, Timothy CDR; Christensen, Eric CAPT; Goodson James C NGA-PVW USA CIV; Sollosi, Mike
Subject: NAVAREA/HYDROLANT/HYDROPAC Warning
Attachments: GazaNoticeFinal.docx

Peter:

The attached notice is being issued in response to a request by the National Security Staff. The notice has been cleared through the State Department and Coast Guard legal. Please publish the notice as a NAVAREA/HYDROLANT/HYDROPAC warning. I brought up the use of the State Dept and the issuance of Special Warnings, but the process was already beyond that stage.

Frank Parker
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
E-mail: frank.parker@uscg.mil
SIPRNET: parker.franklin.l@uscg.smil.mil
Tel: (202) 372-1551
Fax: (202) 372-1992

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U.S. Department
of Homeland Security
United States
Coast Guard

LOCAL NOTICE TO MARINERS

District 8 GULF — Week: 21/11

8TH DISTRICT LOCAL NOTICE TO MARINERS
GULF OF MEXICO
Econfina River, FL to the Rio Grande, TX
LIGHT LIST VOLUME IV
NOTICE NUMBER 21/11
May 25, 2011

References: COMDTPUB P16502.4, Vol. IV, 2011 Edition and Coast Pilot V.

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)
NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY
INTERNET ADDRESS HTTP://www.navcen.uscg.gov
2011 SPECIAL NOTICE TO MARINERS http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=8&ext=g
GULF OF MEXICO LNM VIA INTERNET http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=8&ext=g

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION

ORIGINATING UNIT	BEGINNING BNMS		ENDING BNMS
CCGD8	BNM 0072-11 (D8)		BNM 0075-11 (D8)
CCGD8 (OB)	BNM 0073-11 (OB)		BNM 0075-11 (OB)
CCGD8 (DPB)	BNM 0507-11 (DPB)		BNM 0507-11 (DPB)
SECTOR MOBILE (MO)	BNM 0452-11 (MO)	THROUGH	BNM 0477-11 (MO)
SECTOR NEW ORLEANS (NO)	BNM 0711-11 (NO)		BNM 0742-11 (NO)
SECTOR HOUSTON-GALVESTON (GA)	BNM 0500-11 (GA)		BNM 0516-11 (GA)
SECTOR CORPUS CHRISTI (CC)	BNM 0274-11 (CC)		BNM 0296-11 (CC)

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark

Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

AHOP	Above Head of Passes
BHOP	Below Head of Passes
HSC	Houston Ship Channel
MRGO	Mississippi River - Gulf Outlet
HWY	Highway
IHNC	Inner Harbor Navigation Canal
F/V	Fishing Vessel

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

Coast Pilot 5 - New Edition

PUBLICATION - National Ocean Atmospheric Administration (NOAA) - U.S. Coast Pilot 5, Gulf of Mexico, Puerto Rico, and Virgin Islands, 39th Edition, is ready for issue and may be obtained from:

Federal Aviation Administration
Aero Nav Products
Printing & Distribution Group, Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
and authorized NOAA chart agents. Price $30.00.
The 2011 Edition cancels the preceding 2010 Edition.
All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient RECORD OF CHANGES form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners, and on the internet at http://nauticalcharts.noaa.gov/nsd/cpdownload.htm are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

LNM: NOAA

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY

The Departmnet of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation Joint Terrorism Task Force (JTTF) Office, www.fbi.gov/contact/fo/fo.htm, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit, at (202) 323-3205, or toll free at 1-888-585-9078, or by E-Mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC), at 1-800-424-8802.

LNM: DPW

GAZA MARITIME AREA

All U.S. vessels and mariners are advised that Israel is currently enforcing a blockade in the "Gaza Maritime Area." The area is closed to all maritime traffic and the blockade is being enforced by the Israeli Navy. The Gaza Maritime Area is enclosed by the following coordinates:

31°35.71'N, 34°29.46'E
31°46.80'N, 34°10.01'E
31°19.39'N, 34°13.11'E
31°33.73'N, 33°56.68'E

U.S. vessels and mariners intending to enter the area are likely to face enforcement action by the Israeli Navy. The Department of State has also advised against travel by U.S. citizens to Gaza by any means, including by sea. Previous attempts to enter Gaza by sea have resulted in violent incidents and the detention and deportation of those involved.

U.S. mariners are also reminded that procedures exist for the delivery of humanitarian cargo to Gaza via the Israeli port of Ashdod or the Egyptian port of El-Arish, where cargo can be screened.

From: [redacted] b(6)
Sent: Thursday, June 03, 2010 11:21 AM
To: [redacted] b(6)
Cc: Kenney, Frederick J RADM; Weller, [redacted] b(6)
Christensen, Eric P CAPT
Subject: FW: CHALLENGER II - Gaza Flotilla

[redacted] b(6)

[redacted] b(5)

[redacted] b(6)

-----Original Message----- b(6)
From: [redacted]
Sent: Thursday, June 03, 2010 11:11 AM
To: [redacted] b(6)
Cc: Kenney, Frederick CAPT; Lederer, Calvin
Subject: CHALLENGER II - Gaza Flotilla

[redacted] b(6)

Below is a quick summary of what we understand to be the present state of the CHALLENGER II matter. Please let me know if you require or desire additional information or background.

Although the precise information is currently inconsistent and our confidence in the facts remains substantially less than 100%, below are the key facts as we presently understand them:

CHALLENGER II is a vessel of the United States, which is registered in the state of Delaware.

It is owned and operated by a company named Western Mediterranean Tours LLC, of Wilmington, DE.

According to multiple open source news reports, it is in its present general location for the purpose of participating in the Gaza Flotilla.

There is information (including a Greek customs document) suggesting that CHALLENGER II may be operating in contravention of US vessel inspection laws and the International Convention for the Safety of Life at Sea, 1974 (SOLAS).

According to the Dept. of State, Office of the Legal Advisor, there is also some possibility that involved American citizens could potentially be in violation of one or more domestic financial sanctions regimes.

CHALLENGER II took on significant water during its last attempt at participation in the flotilla and entered Cyprus for repairs.

The Cypriot PSC authorities report that CHALLENGER II is presently in Limassol, Cyprus undergoing the necessary repairs and we are presently working to verify this report.

[redacted]

b(5)

Best Regards,

[redacted] b(6)

[redacted] b(6)

United States Coast Guard b(6)

[redacted] b(6)

2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted] b(6)

From: Kenyon, John S CAPT
Sent: Thursday, June 03, 2010 11:54 AM
To: [redacted] Shaw, Adam J CAPT; [redacted] b(6)
[redacted] b(6)
Subject: FW: Challenger II briefing document
Attachments: Challenger II Briefing.doc; FW: CHALLENGER II - Gaza Flotilla

-----Original Message-----
From: Christensen, Eric CAPT
Sent: Thursday, June 03, 2010 5:48 PM
To: Stroh, Lincoln CAPT
Cc: [redacted] Kaser, Richard CAPT; Kenyon, John S CAPT; [redacted] b(6)
Kenney, Frederick CAPT
Subject: Challenger II briefing document

Lincoln,

[redacted] b(5)

[redacted]

[redacted] b(6)

[redacted] b(6)

BRIEFING DOCUMENT CONCERNING CHALLENGER II AND ITS FREEDOM FLOTILLA ACTIVITIES IN SUPPORT OF FREE GAZA MOVEMENT

Vessel information (source is State of Delaware Registration database):

Challenger II is registered as a "pleasure" vessel with the State of Delaware.
Vessel is approximately 66' 8"LOA and measures approximately 80grt.
Vessel was built in 1977 and is of wooden construction.
State registration: DL8172AC (confirmed valid on 02JUN10 w/ Delaware authorities).

There is no MISLE information concerning Challenger II.

Cypriot PSC Authorities indicated that 19 passengers were disembarked from the

vessel when it began to take on water as it prepared to participate in the Free Gaza Movement Freedom Flotilla. Cypriot PSC personnel also report vessel is reported to be undertaking repairs in Cyprus in the Limassol area.

It is presently unknown how long the Challenger II has been principally used outside of the State of Delaware.

ACTEUR was unable to determine if the passengers provided consideration for their carriage aboard the vessel.

The vessel may have been carrying humanitarian cargo for Gaza as part of its Freedom Flotilla activities.

[redacted]

b(5)

CG-543 POC:

[redacted]
(202) 372-1221
[redacted]

b(6) b(6)

BRIEFING DOCUMENT CONCERNING CHALLENGER II AND ITS FREEDOM FLOTILLA ACTIVITIES IN SUPPORT OF FREE GAZA MOVEMENT

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The vessel may have been carrying humanitarian cargo for Gaza as part of its Freedom Flotilla activities.

[redacted]

b(5)

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
U.S. Coast Guard Activities Europe

PSC 72 Box 189
APO AE 09709-0970
Phone: +31 10 442-4458
Fax: +31 10 450-4752
Email: acteurinspections@uscg.mil
acteurinvestigations@uscg.mil

16700
03 Jun 2010

Subj: Preliminary Briefing Document on Challenger I and Challenger II

I. Current Situation:

1. The Challenger I and Challenger II are being operated by the Free Gaza Movement for the purpose of:

   a. Breaking the siege of Gaza;
   b. Raise international awareness about the prison-like enclosure of the Gaza Strip;
   c. Pressure the international community to review its sanctions policy and end its support for continued Israeli occupation; and,
   d. To force the U.S. Government to intervene should the Challenger I and Challenger II be seized by Israeli authorities.

   Sources: (1) The Free Gaza Movement website, http://www.freegaza.org/ accessed on 03 June 2010. (2) 'As American as Apple Pie' press release from The Free Gaza Movement, http://www.freegaza.or/en/home/press-releases/1189-as-american-as-apple-pie

2. The Challenger I and Challenger II are part of a Freedom Flotilla that is on its way to deliver 10,000 tons of supplies to Gaza.

   Source: 'As American as Apple Pie' press release from The Free Gaza Movement, http://www.freegaza.or/en/home/press-releases/1189-as-american-as-apple-pie accessed on 03 Jun 2010.

3. Records for the Challenger I and Challenger II are not located within the USCG MISLE database under their present names. Any previous names are not known.

   Source: (1) MISLE Search by [redacted], ACTEUR. b(6)

4. The Challenger I and Challenger II appear to be registered in the State of Delaware, and hold the registration numbers DL8171AC and DL8172AC.

   Source: Government of Greece General Directorate of Customs and Excise forms.

5. The provisions of 33 CFR 173.77(d) state the following: *"A certificate of number is invalid 60 days after the day on which the vessel is no longer principally used in the State where the certificate was issued."*

   Source: 33 CFR 173.77

6. It is presently unknown how long the Challenger I and Challenger II have been principally used outside of the State of Delaware.

7. The Challenger I and Challenger II are each carrying approximately twenty passengers.

   Sources: (1) Pireaus [Greece] Port Authority Port Police 'Passenger and Crew List' forms.

8. There is no evidence known to ACTEUR which indicates that the passengers have provided consideration for their carriage.

   Sources: (1) The Free Gaza Movement 'Passenger Form,' http://freegaza.org/application-form accessed 03 June 2010; (2) The Free Gaza Movement 'Passenger-notice,' http://freegaza.org/en/join-in/passenger-notice; (3) 46 USCA Chapter 33.

9. In so much that the Challenger I and Challenger II are carrying passengers on an international voyage, the provisions of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), are applicable, most notably the provisions of Chapters 3 and 5, subject to tonnage exclusions. Compliance status is suspect, though unverified. To the extent which SOLAS applies, and if the vessel to be determined a U.S. vessel, then relevant SOLAS Certificates would need to be issued by the U.S. as flag state.

   Source: The International Convention for the Safety of Life at Sea, 1974, as amended.

10. The provisions of 46 CFR 67.7 do not require the Challenger I and Challenger II to be documented.

    Source: 46 CFR 67.7.

[redacted]

b(5)

16700
03 Jun 2010

[redacted]

b(5)

For Official Use Only. This briefing document does not represent the official position of the Department of Homeland Security, the United States Coast Guard or other position of the United States Government. It represents preliminary research and the un-vetted position of its drafter.

MV CHALLENGER I (aka SAMOUD)

Current Owner Western Mediterranean Trips LLC Challenger I 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8171AC State of Principal Use - Delaware No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is* [redacted] *and lists her phone number as* [redacted] *and her passport number as* [redacted]. b(6)

Previous Name and Registration Details GOLDEN FLAME Republic of Greece Nov 21, 200 [last digit illegible]– March 23, 2010 Registration Number 7024 Passenger/Tourist Vessel **Previous Owner** [redacted] b(6)	*The vessel was sold to Western Mediterranean Trips LLC on February 24, 2010 for 130,000 (euro) free of liens. It was accepted for transfer by* [redacted] *on behalf of WMT.* [redacted] *is an Australian school teacher and a human rights activist. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* b(6) *http://www.freegaza.org/en/home/56-news/606-passengers-list-dignity-has-left-cyprus*

Hull Number DLZ12704D710 **Construction** Cantieri Di Livorno, Italy 1977 Wood Hull Inboard 1300 hp (2 X 650 MDE) Two Propellers ABS A1 Yacht	**Dimensions** Length Overall: 66 ft Breadth: 11 ft Depth: 7 ft Gross Tons: 73 Net Tons: 58

MV CHALLENGER II (possible aka AMAL)

Current Owner Western Mediterranean Trips Plus LLC 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8172AC (*sequential registration number to CHALLENGER I*) State of Principal Use - Delaware No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is* [redacted] *and lists her phone number as +* [redacted] *and her passport number as* [redacted].

b(6)

Previous Name and Registration Details NITTA II Honduras October 14, 2002 – March 18, 2010 Registration Number RHL-04392 Pleasure Vessel **Previous Owner** Anmar Shipping Company S. DE R.L. C/O 10, Dimaki Street Athens, Greece	*The vessel was sold to Western Mediterranean Trips Plus LLC on March 4, 2010 for 120,000 (euro) free of liens. It was accepted for transfer by* [redacted] *on behalf of WMT.* [redacted] *is an Australian school teacher and a human rights activist. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* *http://www.freegaza.org/en/home/56-news/606-passengers-list-dignity-has-left-cyprus*

b(6)

Hull Number DLZ12705D710 (*sequential hull number to CHALLENGER I*) **Construction** Cantieri Di Livorno, Italy 1977 Wood Hull Inboard 2400 hp (2 X 1200 MDE)	**Dimensions** Length Overall: 69 ft Breadth: 19 ft Depth: 10 ft Gross Tons: 128 Net Tons: 95

MV CHALLENGER III (possible aka AMAL)

Current Owner Western Mediterranean Trips Gold Plus LLC 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8175AC No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is* [redacted] *and lists his phone number as* [redacted] *and his passport number as* [redacted].

b(6)

Previous Name and Registration Details DIMITRIS K Cyprus June 16, 2009 – December 15, 2009 Spetses (Greece) 1978-2009 Registration Number SV 4925 Pleasure Yacht **Previous Owner** Blue Hive Company Limited 122 Athalassis, 1st Floor Strovolos P. C. 2024 Nicosia, Cyprus	*The vessel was sold to Western Mediterranean Trips LLC during March 2010 for 100,000 (euro) free of liens. It was accepted for transfer by* [redacted] *on behalf of WMT.* [redacted] *is Tunisian, on the WMT board of directors and a documentary film maker. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* *http://gaza-journey.blogspot.com/2008/08/fathi-jaouadi.html* *http://www.freegaza.org/en/boat-trips/passenger-lists/67-eighth-trip-to-gaza/932-fathi-jaouadi*

b(6)

Hull Number DLZ12706D701 **Construction** Lekkas Ioannis, Greece 1977 Wood Hull Inboard 365 hp	**Dimensions** Length Overall: 68 ft Breadth: 18 ft Depth: 8 ft Gross Tons: 56 Net Tons: 25

Results for Vessel: ***No Data***

Hull ID Number: **DLZ12705D710**

Registration Number: **DL8172AC**

Registration Authority: **DE - DELAWARE**

Registration Type: **State Registered**

Owner Information

Primary Owner Name: Western Mediterranean Trips

Date of Birth: *No Data*

SSN: *No Data*

Individual Tax Identification Number (ITIN): *No Data*

Tax Identification Number (TIN): *No Data*

State ID Number: *No Data*

Drivers License Number: *No Data*

Party Type: Business/Organization

Owner Address: Silverside Rd Challenger II3511

City: Wilmington

State: DE

County: New Castle

Zip Code: 19810 - 4822

Secondary Owners

Second Party Owner Name: PLUS LLC

Third Party Owner Name: *No Data*

Secondary Address Information

Address: *No Data*

City: *No Data*

State: *No Data*

Zip Code: *No Data - XXXX*

Back To Top

Vessel Information

Vessel Name: *No Data*
Primary Use: Pleasure
Registration Certificate Effective Date: April 1, 2010
Registration Certificate Expiration Date: *No Data*
Registration Certificate Status: Active
Vessel Manufacturer/Make: *No Data*
Model Year/Year Built: 1977
Length in Ft/In: 66' 8"
Vessel Type: *No Data*
Hull Material: Wood
Engine Drive Type: Inboard
Propulsion Type: Propeller
Fuel Type: Diesel
Engine Make: *No Data*
Engine Serial Number: *No Data*
Engine Year: *No Data*
Horsepower: 0

ΣΕΛ 01 ΑΠΟ 03 SEO CTUBATEC ΣΕΡΙ ΔΟ ΤΣ/ΙΤΣ/ΙΣΡ-38512/ΙΣΔ

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΟΝΗ SFENDONI (YACHT) ΣΗΜΑΙΑ TOGO (FLAG) ΝΗΟΛ. LOME (PORT OF REGISTRY) Αρ. Νηολ. 895186S (REG. No) Κ.Ο.Χ. 196 ICOX: 80

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ (DURING THE VOYAGE FROM) ΚΑΛΑΜΑΤΑ (ΧΕΑ) ΠΡΟΣ (TO) ΡΟΔΟ Κ.Χ.Χ.

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30,05μ

ΠΛΗΡΩΜΑ - CREW

1) Κύριος (Master) ΜΠΟΥΚΑΣ ΘΕΟΔΩΡΟΣ (AB467256) 6) Ναύτης (Sailor) [redacted]
2) ΠΑΠΑΚΙΝΟΣ ΠΕΤΡΟΣ (AE251427) 7)
3) Μηχανικός (Engineer) BARJAMI DYLBER (223120 (Albania)) 8)
4) [redacted] 9)
5) 10)

ΜΠΟΡΑΤΕΣ - PASSENGERS

Α/Α (No)	ΟΝΟΜΑΤΕΠΩΝΥΜΟ (Name and Surname)	ΗΜΕΡΟΜΗΝΙΑ ΓΕΝΝΗΣΕΩΣ (Date of Birth)	ΑΡ. ΔΙΑΒΑΤΗΡΙΟΥ (Passport No)	ΥΠΗΚΟΟΤΗΤΑ (Nationality)
1	[redacted]		[redacted]	USA
2				USA
3				USA
4				USA
5				USA
6				USA
7				ITALIA
8				ITALIA
9				ITALIA
10				ITALIA
11				ITALIA
12				ITALIA
13				ITALIA
14				UK
15				LEBANON
16				BELGIUM
				GERMANY
				FRANCE
				FRANCE
				FRANCE
				FRANCE

b(6)

ΕΛ 02/03

ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΟΝ YACHT SPENDONK ΣΗΜΑΙΑ FLAG ΤΟΥΡΚΟ ΛΙΜΗΝ PORT OF REGISTRY LONE Αρ. Νηολ. REG. No 8951865 Κ.Ο.Χ. 186

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΑΛΕΣ ΤΖΕΑ ΓΙΑ TO ΡΟΔΟ Κ.Χ.Χ. 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 30.26

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master	6) Ναύτης Sailor
2)	7) "
3) Μηχανικός Engineer	8) "
4	9 "
5)	10) "

ΥΠΗΡΕΣΙΕΣ - SERVANTS

Α/Α No	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΙΔΙΟΤΗΤΑ ADDRESS	ΗΜ. ΓΕΝΝΗΣΗΣ DATE OF BIRTH	ΥΠΗΚΟΟΤΗΤΑ NATIONALITY
1	[redacted]	[redacted]	[redacted]	FRANCE
2	[redacted]	[redacted]	[redacted]	FRANCE
3	[redacted]	[redacted]	[redacted]	FRANCE
4	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
5	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
6	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
7	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
8	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
9	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
10	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
11	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
12	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
13	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
14	[redacted]	[redacted]	[redacted]	ΕΛΛΑΣ
15	[redacted]	[redacted]	[redacted]	SWEDEN
16	[redacted]	[redacted]	[redacted]	SWEDEN
17	[redacted]	[redacted]	[redacted]	SWEDEN
18	[redacted]	[redacted]	[redacted]	SWEDEN
	[redacted]	[redacted]	[redacted]	SWEDEN
20	[redacted]	[redacted]	[redacted]	SWEDEN
	[redacted]	[redacted]	[redacted]	CZECH

b(6)

THE MASTER

DHSCoastGuard0072

GA 03/03

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝ. ΦΥΛΑΚΙΟ

PIRAEUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΟΜΑΤΟΣ
PASSENGERS AND CREW LIST

ΘΟΝΗ YACHT CRENDONK ΣΗΜΑΙΑ FLAG TOGO ΝΗΟΛ PORT OF REGISTRY LOME Αρ. Νηολ. REG. No 8851865 Κ.Ο.Κ. 186

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM ΚΛΙΝΕΙΛΥΖΚΑ ΜΕ ΤΟ TO ΡΟΔΟ Κ.Χ.Κ. 80

ΤΥΠΟΣ ΣΚΑΦΟΥΣ - Type of Boat ..... ΜΕΤΡΑ - Meters 3026

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master
2)
3) Μηχανικός Engineer
4)
5)
6) Ναύτης Sailor
7) »
8) »
9) »
10) »

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α SIN	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΙΔΙΟΤΗΤΑ NATURE	ΑΡ. ΔΙΑΒΑΤ. PASSPORT NO.	ΕΘΝΙΚΟΤΗΤΑ NATIONALITY
1	[redacted]		[redacted]	CZECH
2				CZECH
3				CZECH
4				NETHERLANDS
5				IRELAND
6				IRELAND
7				BULGARIA
8				BULGARIA
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

b(6)

THE MASTER

DHSCoastGuard0073

Παρασκευάς Παπαδόπουλος
ΔΕΑ ΤΕΛΩΝΕΙΑΚΟΣ

ΑΝΤΥΠΟ 7-01.02 ΑΥΟ Α 267/139/23-2-2000

ΑΝΤΙΤΥΠΟ 1 (ΣΤΕΛΕΧΟΣ) 175

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ Α' ΠΕΙΡΑΙΑ
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ: DATE: 23-04-10

Αριθ. Δελτίου: Document Number: 08

ΙΣΧΥΣ/VALIDITY
ΟΡΙΣΜΕΝΗ/LIMITED
ΑΠΟ/FROM: ΜΕΧΡΙ/UNTIL:

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY

1. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
2. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
3. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____

ΙΣΧΥΣ/VALIDITY
ΑΟΡΙΣΤΗ/UNLIMITED
ΕΞΑΙΡΕΤΙΚΑ ΣΚΑΦΟΣ

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(8)
TRANSIT LOG

Hull No: DLZ 12705D210

ΟΝΟΜΑ ΠΛΟΙΟΥ: SHIP NAME: CHALLENGER II ΣΗΜΑΙΑ: FLAG: USA

ΛΙΜΗΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ: PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8172 AC

ΔΑΣ/CALL SIGN: Κ.Ο.Χ: 128.41 GT: NT 94.93

ΤΥΠΟΣ ΠΛΟΙΟΥ: TYPE OF SHIP: ΗΛΥ ΕΤΟΣ ΚΑΤΑΣΚΕΥΗΣ 1976 ΜΗΚΟΣ 20.36m

ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΙΗ ΜΗΧΑΝΩΝ: ENGINES, TYPE AND NUMBER, H.P.: 2 UTU x 900 BHP

ΙΔΙΟΚΤΗΤΗΣ: OWNER'S NAME: FEDERAL MEDITERRANEAN TRIPS PARTNERS

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: 3511 SILVERSIDE RD WILMINGTON 19810 DE

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: ΔΟΥ: ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ / ΚΥΒΕΡΝΗΤΗΣ: CAPTAIN: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: ΔΟΥ: ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ [redacted]

b(6)

ΝΑΥΤΟΧΩΡΟΣ - ΧΡΗΣΤΗΣ: OWNER / USER: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: FAX: E-MAIL:

ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗ: OWNER'S REPRESENTATIVE: [redacted]

ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ: HOME ADDRESS: [redacted]

ΤΗΛΕΦΩΝΟ: TELEPHONE NUMBER: E-MAIL:

ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΑΑΤ ή ΔΙΑΒΑΤΗΡΙΟ [redacted]

2.

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΣΩΜΑ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIREAUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΟΝΟΜΑ ΣΚΑΦΟΥΣ YACHT: ALCHEMIA ΣΗΜΑΙΑ FLAG: USA ΝΗΟΛ PORT OF REGISTRY — ΑΡ. ΝΗΟΛ REG. No: ΚΟΚ

ΚΑΤΑ ΤΟΝ ΑΠΟΠΛΟΥ ΑΠΟ DURING THE VOYAGE FROM: ΑΓΙΟ ΝΙΚΟΛΑΟ — ΠΑ TO: ΚΥΠΡΟ — ΚΚΚ

ΤΥΠΟΣ ΣΚΑΦΟΥΣ TYPE OF BOAT: — ΜΕΤΡΑ METERS:

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master [redacted]
2)
3) Μηχ. Engineer
4)
5)

6) Ναύτης Sailor [redacted]
7)
8)
9)
10)

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤ. PASSPORT NO	ΙΘΑΓΕΝΕΙΑ NATIONALITY
1	[redacted]	[redacted]	[redacted]	Dutch
2				BELGIUM
3				Norway
4				Norway
5				Norway
6				United Kingdom
7				Ireland
8				Australia
9				United Kingdom
10				United Kingdom
				Malaysia
				Belgium
				IRISH

Από μια Δυτική Ευρώπη σε Ανατολική
δε / κάτω στο Τραπεζάκι της Γιακίνθης
Γιαμαστίο και νότιο Αιγαίο
(η βάση του Πειραιώς)

25/05/2010

ΘΕΩΡΗΘΗΚΕ

Πειραιάς 25/05/2010
Τόπος / Place — Ημ/νία / Date

ΟΠΛΟΙΑΡΧΟΣ
THE MASTER

b(6)

ΠΡΩΤΟΤΥΠΟ Τ 01.02 ΑΥΟ Δ 26/7/13/23-2-2000

ΑΝΤΙΤΥΠΟ 1 (ΣΤΑΘΕΡΟΣ) 1/6

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ
MINISTRY OF FINANCE
ΓΕΝΙΚΗ Δ/ΝΣΗ ΤΕΛΩΝΕΙΩΝ & ΕΦΚ
GENERAL DIRECTORATE OF CUSTOMS AND EXCISE
ΤΕΛΩΝΕΙΑΚΗ ΑΡΧΗ
CUSTOMS AUTHORITY

ΗΜ/ΝΙΑ DATE: 26-04-10
Αριθ. Δελτίου Document Number: 09
ΙΣΧΥΣ VALIDITY (3)
ΟΡΙΣΜΕΝΗ/LIMITED
ΑΠΟ/FROM 26-04-10 ΜΕΧΡΙ/UNTIL 25-05-10

ΠΑΡΑΤΑΣΗ ΙΣΧΥΟΣ
EXTENSION OF VALIDITY
1. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
2. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____
3. ΑΠΟ/FROM ____ ΜΕΧΡΙ/UNTIL ____

ΙΣΧΥΣ VALIDITY (3)
ΑΟΡΙΣΤΗ/UNLIMITED ☐

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ(1),(3)
TRANSIT LOG

1. ΟΝΟΜΑ ΠΛΟΙΟΥ SHIP'S NAME: CHALLENGER II FLAG: USA
ΛΙΜΕΝ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ PORT OF REGISTRY AND REGISTRATION NUMBER: DL 8171 AC
ΔΑΣ/CALL SIGN: K.O.X: GT: 73,47
ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP: Μ/Υ Γίος κατασκευής 1977 Μέταλλο GG/Motor Cruiser
ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ ENGINES, TYPE AND NUMBER, H.P.: 2 x 650 BHP

ΠΛΟΙΟΚΤΗΤΗΣ OWNER'S NAME: OCEANGATE VENTURES
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS: 3511 SILVERSIDE RD SUITE 105 WILMINGTON DE 19810
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΠΛΟΙΑΡΧΟΣ/ΚΥΒΕΡΝΗΤΗΣ ΟΝΟΜΑ ΕΠΩΝΥΜΟ: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS: [redacted]
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: [redacted] ΔΟΥ: [redacted] ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ: [redacted]

b(6)

ΚΑΤΟΧΟΣ - ΧΡΗΣΤΗΣ ΟΝΟΜΑ ΕΠΩΝΥΜΟ: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS:
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗ OWNER'S REPRESENTATIVE: [redacted]
ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ HOME ADDRESS:
ΤΗΛΕΦΩΝΟ TELEPHONE NUMBER: FAX: E-MAIL:
ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟ:

[redacted]

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΩΣ
ΛΙΜΕΝΙΚΗ ΑΣΤΥΝΟΜΙΑ
ΛΙΜΕΝΙΚΟ ΦΥΛΑΚΙΟ

ΚΑΤΑΣΤΑΣΗ ΕΠΙΒΑΤΩΝ & ΠΛΗΡΩΜΑΤΟΣ
PASSENGER AND CREW LIST

DEMOCRACY OF GREECE
PIREAUS PORT AUTHORITY
PORT POLICE
COAST GUARD

ΟΝ Challenger I. ΣΗΜΑΙΑ USA ΝΗΟΛ ΑΡ. ΝΗΟΛ ΚΩΚ
YACHT FLAG PORT OF REGISTRY REG No

ΚΑΙΑ ΤΩΝ ΑΠΟΠΛΟΥ ΑΠΟ ΑΣΤΟ ΝΙΚΟΛΑΟΣ ΓΙΑ ΚΥΘΗΡΟ ΚΚΚ
DURING THE VOYAGE FROM TO

ΤΥΠΟΣ ΣΚΑΦΟΥΣ ΜΕΤΡΑ 20
TYPE OF BOAT METRES

ΠΛΗΡΩΜΑ - CREW

1) Κύριος Master [redacted]
2)
3) Μ/νος Engineer
4)
5)
6) Ναύτης Sailor
7) »
8) »
9) »
10) »

b(6)

ΕΠΙΒΑΤΕΣ - PASSENGERS

Α/Α S/N	ΟΝΟΜΑΤΕΠΩΝΥΜΟ FULL NAME	ΔΙΕΥΘΥΝΣΗ ADDRESS	ΑΡ. ΔΙΑΒΑΤ. PASSPORT No	ΥΠΗΚΟΟΤΗΤΑ NATIONALITY
1	[redacted]	Germany	[redacted]	German
2		Germany		German
3		Germany		German
4		Germany		German
5		Germany		German
6		U.S.A		American
7				American
8		U.S.A		Serbia
9		U.S.A		American
10		U.S.A		American
11		Canada		Canada
12		U.S.A		Brasil
13		ENGLAND		BRITISH
14	Από τον Λιμενικό Σταθμό Κύθηρων	»		»
15	στο Δικαστήριο Κύθηρων		Θεωρήθηκε	
16	στο Τελωνειακό Γραφείο Αντίρριου		Αναπλεύσας προς Λιμένα	
17	(Πειραιώς)		(Αντίρριον) 25/05/2010	
18				
19				
20				

Αθήνα / Place 25/05/2010 Ημ/νία / Date

ΟΓΟΡΗΘΗΚΕ ΠΛΟΙΑΡΧΟΣ
THE MASTER

DHSCoastGuard0077

Classified up to system high level of SECRET

Maritime Intelligence Fusion Center
WebTAS ATLANTIC

WebTAS

Link to this page | Print

MIFC Case Information

SUPPORT TO THE GAZA FLOTILLA - MIFCLANT-10-JUN-03D

ELINT Requirement		Case Status	CLOSED
District	OTHER	Country of Origin	
Date Opened	Jun 3, 2010 00:00:00		
Area		Type of Case	SUPPORT
Location Description		Case Focus	AWARENESS
Location	254400N 0891700W	Classification	SECRET//NOFORN
Derived From		Classified By	
Declass		Contains US Person Data	false

Initial Summary

(U//FOUO) SUPPORT TO THE GAZA FLOTILLA: IRT the Free Gaza Movement, EIE will collect information on vessels involved with the flotilla movment. CURRENTLY, TWO VESSELS (M/V CHALLENGER I AND M/V CHALLENGER II) ARE PART OF A FREEDOM FLOTILLA THAT IS ON ITS WAY TO DELIVER 10,000 TONS OF SUPPLIES TO GAZA to arrive ivo Gaza. ON 31 MAY 10, A FLOTILLA HEADED TO THE GAZA STRIP TO DELIVER AID IGNORED THE ISRAEL BLOCKAGE AND WAS SUBSEQUENTLY BOARDED BY ISRAELI FORCES. DURING THE BOARDING, AT LEAST NINE CIVILIANS WERE KILLED. Two Vessel M/V Busy Bee and M/V Worker Bee may be adding support while currently working the the Gulf of MEX.

EEIs/CONOPs

Related Links

Message Entries:

Vessel Entries:

MIFC Case Entries:

Case Entries:

Ad Hoc RFIs:

Case Notes:

Log Entries: 24 Hours Ago

Vessel Threat Assessments:

System Outages:

Attachments:

Classified up to system high level of SECRET

[redacted] CIV

From: [redacted] CDR
Sent: Wednesday, April 13, 2011 10:56 AM
To: [redacted] CAPT; [redacted]
Cc: [redacted] LCDR; [redacted] CDR; [redacted]
Subject: FW: GAZA DOCUMENTS

Sir

FYI on the Gaza issue.

V/R
[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: prvs=07728e52e=Prem_G._Kumar@nss.eop.gov
[mailto:prvs=07728e52e=Prem_G._Kumar@nss.eop.gov] On Behalf Of Kumar, Prem G.
Sent: Wednesday, April 13, 2011 10:46 AM
To: [redacted]
Cc: Christensen, Eric CAPT; Connors, Timothy CDR
Subject: RE: GAZA DOCUMENTS

Thanks [redacted] I may flip these documents, along with a few others, to SIPR and distribute to the group that attended the IPC. WE don't plan on having another meeting soon; will depend on how our efforts to prevent the next flotilla go. Thanks, Prem

-----Original Message-----
From: [redacted]
Sent: Tuesday, April 12, 2011 8:59 AM
To: Kumar, Prem G.
Cc: [redacted] CAPT; [redacted]
Subject: RE: GAZA DOCUMENTS

Prem;

Please find attached the USCG submission. Also cc'd are the USCG POCs. Can you let me know when the next meeting is?

[redacted]

-----Original Message-----
From: [redacted]
Sent: Monday, April 11, 2011 9:22 AM
To: [redacted]P.; baumertka@state.gov
Cc: [redacted] CAPT; [redacted] CDR
Subject: RE: GAZA DOCUMENTS

[redacted]

Sorry to bother again, but State NEA made a few suggested edits to the notice. They are attached. As drafted, this document has cleared the CG and DOS/L & NEA.

Thanks

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 5:23 PM
To: [redacted] P.; baumertka@state.gov
Cc: [redacted] CAPT; [redacted] CDR
Subject: GAZA DOCUMENTS
Importance: High

[redacted]

Last week CAPT [redacted] and Kevin Baumert participated in a Gaza Flotilla IPC chaired by Dan Shapiro. The Coast Guard was asked to provide two documents as a result of the meeting, a summary of Coast Guard enforcement authorities related to the flotilla and a draft notice to mariners. I have attached both documents and request you forward them on to Prem Kumar. Both documents are UNCLAS and I don't have Prem's e-mail address.

Thanks and have a great weekend,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 4:02 PM
To: [redacted] LCDR
Subject: FW: Gaza flotilla issue
Attachments: Issue Paper - enforcement action in foreign waters.FINAL.doc

Ahhhhhhh!

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 4:02 PM
To: [redacted] CDR
Subject: FW: Gaza flotilla issue

Yea...sorry about that

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 1:09 PM
To: [redacted] CAPT [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

Attached is the one-pager you requested that has been cleared by TJAG.

Still waiting for word from State on the notice.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 10:40 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

The IPC has been working on the high side, but this will not require that type of delivery. I do not have a copy of the message that requested the info so perhaps we could provide is through CDR Sean Regan at the NSS.

Sent with Good (www.good.com)

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 10:35 AM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

I reached out to State on a possible POC for delivery of humanitarian aid. I'm happy to deliver to the I/A for concurrence, but I don't have the correct POCs in this world of work as my normal world of work is drugs, thugs, and migrants.

Also, we should have your one-pager today.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----

From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted] he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted]'s request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Tuesday, April 05, 2011 8:24 PM
To: [redacted]a LCDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

[redacted]

FYSA.

[redacted]

Sent with Good (www.good.com)

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 07:25 PM Eastern Standard Time
To: [redacted] CAPT
Cc: [redacted] CDR
Subject: FW: Gaza flotilla issue

CAPT:

The U.S. vessels believed to be involved are "The Audacity of Hope" and "Rosa Parks". NFI from DoS.

I checked with ICC and there is no record of either vessel in SeaLink. NCC is checking MISLE and will advise if they find any info. Several open source reports of the anticipated May 2011 voyage exist but no vsl specs were noted and I can't tell if the picture at http://www.freegaza.org/ is the vessel they intend to use. I also came across an article that stated that as of last summer, folks were raising funds for the "The Audacity of Hope" to "purchase a boat large enough for 40-60 people, secure a crew, and cover the licensing and registering of the boat." Perhaps NVDC has something if a new filing was done in the past few months.

I've asked Kevin Baumert to provide unclas specifics on the USG position to assist your drafting efforts and will let you know what he provides.

v/r,

[redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA. The docs are marked SEC/NOFORN.

I spoke with CAPT[redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself. The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted]'s request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] LCDR
Sent: Tuesday, April 12, 2011 1:38 PM
To: [redacted] CDR; [redacted] LCDR
Subject: Gaza blockade issue
Attachments: San Remo Manual - Armed Conflicts at Sea (061294).pdf

Just FYSA. Attached is what Israel has cited to WRT the blockade. See also:

http://en.wikipedia.org/wiki/San_Remo_Manual_on_International_Law_Applicable_to_Armed_Conflicts_at_Sea

San Remo Manual on International Law Applicable to Armed Conflicts at Sea, 12 June 1994

Full text

PART I : GENERAL PROVISIONS

SECTION I : SCOPE OF APPLICATION OF THE LAW

1. The parties to an armed conflict at sea are bound by the principles and rules of international humanitarian law from the moment armed force is used.

2. In cases not covered by this document or by international agreements, civilians and combatants remain under the protection and authority of the principles of international law derived from established custom, from the principles of humanity and from the dictates of the public conscience.

SECTION II : ARMED CONFLICTS AND THE LAW OF SELF-DEFENCE

3. The exercise of the right of individual or collective self-defence recognized in Article 51 of the Charter of the United Nations is subject to the conditions and limitations laid down in the Charter, and arising from general international law, including in particular the principles of necessity and proportionality.

4. The principles of necessity and proportionality apply equally to armed conflict at sea and require that the conduct of hostilities by a State should not exceed the degree and kind of force, not otherwise prohibited by the law of armed conflict, required to repel an armed attack against it and to restore its security.

5. How far a State is justified in its military actions against the enemy will depend upon the intensity and scale of the armed attack for which the enemy is responsible and the gravity of the threat posed.

6. The rules set out in this document and any other rules of international humanitarian law shall apply equally to all parties to the conflict. The equal application of these rules to all parties to the conflict shall not be affected by the international responsibility that may have been incurred by any of them for the outbreak of the conflict.

SECTION III : ARMED CONFLICTS IN WHICH THE SECURITY COUNCIL HAS TAKEN ACTION

7. Notwithstanding any rule in this document or elsewhere on the law of neutrality, where the Security Council, acting in accordance with its powers under Chapter VII of the Charter of the United Nations, has identified one or more of the parties to an armed conflict as responsible for resorting to force in violation of international law, neutral States:

(a) are bound not to lend assistance other than humanitarian assistance to that State; and
(b) may lend assistance to any State which has been the victim of a breach of the peace or an act of aggression by that State.

8. Where, in the course of an international armed conflict, the Security Council has taken preventive or enforcement action involving the application of economic measures under Chapter VII of the Charter, Member States of the United Nations may not rely upon the law of neutrality to justify conduct which would be incompatible with their obligations under the Charter or under decisions of the Security Council.

9. Subject to paragraph 7, where the Security Council has taken a decision to use force, or to authorize the use of force by a particular State or States, the rules set out in this document and any other rules of international humanitarian law applicable to armed conflicts at sea shall apply to all parties to any such conflict which may ensue.

SECTION IV : AREAS OF NAVAL WARFARE

10. Subject to other applicable rules of the law of armed conflict at sea contained in this document or elsewhere, hostile actions by naval forces may be conducted in, on or over:

(a) the territorial sea and internal waters, the land territories, the exclusive economic zone and continental

shelf and, where applicable, the archipelagic waters, of belligerent States;
(b) the high seas; and
(c) subject to paragraphs 34 and 35, the exclusive economic zone and the continental shelf of neutral States.

11. The parties to the conflict are encouraged to agree that no hostile actions will be conducted in marine areas containing:

(a) rare or fragile ecosystems; or
(b) the habitat of depleted, threatened or endangered species or other forms of marine life.

12. In carrying out operations in areas where neutral States enjoy sovereign rights, jurisdiction, or other rights under general international law, belligerents shall have due regard for the legitimate rights and duties of those neutral States.

SECTION V : DEFINITIONS

13. For the purposes of this document:

(a) international humanitarian law means international rules, established by treaties or custom, which limit the right of parties to a conflict to use the methods or means of warfare of their choice, or which protect States not party to the conflict or persons and objects that are, or may be, affected by the conflict;
(b) attack means an act of violence, whether in offence or in defence;
(c) collateral casualties or collateral damage means the loss of life of, or injury to, civilians or other protected persons, and damage to or the destruction of the natural environment or objects that are not in themselves military objectives;
(d) neutral means any State not party to the conflict;
(e) hospital ships, coastal rescue craft and other medical transports means vessels that are protected under the Second Geneva Convention of 1949 and Additional Protocol I of 1977;
(f) medical aircraft means an aircraft that is protected under the Geneva Conventions of 1949 and Additional Protocol I of 1977;
(g) warship means a ship belonging to the armed forces of a State bearing the external marks distinguishing the character and nationality of such a ship, under the command of an officer duly commissioned by the government of that State and whose name appears in the appropriate service list or its equivalent, and manned by a crew which is under regular armed forces discipline;
(h) auxiliary vessel means a vessel, other than a warship, that is owned by or under the exclusive control of the armed forces of a State and used for the time being on government non-commercial service;
(i) merchant vessel means a vessel, other than a warship, an auxiliary vessel, or a State vessel such as a customs or police vessel, that is engaged in commercial or private service;
(j) military aircraft means an aircraft operated by commissioned units of the armed forces of a State having the military marks of that State, commanded by a member of the armed forces and manned by a crew subject to regular armed forces discipline;
(k) auxiliary aircraft means an aircraft, other than a military aircraft, that is owned by or under the exclusive control of the armed forces of a State and used for the time being on government non-commercial service;
(l) civil aircraft means an aircraft other than a military, auxiliary, or State aircraft such as a customs or police aircraft, that is engaged in commercial or private service;
(m) civil airliner means a civil aircraft that is clearly marked and engaged in carrying civilian passengers in scheduled or non-scheduled services along Air Traffic Service routes.

PART II : REGIONS OF OPERATIONS

SECTION I : INTERNAL WATERS, TERRITORIAL SEA AND ACHIPELAGIC WATERS

14. Neutral waters consist of the internal waters, territorial sea, and, where applicable, the archipelagic waters, of neutral States. Neutral airspace consists of the airspace over neutral waters and the land territory of neutral States.

15. Within and over neutral waters, including neutral waters comprising an international strait and waters in which the right of archipelagic sea lanes passage may be exercised, hostile actions by belligerent forces are forbidden. A neutral State must take such measures as are consistent with Section II of this Part, including the exercise of surveillance, as the means at its disposal allow, to prevent the violation of its neutrality by belligerent forces.

16. Hostile actions within the meaning of paragraph 15 include, inter alia:

(a) attack on or capture of persons or objects located in, on or over neutral waters or territory;
(b) use as a base of operations, including attack on or capture of persons or objects located outside neutral

waters, if the attack or seizure is conducted by belligerent forces located in, on or over neutral waters;
(c) laying of mines; or
(d) visit, search, diversion or capture.

17. Belligerent forces may not use neutral waters as a sanctuary.

18. Belligerent military and auxiliary aircraft may not enter neutral airspace. Should they do so, the neutral State shall use the means at its disposal to require the aircraft to land within its territory and shall intern the aircraft and its crew for the duration of the armed conflict. Should the aircraft fail to follow the instructions to land, it may be attacked, subject to the special rules relating to medical aircraft as specified in paragraphs 181-183.

19. Subject to paragraphs 29 and 33, a neutral State may, on a non-discriminatory basis, condition, restrict or prohibit the entrance to or passage through its neutral waters by belligerent warships and auxiliary vessels.

20. Subject to the duty of impartiality, and to paragraphs 21 and 23-33, and under such regulations as it may establish, a neutral State may, without jeopardizing its neutrality, permit the following acts within its neutral waters:

(a) passage through its territorial sea, and where applicable its archipelagic waters, by warships, auxiliary vessels and prizes of belligerent States; warships, auxiliary vessels and prizes may employ pilots of the neutral State during passage;
(b) replenishment by a belligerent warship or auxiliary vessel of its food, water and fuel sufficient to reach a port in its own territory; and
(c) repairs of belligerent warships or auxiliary vessels found necessary by the neutral State to make them seaworthy; such repairs may not restore or increase their fighting strength.

21. A belligerent warship or auxiliary vessel may not extend the duration of its passage through neutral waters, or its presence in those waters for replenishment or repair, for longer than 24 hours unless unavoidable on account of damage or the stress of weather. The foregoing rule does not apply in international straits and waters in which the right of archipelagic sea lanes passage is exercised.

22. Should a belligerent State be in violation of the regime of neutral waters, as set out in this document, the neutral State is under an obligation to take the measures necessary to terminate the violation. If the neutral State fails to terminate the violation of its neutral waters by a belligerent, the opposing belligerent must so notify the neutral State and give that neutral State a reasonable time to terminate the violation by the belligerent. If the violation of the neutrality of the State by the belligerent constitutes a serious and immediate threat to the security of the opposing belligerent and the violation is not terminated, then that belligerent may, in the absence of any feasible and timely alternative, use such force as is strictly necessary to respond to the threat posed by the violation.

SECTION II : INTERNATIONAL STRAITS AND ARCHIPELAGIC SEA LANES
General rules

23. Belligerent warships and auxiliary vessels and military and auxiliary aircraft may exercise the rights of passage through, under or over neutral international straits and of archipelagic sea lanes passage provided by general international law.

24. The neutrality of a State bordering an international strait is not jeopardized by the transit passage of belligerent warships, auxiliary vessels, or military or auxiliary aircraft, nor by the innocent passage of belligerent warships or auxiliary vessels through that strait.

25. The neutrality of an archipelagic State is not jeopardized by the exercise of archipelagic sea lanes passage by belligerent warships, auxiliary vessels, or military or auxiliary aircraft.

26. Neutral warships, auxiliary vessels, and military and auxiliary aircraft may exercise the rights of passage provided by general international law through, under and over belligerent international straits and archipelagic waters. The neutral State should, as a precautionary measure, give timely notice of its exercise of the rights of passage to the belligerent State.

Transit passage and archipelagic sea lanes passage

27. The rights of transit passage and archipelagic sea lanes passage applicable to international straits and archipelagic waters in peacetime continue to apply in times of armed conflict. The laws and regulations of States bordering straits and archipelagic States relating to transit passage and archipelagic sea lanes passage adopted in accordance with general international law remain applicable.

28. Belligerent and neutral surface ships, submarines and aircraft have the rights of transit passage and archipelagic sea lanes passage through, under, and over all straits and archipelagic waters to which these rights generally apply.

29. Neutral States may not suspend, hamper, or otherwise impede the right of transit passage nor the right of archipelagic sea lanes passage.

30. A belligerent in transit passage through, under and over a neutral international strait, or in archipelagic sea lanes passage through, under and over neutral archipelagic waters, is required to proceed without delay, to refrain from the threat or use of force against the territorial integrity or political independence of the neutral littoral or archipelagic State, or in any other manner inconsistent with the purposes of the Charter of the United Nations, and otherwise to refrain from any hostile actions or other activities not incident to their transit. Belligerents passing through, under and over neutral straits or waters in which the right of archipelagic sea lanes passage applies are permitted to take defensive measures consistent with their security, including launching and recovery of aircraft, screen formation steaming, and acoustic and electronic surveillance. Belligerents in transit or archipelagic sea lanes passage may not, however, conduct offensive operations against enemy forces, nor use such neutral waters as a place of sanctuary nor as a base of operations.

Innocent passage

31. In addition to the exercise of the rights of transit and archipelagic sea lanes passage, belligerent warships and auxiliary vessels may, subject to paragraphs 19 and 21, exercise the right of innocent passage through neutral international straits and archipelagic waters in accordance with general international law.

32. Neutral vessels may likewise exercise the right of innocent passage through belligerent international straits and archipelagic waters.

33. The right of non-suspendable innocent passage ascribed to certain international straits by international law may not be suspended in time of armed conflict.

SECTION III : EXCLUSIVE ECONOMIC ZONE AND CONTINENTAL SHELF

34. If hostile actions are conducted within the exclusive economic zone or on the continental shelf of a neutral State, belligerent States shall, in addition to observing the other applicable rules of the law of armed conflict at sea, have due regard for the rights and duties of the coastal State, inter alia, for the exploration and exploitation of the economic resources of the exclusive economic zone and the continental shelf and the protection and preservation of the marine environment. They shall, in particular, have due regard for artificial islands, installations, structures and safety zones established by neutral States in the exclusive economic zone and on the continental shelf.

35. If a belligerent considers it necessary to lay mines in the exclusive economic zone or the continental shelf of a neutral State, the belligerent shall notify that State, and shall ensure, inter alia, that the size of the minefield and the type of mines used do not endanger artificial islands, installations and structures, nor interfere with access thereto, and shall avoid so far as practicable interference with the exploration or exploitation of the zone by the neutral State. Due regard shall also be given to the protection and preservation of the marine environment.

SECTION IV : HIGH SEAS AND SEA-BED BEYOND NATIONAL JURISDICTION

36. Hostile actions on the high seas shall be conducted with due regard for the exercise by neutral States of rights of exploration and exploitation of the natural resources of the sea-bed, and ocean floor, and the subsoil thereof, beyond national jurisdiction.

37. Belligerents shall take care to avoid damage to cables and pipelines laid on the sea-bed which do not exclusively serve the belligerents.

PART III : BASIC RULES AND TARGET DISCRIMINATION

SECTION I : BASIC RULES

38. In any armed conflict the right of the parties to the conflict to choose methods or means of warfare is not unlimited.

39. Parties to the conflict shall at all times distinguish between civilians or other protected persons and combatants and between civilian or exempt objects and military objectives.

40. In so far as objects are concerned, military objectives are limited to those objects which by their nature, location, purpose or use make an effective contribution to military action and whose total or partial destruction, capture or neutralization, in the circumstances ruling at the time, offers a definite military advantage.

41. Attacks shall be limited strictly to military objectives. Merchant vessels and civil aircraft are civilian objects unless they are military objectives in accordance with the principles and rules set forth in this document.

42. In addition to any specific prohibitions binding upon the parties to a conflict, it is forbidden to employ methods or means of warfare which:

(a) are of a nature to cause superfluous injury or unnecessary suffering; or
(b) are indiscriminate, in that:
(i) they are not, or cannot be, directed against a specific military objective; or
(ii) their effects cannot be limited as required by international law as reflected in this document.

43. It is prohibited to order that there shall be no survivors, to threaten an adversary therewith or to conduct hostilities on this basis.

44. Methods and means of warfare should be employed with due regard for the natural environment taking into account the relevant rules of international law. Damage to or destruction of the natural environment not justified by military necessity and carried out wantonly is prohibited.

45. Surface ships, submarines and aircraft are bound by the same principles and rules.

SECTION II : PRECAUTIONS IN ATTACK

46. With respect to attacks, the following precautions shall be taken:

(a) those who plan, decide upon or execute an attack must take all feasible measures to gather information which will assist in determining whether or not objects which are not military objectives are present in an area of attack;
(b) in the light of the information available to them, those who plan, decide upon or execute an attack shall do everything feasible to ensure that attacks are limited to military objectives;
(c) they shall furthermore take all feasible precautions in the choice of methods and means in order to avoid or minimize collateral casualties or damage; and
(d) an attack shall not be launched if it may be expected to cause collateral casualties or damage which world be excessive in relation to the concrete and direct military advantage anticipated from the attack as a whole; an attack shall be cancelled or suspended as soon as it becomes apparent that the collateral casualties or damage would be excessive.

Section VI of this Part provides additional precautions regarding civil aircraft.

SECTION III : ENEMY VESSELS AND AIRCRAFT EXEMPT FROM ATTACK

Classes of vessels exempt from attack

47. The following classes of enemy vessels are exempt from attack:

(a) hospital ships;
(b) small craft used for coastal rescue operations and other medical transports;
(c) vessels granted safe conduct by agreement between the belligerent parties including:
(i) cartel vessels, e.g., vessels designated for and engaged in the transport of prisoners of war;
(ii) vessels engaged in humanitarian missions, including vessels carrying supplies indispensable to the survival of the civilian population, and vessels engaged in relief actions and rescue operations;
(d) vessels engaged in transporting cultural property under special protection;
(e) passenger vessels when engaged only in carrying civilian passengers;
(f) vessels charged with religious, non-military scientifc or philanthropic missions, vessels collecting scientific data of likely military applications are not protected;
(g) small coastal fishing vessels and small boats engaged in local coastal trade, but they are subject to the regulations of a belligerent naval commander operating in the area and to inspection;
(h) vessels designated or adapted exclusively for responding to pollution incidents in the marine environment;
(i) vessels which have surrendered;
(j) life rafts and life boats.

Conditions of exemption

48. Vessels listed in paragraph 47 are exempt from attack only if they:

(a) are innocently employed in their normal role;
(b) submit to identification and inspection when required; and
(c) do not intentionally hamper the movement of combatants and obey orders to stop or move out of the way when required.

Loss of exemption

Hospital ships
49. The exemption from attack of a hospital ship may cease only by reason of a breach of a condition of exemption in paragraph 48 and, in such a case, only after due warning has been given naming in all appropriate cases a reasonable time limit to discharge itself of the cause endangering its exemption, and after such warning has remained unheeded.

50. If after due warning a hospital ship persists in breaking a condition of its exemption, it renders itself liable to capture or other necessary measures to enforce compliance.

51. A hospital ship may only be attacked as a last resort if:

(a) diversion or capture is not feasible;
(b) no other method is available for exercising military control;
(c) the circumstances of non-compliance are sufficiently grave that the hospital ship has become, or may be reasonably assumed to be, a military objective; and
(d) the collateral casualties or damage will not be disproportionate to the military advantage gained or expected.

All other categories of vessels exempt from attack
52. If any other class of vessel exempt from attack breaches any of the conditions of its exemption in paragraph 48, it may be attacked only if:

(a) diversion or capture is not feasible;
(b) no other method is available for exercising military control;
(c) the circumstances of non-compliance are sufficiently grave that the vessel has become, or may be reasonably assumed to be, a military objective; and
(d) the collateral casualties or damage will not be disproportionate to the military advantage gained or expected.

Classes of aircraft exempt from attack

53. The following classes of enemy aircraft are exempt from attack:

(a) medical aircraft;
(b) aircraft granted safe conduct by agreement between the parties to the conflicts; and
(c) civil airliners.

Conditions of exemption for medical aircraft

54. Medical aircraft are exempt from attack only if they:

(a) have been recognized as such;
(b) are acting in compliance with an agreement as specified in paragraph 177;
(c) fly in areas under the control of own or friendly forces; or
(d) fly outside the area of armed conflict.

In other instances, medical aircraft operate at their own risk.

Conditions of exemption for aircraft granted safe conduct

55. Aircraft granted safe conduct are exempt from attack only if they:

(a) are innocently employed in their agreed role;
(b) do not intentionally hamper the movements of combatants; and

(c) comply with the details of the agreement, including availability for inspection.

Conditions of exemption for civil airliners

56. Civil airliners are exempt from attack only if they:

(a) are innocently employed in their normal role; and
(b) do not intentionally hamper the movements of combatants.

Loss of exemption

57. If aircraft exempt from attack breach any of the applicable conditions of their exemption as set forth in paragraphs 54-56, they may be attacked only if:

(a) diversion for landing, visit and search, and possible capture, is not feasible;
(b) no other method is available for exercising military control;
(c) the circumstances of non-compliance are sufficiently grave that the aircraft has become, or may be reasonably assumed to be, a military objective; and
(d) the collateral casualties or damage will not be disproportionate to the military advantage gained or anticipated.

58. In case of doubt whether a vessel or aircraft exempt from attack is being used to make an effective contribution to military action, it shall be presumed not to be so used.

SECTION IV : OTHER ENEMY VESSELS AND AIRCRAFT

Enemy merchant vessels

59. Enemy merchant vessels may only be attacked if they meet the definition of a military objective in paragraph 40.

60. The following activities may render enemy merchant vessels military objectives:

(a) engaging in belligerent acts on behalf of the enemy, e.g., laying mines, minesweeping, cutting undersea cables and pipelines, engaging in visit and search of neutral merchant vessels or attacking other merchant vessels;
(b) acting as an auxiliary to an enemy s armed forces, e.g., carrying troops or replenishing warships;
(c) being incorporated into or assisting the enemy s intelligence gathering system, e.g., engaging in reconnaissance, early warning, surveillance, or command, control and communications missions;
(d) sailing under convoy of enemy warships or military aircraft;
(e) refusing an order to stop or actively resisting visit, search or capture;
(f) being armed to an extent that they could inflict damage to a warship; this excludes light individual weapons for the defence of personnel, e.g., against pirates, and purely deflective systems such as chaff ; or
(g) otherwise making an effective contribution to military action, e.g., carrying military materials.

61. Any attacks on these vessels is subject to the basic rules set out in paragraphs 38-46.

Enemy civil aircraft

62. Enemy civil aircraft may only be attacked if they meet the definition of a military objective in paragraph 40.

63. The following activities may render enemy civil aircraft military objectives:

(a) engaging in acts of war on behalf of the enemy, e.g., laying mines, minesweeping, laying or monitoring acoustic sensors, engaging in electronic warfare, intercepting or attacking other civil aircraft, or providing targeting information to enemy forces;
(b) acting as an auxiliary aircraft to an enemy's armed forces, e.g., transporting troops or military cargo, or refuelling military aircraft;
(c) being incorporated into or assisting the enemy's intelligence-gathering system, e.g., engaging in reconnaissance, early warning, surveillance, or command, control and communications missions;
(d) flying under the protection of accompanying enemy warships or military aircraft;
(e) refusing an order to identify itself, divert from its track, or proceed for visit and search to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible, or operating fire control equipment that could reasonably be construed to be part of an aircraft weapon system, or on being intercepted clearly manoeuvring to attack the intercepting belligerent military aircraft;
(f) being armed with air-to-air or air-to-surface weapons; or

(g) otherwise making an effective contribution to military action.

64. Any attack on these aircraft is subject to the basic rules set out in paragraphs 38-46.

Enemy warships and military aircraft

65. Unless they are exempt from attack under paragraphs 47 or 53, enemy warships and military aircraft and enemy auxiliary vessels and aircraft are military objectives within the meaning of paragraph 40.

66. They may be attacked, subject to the basic rules in paragraphs 38-46.

SECTION V : NEUTRAL MERCHANT VESSELS AND CIVIL AIRCRAFT

Neutral merchant vessels

67. Merchant vessels flying the flag of neutral States may not be attacked unless they:

(a) are believed on reasonable grounds to be carrying contraband or breaching a blockade, and after prior warning they intentionally and clearly refuse to stop, or intentionally and clearly resist visit, search or capture;
(b) engage in belligerent acts on behalf of the enemy;
(c) act as auxiliaries to the enemy s armed forces;
(d) are incorporated into or assist the enemy s intelligence system;
(e) sail under convoy of enemy warships or military aircraft; or
(f) otherwise make an effective contribution to the enemy s military action, e.g., by carrying military materials, and it is not feasible for the attacking forces to first place passengers and crew in a place of safety. Unless circumstances do not permit, they are to be given a warning, so that they can re-route, off-load, or take other precautions.

68. Any attack on these vessels is subject to the basic rules in paragraphs 38-46.

69. The mere fact that a neutral merchant vessel is armed provides no grounds for attacking it.

Neutral civil aircraft

70. Civil aircraft bearing the marks of neutral States may not be attacked unless they:

(a) are believed on reasonable grounds to be carrying contraband, and, after prior warning or interception, they intentionally and clearly refuse to divert from their destination, or intentionally and clearly refuse to proceed for visit and search to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible;
(b) engage in belligerent acts on behalf of the enemy;
(c) act as auxiliaries to the enemy's armed forces;
(d) are incorporated into or assist the enemy's intelligence system; or
(e) otherwise make an effective contribution to the enemy's military action, e.g., by carrying military materials, and, after prior warning or interception, they intentionally and clearly refuse to divert from their destination, or intentionally and clearly refuse to proceed for visit and search to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible.

71. Any attack on these aircraft is subject to the basic rules in paragraphs 38-46.

SECTION VI : PRECAUTIONS REGARDING CIVIL AIRCRAFT

72. Civil aircraft should avoid areas of potentially hazardous military activity.

73. In the immediate vicinity of naval operations, civil aircraft shall comply with instructions from the belligerents regarding their heading and altitude.

74. Belligerent and neutral States concerned, and authorities providing air traffic services, should establish procedures whereby commanders of warships and military aircraft are aware on a continuous basis of designated routes assigned to or flight plans filed by civil aircraft in the area of military operations, including information on communication channels, identification modes and codes, destination, passengers and cargo.

75. Belligerent and neutral States should ensure that a Notice to Airmen (NOTAM) is issued providing information on military activities in areas potentially hazardous to civil aircraft, including activation of danger areas or temporary airspace restrictions. This NOTAM should include information on:

(a) frequencies upon which the aircraft should maintain a continuous listening watch;
(b) continuous operation of civil weather-avoidance radar and identification modes and codes;
(c) altitude, course and speed restrictions;
(d) procedures to respond to radio contact by the military forces and to establish two-way communications; and
(e) possible action by the military forces if the NOTAM is not complied with and the civil aircraft is perceived by those military forces to be a threat.

76. Civil aircraft should file the required flight plan with the cognizant Air Traffic Service, complete with information as to registration, destination, passengers, cargo, emergency communication channels, identification modes and codes, updates en route and carry certificates as to registration, airworthiness, passengers and cargo. They should not deviate from a designated Air Traffic Service route or flight plan without Air Traffic Control clearance unless unforeseen conditions arise, e.g., safety or distress, in which case appropriate notification should be made immediately.

77. If a civil aircraft enters an area of potentially hazardous military activity, it should comply with relevant NOTAMs. Military forces should use all available means to identify and warn the civil aircraft, by using, inter alia, secondary surveillance radar modes and codes, communications, correlation with flight plan information, interception by military aircraft, and, when possible, contacting the appropriate Air Traffic Control facility.

PART IV : METHODS AND MEANS OF WARFARE AT SEA

SECTION I : MEANS OF WARFARE

Missiles and other projectiles

78. Missiles and projectiles, including those with over-the-horizon capabilities, shall be used in conformity with the principles of target discrimination as set out in paragraphs 38-46.

Torpedoes

79. It is prohibited to use torpedoes which do not sink or otherwise become harmless when they have completed their run.

Mines

80. Mines may only be used for legitimate military purposes including the denial of sea areas to the enemy.

81. Without prejudice to the rules set out in paragraph 82, the parties to the conflict shall not lay mines unless effective neutralization occurs when they have become detached or control over them is otherwise lost.

82. It is forbidden to use free-floating mines unless:

(a) they are directed against a military objective; and
(b) they become harmless within an hour after loss of control over them.

83. The laying of armed mines or the arming of pre-laid mines must be notified unless the mines can only detonate against vessels which are military objectives.

84. Belligerents shall record the locations where they have laid mines.

85. Mining operations in the internal waters, territorial sea or archipelagic waters of a belligerent State should provide, when the mining is first executed, for free exit of shipping of neutral States.

86. Mining of neutral waters by a belligerent is prohibited.

87. Mining shall not have the practical effect of preventing passage between neutral waters and international waters.

88. The minelaying States shall pay due regard to the legitimate uses of the high seas by, inter alia, providing safe alternative routes for shipping of neutral States.

89. Transit passage through international straits and passage through waters subject to the right of archipelagic sea lanes passage shall not be impeded unless safe and convenient alternative routes are

provided.

90. After the cessation of active hostilities, parties to the conflict shall do their utmost to remove or render harmless the mines they have laid, each party removing its own mines. With regard to mines laid in the territorial seas of the enemy, each party shall notify their position and shall proceed with the least possible delay to remove the mines in its territorial sea or otherwise render the territorial sea safe for navigation.

91. In addition to their obligations under paragraph 90, parties to the conflict shall endeavour to reach agreement, both among themselves and, where appropriate, with other States and with international organizations, on the provision of information and technical and material assistance, including in appropriate circumstances joint operations, necessary to remove minefields or otherwise render them harmless.

92. Neutral States do not commit an act inconsistent with the laws of neutrality by clearing mines laid in violation of international law.

SECTION II : METHODS OF WARFARE

Blockade

93. A blockade shall be declared and notified to all belligerents and neutral States.

94. The declaration shall specify the commencement, duration, location, and extent of the blockade and the period within which vessels of neutral States may leave the blockaded coastline.

95. A blockade must be effective. The question whether a blockade is effective is a question of fact.

96. The force maintaining the blockade may be stationed at a distance determined by military requirements.

97. A blockade may be enforced and maintained by a combination of legitimate methods and means of warfare provided this combination does not result in acts inconsistent with the rules set out in this document.

98. Merchant vessels believed on reasonable grounds to be breaching a blockade may be captured. Merchant vessels which, after prior warning, clearly resist capture may be attacked.

99. A blockade must not bar access to the ports and coasts of neutral States.

100. A blockade must be applied impartially to the vessels of all States.

101. The cessation, temporary lifting, re-establishment, extension or other alteration of a blockade must be declared and notified as in paragraphs 93 and 94.

102. The declaration or establishment of a blockade is prohibited if:

(a) it has the sole purpose of starving the civilian population or denying it other objects essential for its survival; or
(b) the damage to the civilian population is, or may be expected to be, excessive in relation to the concrete and direct military advantage anticipated from the blockade.

103. If the civilian population of the blockaded territory is inadequately provided with food and other objects essential for its survival, the blockading party must provide for free passage of such foodstuffs and other essential supplies, subject to:

(a) the right to prescribe the technical arrangements, including search, under which such passage is permitted; and
(b) the condition that the distribution of such supplies shall be made under the local supervision of a Protecting Power or a humanitarian organization which offers guarantees of impartiality, such as the International Committee of the Red Cross.

104. The blockading belligerent shall allow the passage of medical supplies for the civilian population or for the wounded and sick members of armed forces, subject to the right to prescribe technical arrangements, including search, under which such passage is permitted.

Zones

105. A belligerent cannot be absolved of its duties under international humanitarian law by establishing zones

which might adversely affect the legitimate uses of defined areas of the sea.

106. Should a belligerent, as an exceptional measure, establish such a zone:

(a) the same body of law applies both inside and outside the zone;
(b) the extent, location and duration of the zone and the measures imposed shall not exceed what is strictly required by military necessity and the principles of proportionality;
(c) due regard shall be given to the rights of neutral States to legitimate uses of the seas;
(d) necessary safe passage through the zone for neutral vessels and aircraft shall be provided:
(i) where the geographical extent of the zone significantly impedes free and safe access to the ports and coasts of a neutral State;
(ii) in other cases where normal navigation routes are affected, except where military requirements do not permit; and
(e) the commencement, duration, location and extent of the zone, as well as the restrictions imposed, shall be publicly declared and appropriately notified.

107. Compliance with the measures taken by one belligerent in the zone shall not be construed as an act harmful to the opposing belligerent.

108. Nothing in this Section should be deemed to derogate from the customary belligerent right to control neutral vessels and aircraft in the immediate vicinity of naval operations.

SECTION III : DECEPTION, RUSES OF WAR AND PERFIDY

109. Military and auxiliary aircraft are prohibited at all times from feigning exempt, civilian or neutral status.

110. Ruses of war are permitted. Warships and auxiliary vessels, however, are prohibited from launching an attack whilst flying a false flag, and at all times from actively simulating the status of:

(a) hospital ships, small coastal rescue craft or medical transports;
(b) vessels on humanitarian missions;
(c) passenger vessels carrying civilian passengers;
(d) vessels protected by the United Nations flag;
(e) vessels guaranteed safe conduct by prior agreement between the parties, including cartel vessels;
(f) vessels entitled to be identified by the emblem of the red cross or red crescent; or
(g) vessels engaged in transporting cultural property under special protection.

111. Perfidy is prohibited. Acts inviting the confidence of an adversary to lead it to believe that it is entitled to, or is obliged to accord, protection under the rules of international law applicable in armed conflict, with intent to betray that confidence, constitute perfidy. Perfidious acts include the launching of an attack while feigning:

(a) exempt, civilian, neutral or protected United Nations status;
(b) surrender or distress by, e.g., sending a distress signal or by the crew taking to life rafts.

PART V : MEASURES SHORT OF ATTACK: INTERCEPTION, VISIT, SEARCH, DIVERSION AND CAPTURE

SECTION I :DETERMINATION OF ENEMY CHARACTER OF VESSELS AND AIRCRAFT

112. The fact that a merchant vessel is flying the flag of an enemy State or that a civil aircraft bears the marks of an enemy State is conclusive evidence of its enemy character.

113. The fact that a merchant vessel is flying the flag of a neutral State or a civil aircraft bears the marks of a neutral State is prima facie evidence of its neutral character.

114. If the commander of a warship suspects that a merchant vessel flying a neutral flag in fact has enemy character, the commander is entitled to exercise the right of visit and search, including the right of diversion for search under paragraph 121.

115. If the commander of a military aircraft suspects that a civil aircraft with neutral marks in fact has enemy character, the commander is entitled to exercise the right of interception and, if circumstances require, the right to divert for the purpose of visit and search.

116. If, after visit and search, there is reasonable ground for suspicion that the merchant vessel flying a

neutral flag or a civil aircraft with neutral marks has enemy character, the vessel or aircraft may be captured as prize subject to adjudication.

117. Enemy character can be determined by registration, ownership, charter or other criteria.

SECTION II : VISIT AND SEARCH OF MERCHANT VESSELS

Basic rules

118. In exercising their legal rights in an international armed conflict at sea, belligerent warships and military aircraft have a right to visit and search merchant vessels outside neutral waters where there are reasonable grounds for suspecting that they are subject to capture.

119. As an alternative to visit and search, a neutral merchant vessel may, with its consent, be diverted from its declared destination.

Merchant vessels under convoy of accompanying neutral warships

120. A neutral merchant vessel is exempt from the exercise of the right of visit and search if it meets the following conditions:

(a) it is bound for a neutral port;
(b) it is under the convoy of an accompanying neutral warship of the same nationality or a neutral warship of a State with which the flag State of the merchant vessel has concluded an agreement providing for such convoy;
(c) the flag State of the neutral warship warrants that the neutral merchant vessel is not carrying contraband or otherwise engaged in activities inconsistent with its neutral status; and
(d) the commander of the neutral warship provides, if requested by the commander of an intercepting belligerent warship or military aircraft, all information as to the character of the merchant vessel and its cargo as could otherwise be obtained by visit and search.

Diversion for the purpose of visit and search

121. If visit and search at sea is impossible or unsafe, a belligerent warship or military aircraft may divert a merchant vessel to an appropriate area or port in order to exercise the right of visit and search.

Measures of supervision

122. In order to avoid the necessity of visit and search, belligerent States may establish reasonable measures for the inspection of cargo of neutral merchant vessels and certification that a vessel is not carrying contraband.

123. The fact that a neutral merchant vessel has submitted to such measures of supervision as the inspection of its cargo and grant of certificates of non-contraband cargo by one belligerent is not an act of unneutral service with regard to an opposing belligerent.

124. In order to obviate the necessity for visit and search, neutral States are encouraged to enforce reasonable control measures and certification procedures to ensure that their merchant vessels are not carrying contraband.

SECTION III : INTERCEPTION, VISIT AND SEARCH OF CIVIL AIRCRAFT

Basic rules

125. In exercising their legal rights in an international armed conflict at sea, belligerent military aircraft have a right to intercept civil aircraft outside neutral airspace where there are reasonable grounds for suspecting they are subject to capture. If, after interception, reasonable grounds for suspecting that a civil aircraft is subject to capture still exist, belligerent military aircraft have the right to order the civil aircraft to proceed for visit and search to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible.

If there is no belligerent airfield that is safe and reasonably accessible for visit and search, a civil aircraft may be diverted from its declared destination.

126. As an alternative to visit and search:

(a) an enemy civil aircraft may be diverted from its declared destination;
(b) a neutral civil aircraft may be diverted from its declared destination with its consent.

Civil aircraft under the operational control of an accompanying neutral military aircraft or warship

127. A neutral civil aircraft is exempt from the exercise of the right of visit and search if it meets the following conditions:

(a) it is bound for a neutral airfield;
(b) it is under the operational control of an accompanying:
(i) neutral military aircraft or warship of the same nationality; or
(ii) neutral military aircraft or warship of a State with which the flag State of the civil aircraft has concluded an agreement providing for such control;
(c) the flag State of the neutral military aircraft or warship warrants that the neutral civil aircraft is not carrying contraband or otherwise engaged in activities inconsistent with its neutral status; and
(d) the commander of the neutral military aircraft or warship provides, if requested by the commander of an intercepting belligerent military aircraft, all information as to the character of the civil aircraft and its cargo as could otherwise be obtained by visit and search.

Measures of interception and supervision

128. Belligerent States should promulgate and adhere to safe procedures for intercepting civil aircraft as issued by the competent international organization.

129. Civil aircraft should file the required flight plan with the cognizant Air Traffic Service, complete with information as to registration, destination, passengers, cargo, emergency communication channels, identification modes and codes, updates en route and carry certificates as to registration, airworthiness, passengers and cargo. They should not deviate from a designated Air Traffic Service route or flight plan without Air Traffic Control clearance unless unforeseen conditions arise, e.g., safety or distress, in which case appropriate notification should be made immediately.

130. Belligerents and neutrals concerned, and authorities providing air traffic services, should establish procedures whereby commanders of warships and military aircraft are continuously aware of designated routes assigned to and flight plans filed by civil aircraft in the area of military operations, including information on communication channels, identification modes and codes, destination, passengers and cargo.

131. In the immediate vicinity of naval operations, civil aircraft shall comply with instructions from the combatants regarding their heading and altitude.

132. In order to avoid the necessity of visit and search, belligerent States may establish reasonable measures for the inspection of the cargo of neutral civil aircraft and certification that an aircraft is not carrying contraband.

133. The fact that a neutral civil aircraft has submitted to such measures of supervision as the inspection of its cargo and grant of certificates of non-contraband cargo by one belligerent is not an act of unneutral service with regard to an opposing belligerent.

134. In order to obviate the necessity for visit and search, neutral States are encouraged to enforce reasonable control measures and certification procedures to ensure that their civil aircraft are not carrying contraband.

SECTION IV : CAPTURE OF ENEMY VESSELS AND GOODS

135. Subject to the provisions of paragraph 136, enemy vessels, whether merchant or otherwise, and goods on board such vessels may be captured outside neutral waters. Prior exercise of visit and search is not required.

136. The following vessels are exempt from capture:

(a) hospital ships and small craft used for coastal rescue operations;
(b) other medical transports, so long as they are needed for the wounded, sick and shipwrecked on board;
(c) vessels granted safe conduct by agreement between the belligerent parties including:
(i) cartel vessels, e.g., vessels designated for and engaged in the transport of prisoners of war; and
(ii) vessels engaged in humanitarian missions, including vessels carrying supplies indispensable o the survival of the civilian population, and vessels engaged in relief actions and rescue operations;
(d) vessels engaged in transporting cultural property under special protection;

(e) vessels charged with religious, non-military scientific or philanthropic missions; vessels collecting scientific data of likely military applications are not protected;
(f) small coastal fishing vessels and small boats engaged in local coastal trade, but they are subject to the regulations of a belligerent naval commander operating in the area and to inspectiorr, and
(g) vessels designed or adapted exclusively for responding to pollution incidents in the marine environment when actually engaged in such activities.

137. Vessels listed in paragraph 136 are exempt from capture only if they:

(a) are innocently employed in their normal role;
(b) do not commit acts harmful to the enemy;
(c) immediately submit to identification and inspection when required; and
(d) do not intentionally hamper the movement of combatants and obey orders to stop or move out of the way when required.

138. Capture of a merchant vessel is exercised by taking such vessel as prize for adjudication. If military circumstances preclude taking such a vessel as prize at sea, it may be diverted to an appropriate area or port in order to complete capture. As an alternative to capture, an enemy merchant vessel may be diverted from its declared destination.

139. Subject to paragraph 140, a captured enemy merchant vessel may, as an exceptional measure, be destroyed when military circumstances preclude taking or sending such a vessel for adjudication as an enemy prize, only if the following criteria are met beforehand:

(a) the safety of passengers and crew is provided for; for this purpose, the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured in the prevailing sea and weather conditions by the proximity of land or the presence of another vessel which is in a position to take them on board;
(b) documents and papers relating to the prize are safeguarded; and
(c) if feasible, personal effects of the passengers and crew are saved.

140. The destruction of enemy passenger vessels carrying only civilian passengers is prohibited at sea. For the safety of the passengers, such vessels shall be diverted to an appropriate area or port in order to complete capture.

SECTION V : CAPTURE OF ENEMY CIVIL AIRCRAFT AND GOODS

141. Subject to the provisions of paragraph 142, enemy civil aircraft and goods on board such aircraft may be captured outside neutral airspace. Prior exercise of visit and search is not required.

142. The following aircraft are exempt from capture:

(a) medical aircraft; and
(b) aircraft granted safe conduct by agreement between the parties to the conflict.

143. Aircraft listed in paragraph 142 are exempt from capture only if they:

(a) are innocently employed in their normal role;
(b) do not commit acts harmful to the enemy;
(c) immediately submit to interception and identification when required;
(d) do not intentionally hamper the movement of combatants and obey orders to divert from their track when required; and
(e) are not in breach of a prior agreement.

144. Capture is exercised by intercepting the enemy civil aircraft, ordering it to proceed to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible and, on landing, taking the aircraft as a prize for adjudication. As an alternative to capture, an enemy civil aircraft may be diverted from its declared destination.

145. If capture is exercised, the safety of passengers and crew and their personal effects must be provided for. The documents and papers relating to the prize must be safeguarded.

SECTION VI : CAPTURE OF NEUTRAL MERCHANT VESSELS AND GOODS

146. Neutral merchant vessels are subject to capture outside neutral waters if they are engaged in any of the activities referred to in paragraph 67 or if it is determined as a result of visit and search or by other means,

that they:

(a) are carrying contraband;
(b) are on a voyage especially undertaken with a view to the transport of individual passengers who are embodied in the armed forces of the enemy;
(c) are operating directly under enemy control, orders, charter, employment or direction;
(d) present irregular or fraudulent documents, lack necessary documents, or destroy, deface or conceal documents;
(e) are violating regulations established by a belligerent within the immediate area of naval operations; or
(f) are breaching or attempting to breach a blockade.

Capture of a neutral merchant vessel is exercised by taking such vessel as prize for adjudication.

147. Goods on board neutral merchant vessels are subject to capture only if they are contraband.

148. Contraband is defined as goods which are ultimately destined for territory under the control of the enemy and which may be susceptible for use in armed conflict.

149. In order to exercise the right of capture referred to in paragraphs 146(a) and 147, the belligerent must have published contraband lists. The precise nature of a belligerent's contraband list may vary according to the particular circumstances of the armed conflict. Contraband lists shall be reasonably specific.

150. Goods not on the belligerent's contraband list are 'free goods', that is, not subject to capture. As a minimum, 'free goods' shall include the following:

(a) religious objects;
(b) articles intended exclusively for the treatment of the wounded and sick and for the prevention of disease;
(c) clothing, bedding, essential foodstuffs, and means of shelter for the civilian population in general, and women and children in particular, provided there is not serious reason to believe that such goods will be diverted to other purpose, or that a definite military advantage would accrue to the enemy by their substitution for enemy goods that would thereby become available for military purposes;
(d) items destined for prisoners of war, including individual parcels and collective relief shipments containing food, clothing, educational, cultural, and recreational articles;
(e) goods otherwise specifically exempted from capture by international treaty or by special arrangement between belligerents; and
(f) other goods not susceptible for use in armed conflict,

151. Subject to paragraph 152, a neutral vessel captured in accordance with paragraph 146 may, as an exceptional measure, be destroyed when military circumstances preclude taking or sending such a vessel for adjudication as an enemy prize, only if the following criteria are met beforehand:

(a) the safety of passengers and crew is provided for; for this purpose the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured in the prevailing sea and weather conditions, by the proximity of land, or the presence of another vessel which is in a position to take them on board;
(b) documents and papers relating to the captured vessel are safeguarded; and
(c) if feasible, personal effects of the passengers and crew are saved.

Every effort should be made to avoid destruction of a captured neutral vessel. Therefore, such destruction shall not be ordered without there being entire satisfaction that the captured vessel can neither be sent into a belligerent port, nor diverted, nor properly released. A vessel may not be destroyed under this paragraph for carrying contraband unless the contraband, reckoned either by value, weight, volume or freight, forms more than half the cargo. Destruction shall be subject to adjudication.

152. The destruction of captured neutral passenger vessels carrying civilian passengers is prohibited at sea. For the safety of the passengers, such vessels shall be diverted to an appropriate port in order to complete capture provided for in paragraph 146.

SECTION VII : CAPTURE OF NEUTRAL CIVIL AIRCRAFT AND GOODS

153. Neutral civil aircraft are subject to capture outside neutral airspace if they are engaged in any of the activities in paragraph 70 or if it is determined as a result of visit and search or by any other means, that they:

(a) are carrying contraband;
(b) are on a flight especially undertaken with a view to the transport of individual passengers who are embodied in the armed forces of the enemy;

(c) are operating directly under enemy control, orders, charter, employment or direction;
(d) present irregular or fraudulent documents, lack necessary documents, or destroy, deface or conceal documents;
(e) are violating regulations established by a belligerent within the immediate area of naval operations; or
(f) are engaged in a breach of blockade.

154. Goods on board neutral civil aircraft are subject to capture only if they are contraband.

155. The rules regarding contraband as prescribed in paragraphs 148-150 shall also apply to goods on board neutral civil aircraft.

156. Capture is exercised by intercepting the neutral civil aircraft, ordering it to proceed to a belligerent airfield that is safe for the type of aircraft involved and reasonably accessible and, on landing and after visit and search, taking it as prize for adjudication. If there is no belligerent airfield that is safe and reasonably accessible, a neutral civil aircraft may be diverted from its declared destination.

157. As an alternative to capture, a neutral civil aircraft may, with its consent, be diverted from its declared destination.

158. If capture is exercised, the safety of passengers and crew and their personal effects must be provided for. The documents and papers relating to the prize must be safeguarded.

PART VI : PROTECTED PERSONS, MEDICAL TRANSPORTS AND MEDICAL AIRCRAFT
GENERAL RULES

159. Except as provided for in paragraph 171, the provisions of this Part are not to be construed as in any way departing from the provisions of the Second Geneva Convention of 1949 and Additional Protocol I of 1977 which contain detailed rules for the treatment of the wounded, sick and shipwrecked and for medical transports.

160. The parties to the conflict may agree, for humanitarian purposes, to create a zone in a defined area of the sea in which only activities consistent with those humanitarian purposes are permitted.

SECTION I : PROTECTED PERSONS

161. Persons on board vessels and aircraft having fallen into the power of a belligerent or neutral shall be re spected and protected. While at sea and thereafter until determination of their status, they shall be subject to the jurisdiction of the State exercising power over them.

162. Members of the crews of hospital ships may not be captured during the time they are in the service of these vessels. Members of the crews of rescue craft may not be captured while engaging in rescue operations.

163. Persons on board other vessels or aircraft exempt from capture listed in paragraphs 136 and 142 may not be captured.

164. Religious and medical personnel assigned to the spiritual and medical care of the wounded, sick and shipwrecked shall not be considered prisoners of war. They may, however, be retained as long as their services for the medical or spiritual needs of prisoners of war are needed.

165. Nationals of an enemy State, other than those specified in paragraphs 162-164, are entitled to prisoner-of-war status and may be made prisoners of war if they are:

(a) members of the enemy's armed forces;
(b) persons accompanying the enemy's armed forces;
(c) crew members of auxiliary vessels or auxiliary aircraft;
(d) crew members of enemy merchant vessels or civil aircraft not exempt from capture, unless they benefit from more favourable treatment under other provisions of international law; or
(e) crew members of neutral merchant vessels or civil aircraft that have taken a direct part in the hostilities on the side of the enemy, or served as an auxiliary for the enemy.

166. Nationals of a neutral State:

(a) who are passengers on board enemy or neutral vessels or aireraft are to be released and may not be made prisoners of war unless they are members of the enemy's armed forces or have personally committed

acts of hostility against the captor;
(b) who are members of the crew of enemy warships or auxiliary vessels or military aircraft or auxiliary aircraft are entitled to prisoner-of-war status and may be made prisoners of war;
(c) who are members of the crew of enemy or neutral merchant vessels or civil aircraft are to be released and may not be made prisoners of war unless the vessel or aircraft has committed an act covered by paragraphs 60, 63, 67 or 70, or the member of the crew has personally committed an act of hostility against the captor.

167. Civilian persons other than those specified in paragraphs 162-166 are to be treated in accordance with the Fourth Geneva Convention of 1949.

168. Persons having fallen into the power of a neutral State are to be treated in accordance with Hague Conventions V and XIII of 1907 and the Second Geneva Convention of 1949.

SECTION II : MEDICAL TRANSPORTS

169. In order to provide maximum protection for hospital ships from the moment of the outbreak of hostilities, States may beforehand make general notification of the characteristics of their hospital ships as specified in Article 22 of the Second Geneva Convention of 1949. Such notification should include all available information on the means whereby the ship may be identified.

170. Hospital ships may be equipped with purely deflective means of defence, such as chaff and flares. The presence of such equipment should be notified.

171. In order to fulfil most effectively their humanitarian mission, hospital ships should be permitted to use cryptographic equipment. The equipment shall not be used in any circumstances to transmit intelligence data nor in any other way to acquire any military advantage.

172. Hospital ships, small craft used for coastal rescue operations and other medical transports are encouraged to implement the means of identification set out in Annex I of Additional Protocol I of 1977.

173. These means of identification are intended only to facilitate identification and do not, of themselves, confer protected status.

SECTION III : MEDICAL AIRCRAFT

174. Medical aircraft shall be protected and respected as specified in the provisions of this document.

175. Medical aircraft shall be clearly marked with the emblem of the red cross or red crescent, together with their national colours, on their lower, upper and lateral surfaces. Medical aircraft are encouraged to implement the other means of identification set out in Annex I of Additional Protocol I of 1977 at all times. Aircraft chartered by the International Committee of the Red Cross may use the same means of identification as medical aircraft. Temporary medical aircraft which cannot, either for lack of time or because of their characteristics, be marked with the distinctive emblem should use the most effective means of identification available.

176. Means of identification are intended only to facilitate identification and do not, of themselves, confer protected status.

177. Parties to the conflict are encouraged to notify medical flights and conclude agreements at all times, especially in areas where control by any party to the conflict is not clearly established. When such an agreement is concluded, it shall specify the altitudes, times and routes for safe operation and should include means of identification and communications.

178. Medical aircraft shall not be used to commit acts harmful to the enemy. They shall not carry any equipment intended for the collection or transmission of intelligence data. They shall not be armed, except for small arms for self-defence, and shall only carry medical personnel and equipment.

179. Other aircraft, military or civilian, belligerent or neutral, that are employed in the search for, rescue or transport of the wounded, sick and shipwrecked, operate at their own risk, unless pursuant to prior agreement between the parties to the conflict.

180. Medical aircraft flying over areas which are physically controlled by the opposing belligerent, or over areas the physical control of which is not clearly established, may be ordered to land to permit inspection. Medical aircraft shall obey any such order.

181. Belligerent medical aircraft shall not enter neutral airspace except by prior agreement. When within

neutral airspace pursuant to agreement, medical aircraft shall comply with the terms of the agreement. The terms of the agreement may require the aircraft to land for inspection at a designated airport within the neutral State. Should the agreement so require, the inspection and follow-on action shall be conducted in accordance with paragraphs 182-183.

182. Should a medical aircraft, in the absence of an agreement or in deviation from the terms of an agreement, enter neutral airspace, either through navigational error or because of an emergency affecting the safety of the flight, it shall make every effort to give notice and to identify itself. Once the aircraft is recognized as a medical aircraft by the neutral State, it shall not be attacked but may be required to land for inspection. Once it has been inspected, and if it is determined in fact to be a medical aircraft, it shall be allowed to resume its flight.

183. If the inspection reveals that the aircraft is not a medical aircraft, it may be captured, and the occupants shall, unless agreed otherwise between the neutral State and the parties to the conflict, be detained in the neutral State where so required by the rules of international law applicable in armed conflict, in such a manner that they cannot again take part in the hostilities.

[redacted] CIV

From: [redacted] CDR
Sent: Monday, April 11, 2011 12:47 PM
To: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Cc: [redacted]a LCDR
Subject: GAZA DOCUMENTS
Attachments: Issue Paper GAZA spr.doc; GAZA NOTICE spr.doc

Importance: High

CAPT[redacted],

I've received the attached comments back from the White House on the one-pager we sent. They aren't mandatory so we can choose to take them/disregard them as we please. I think the general theme is that we may want to add an "application" section that makes a stronger case that we don't have many tools in the tool bag. We can chose to deliver that in writing or let the presenter talk to it at the meeting.

Here are the preliminary comments that I offered back:

"On the notice document, I don't think it was drafted as a MARSEC Directive. I think the intention was to have it issued as a HYDROLANT/HYDROPAC or NAVTEX (Think NOTAM) and it would be advisory only.

I'll have to shoot the one-pager back by our Prevention Law Group/JAG, but preliminary comments are:

1. Can't really say that there is such a thing as illegally flying the flag. You can fly the flag if you want, but if you are flying a US flag and we deny a claim of registry, pursuant to international law you are assimilated to w/o nationality and subject to the law of any state.

2. MARSEC Directive wouldn't apply to a rec vsl in/near Gaza strip, so we did not include that as an option in the original version.

3. You use the term "manifestly unsafe" in the analysis section, not sure if you are referring to manifestly unsafe voyage determination, but we determined it was unlikely we could apply that to the current situation."

Your thoughts/comments by COB would be greatly appreciated.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted] CIV

From: [redacted] LCDR
Sent: Thursday, April 07, 2011 5:34 PM
To: [redacted] CDR
Subject: Issue Paper - Control action in foreign waters V1 5APR
Attachments: Issue Paper - Control action in foreign waters V1 5APR.docx

[redacted]

[redacted]

[redacted]

[redacted] CIV

From: [redacted] LCDR
Sent: Thursday, April 07, 2011 6:52 PM
To: [redacted] CDR; [redacted] CDR
Cc: [redacted] LCDR; [redacted]
Subject: Issue Paper - enforcement action in foreign waters V1 7APR
Attachments: Issue Paper - enforcement action in foreign waters V1 7APR.docx

CDRs, et. al.:

Enclosed is the latest draft of the enforcement action document.

V/r,

LCDR [redacted]
Maritime & International Law (CG 0941)
U.S. Coast Guard Headquarters
2100 Second St. S.W. Stop 7121
Washington, D.C. 20593
(202) 372-3786

[redacted]

[redacted]

[redacted] CIV

From: [redacted]
Sent: Friday, April 08, 2011 7:53 PM
To: [redacted] CDR; [redacted] LCDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Thanks to you and [redacted] and [redacted] for working this issue this week

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 05:27 PM Eastern Standard Time
To: [redacted] CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

All,

I sent the final documents as edited by CAPT [redacted] forward to the NSS.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 5:26 PM
To: [redacted] CAPT; [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

Eric,

LT [redacted] will be the CG-55 POC (vice [redacted]) for this next week if there is a furlough.

[redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted]- I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: V[redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted]c CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR

Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted] he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'

Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CAPT
Sent: Monday, April 11, 2011 10:48 AM
To: [redacted] CAPT; [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted]

We submitted draft text to the IPC for their consideration. Once the IPC decides to go that route we will discuss appropriate dissemination.

Thanks for the assist on this!

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CAPT
Sent: Monday, April 11, 2011 9:45 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

Where do you want the NAVTEX sent? Mr. [redacted] is standing by to assist, and here's some info on the options.

NAVTEX Warnings are issued for various NAVAREAs around the world. NAVAREAs IV and XII belong to the U.S. NAVAREA IV covers the North Atlantic to 35°W (middle of Atlantic Ocean). NAVAREA XII covers the North Pacific to 180°W (middle of Pacific Ocean). NGA is the coordinator for NAVAREA IV and XII; however, we actually broadcast the NAVAREA warnings from our COMMSTAs.

Because the U.S. does not want to rely on other countries for the issuance of nav safety info, HYDROLANTs/HYDROPACs are issued by the U.S. in the other NAVAREAs around the world (NAVAREA I (England), II (France), III (Spain), VIII (Russia), etc.). HYDROLANTs cover the eastern North Atlantic, South Atlantic, North Sea, Baltic Sea, English Channel, and Mediterranean Sea. HYDROPACs cover the western North Pacific, South Pacific, South China Sea, Indian Ocean, Red Sea, and Persian Gulf.

CAPT [redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted]F CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

All,

I sent the final documents as edited by CAPT [redacted] forward to the NSS.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: Cook, Pauline F CAPT
Sent: Friday, April 08, 2011 5:26 PM
To: Christensen, Eric CAPT; Connors, Timothy CDR; Venckus, Steve; Scott, Anita LCDR
Cc: Weller, Alex; Moon, Youngmee LCDR
Subject: RE: Gaza flotilla issue

Eric,

LT [redacted] will be the CG-55 POC (vice [redacted]) for this next week if there is a furlough.

[redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted]F CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] Anita LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted]c CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR

Subject: RE: Gaza flotilla issue

[redacted]a -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

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Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

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From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted]F CAPT
Sent: Monday, April 11, 2011 9:45 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.FINAL.DOC; Issue Paper.GAZA.FINAL.DOC; RE: Gaza flotilla issue

All,

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CAPT [redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted]F CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

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V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group

Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted]F CAPT
Sent: Friday, April 08, 2011 5:26 PM
To: [redacted] CAPT; [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

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[redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

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Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

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[redacted]n
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT

Subject: RE: Gaza flotilla issue
Importance: High

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V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
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Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
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[redacted]
Captain, U.S. Coast Guard
CG-543

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Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
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[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

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Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
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To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted]

[redacted] CIV

From: [redacted]
Sent: Monday, April 11, 2011 9:40 AM
To: [redacted]F CAPT
Cc: [redacted]D LT
Subject: RE: Gaza flotilla issue

Yes, but I have not heard from CG-54. Also, we need to decide whether we just go with a Hydrolant/NAVAREA IV or also include the Pacific.

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
[redacted]
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted]F CAPT
Sent: Monday, April 11, 2011 9:38 AM
To: [redacted]
Cc: [redacted]D LT
Subject: RE: Gaza flotilla issue

[redacted]k,

So it looks like if we issue a HYDROLANT, HYDROPAC and NAVTEX for AREAS IV and XII, we should have it covered. Would you agree?

[redacted]

-----Original Message-----
From: [redacted]k
Sent: Friday, April 08, 2011 1:26 PM
To: [redacted] CAPT
Cc: [redacted] LT
Subject: RE: Gaza flotilla issue

CAPT:

NAVTEX Warnings are issued for various NAVAREAs around the world. NAVAREAs IV and XII belong to the U.S. NAVAREA IV covers the North Atlantic to 35°W (middle of Atlantic Ocean). NAVAREA XII covers the North Pacific to 180°W (middle of Pacific Ocean). NGA is the coordinator for NAVAREA IV and XII; however, we actually broadcast the NAVAREA warnings from our COMMSTAs.

Because the U.S. does not want to rely on other countries for the issuance of nav safety info, HYDROLANTs/HYDROPACs are issued by the U.S. in the other NAVAREAs around the world (NAVAREA I (England), II (France), III (Spain), VIII (Russia), etc.). HYDROLANTs cover the

eastern North Atlantic, South Atlantic, North Sea, Baltic Sea, English Channel, and Mediterranean Sea. HYDROPACs cover the western North Pacific, South Pacific, South China Sea, Indian Ocean, Red Sea, and Persian Gulf.

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
[redacted]
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted]F CAPT
Sent: Friday, April 08, 2011 12:33 PM
To: [redacted]
Subject: RE: Gaza flotilla issue

Frank,

What's the difference?

[redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, April 08, 2011 9:57 AM
To: [redacted] CAPT; [redacted]
Subject: RE: Gaza flotilla issue

How is this supposed to go out? NAVAREA IV and Hydrolant? Include the Pacific?

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:48 AM
To: [redacted]
Cc: [redacted]
Subject: FW: Gaza flotilla issue

Mike,

Can [redacted] or LT [redacted] get with [redacted] to be ready to do this next week, if needed?

[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT

Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted]e - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

TPC

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] Eric CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] Anita LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted]a -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

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Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted]Timothy CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT[redacted] he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

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From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

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The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted]n today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR[redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 3:33 PM
To: [redacted] Eric CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

Thanks, and one question - did you make your edits to the one-pager in the document itself? I just want to make sure I accurately reflect them.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 2:40 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Tim,

Once you clear on my edits then I am sure either CDR [redacted] or Kevin Baumert at State can pass to the IPC for consideration. I think both the Nav Warning text and one-pager are good to go.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 2:01 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

Thanks. We avoided mention of the first two issues because we felt we didn't have facts to support that as yet. We tried to limit the field by keeping it at the highest level possible.

Much discussion down here regarding use of the 835, I'll leave that issue to Alex.

V/R,
[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 1:52 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted]

A couple comments:

[redacted]

[redacted]

[redacted]

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 1:09 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

Attached is the one-pager you requested that has been cleared by TJAG.

Still waiting for word from State on the notice.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Friday, April 08, 2011 10:40 AM
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Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

The IPC has been working on the high side, but this will not require that type of delivery. I do not have a copy of the message that requested the info so perhaps we could provide is through CDR Sean Regan at the NSS.

Sent with Good (www.good.com)

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 10:35 AM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

I reached out to State on a possible POC for delivery of humanitarian aid. I'm happy to deliver to the I/A for concurrence, but I don't have the correct POCs in this world of work as my normal world of work is drugs, thugs, and migrants.

Also, we should have your one-pager today.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

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CG-543

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Cc: [redacted] LCDR; [redacted] F CAPT
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Importance: High

CAPT,

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Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

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Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
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Cc: [redacted]Timothy CDR; [redacted] LCDR; [redacted]F CAPT
Subject: RE: Gaza flotilla issue

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LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 3:07 PM
To: [redacted] Eric CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

Roger and thanks.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
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Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

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Office of Maritime and International Law (CG-0941)
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Office of Maritime and International Law (CG-0941)
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[redacted]
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-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted]c CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

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[redacted]
Captain, U.S. Coast Guard
CG-543

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From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

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Thanks,
Kevin

SBU
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To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

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To: 'baumertka@state.gov'
Cc: [redacted] CDR
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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CAPT
Sent: Friday, April 08, 2011 2:40 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

[redacted]

Once you clear on my edits then I am sure either CDR [redacted] or Kevin Baumert at State can pass to the IPC for consideration. I think both the Nav Warning text and one-pager are good to go.

[redacted]
Captain, U.S. Coast Guard
CG-543

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From: [redacted] CDR
Sent: Friday, April 08, 2011 2:01 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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Much discussion down here regarding use of the 835, I'll leave that issue to [redacted]

V/R,
[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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Sent: Friday, April 08, 2011 1:52 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted]

A couple comments:

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Office of Maritime and International Law (CG-0941)
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Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

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Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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Office of Maritime and International Law (CG-0941)
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[redacted]

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Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted]a LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted]- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted] he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] a LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

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I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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Per CAPT [redacted]s request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 1:09 PM
To: [redacted] CAPT; [redacted] a LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: Issue Paper - enforcement action in foreign waters.FINAL.doc

Sir,

Attached is the one-pager you requested that has been cleared by TJAG.

Still waiting for word from State on the notice.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 10:40 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

The IPC has been working on the high side, but this will not require that type of delivery. I do not have a copy of the message that requested the info so perhaps we could provide is through CDR Sean Regan at the NSS.

Sent with Good (www.good.com)

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From: [redacted] CDR
Sent: Friday, April 08, 2011 10:35 AM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] e LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

I reached out to State on a possible POC for delivery of humanitarian aid. I'm happy to deliver to the I/A for concurrence, but I don't have the correct POCs in this world of work as my normal world of work is drugs, thugs, and migrants.

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CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

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[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted]c CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

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Cc: [redacted] CDR; [redacted] LCDR
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[redacted]
Captain, U.S. Coast Guard
CG-543

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From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted], [redacted], [redacted] CDR; [redacted], [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

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v/r,

[redacted]

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Cc: [redacted]y CDR
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Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

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The docs are marked SEC/NOFORN.

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[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted]

[redacted] CIV

From: [redacted] CAPT
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V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

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Thanks,

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CG-543

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Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

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CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
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Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
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Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

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Cc: [redacted] CDR; [redacted] LCDR
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Cc: [redacted] CDR; [redacted] LCDR
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From: [redacted]
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Cc: [redacted] CDR
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From: [redacted]LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted]CDR
Subject: Gaza flotilla issue

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[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 10:36 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] e LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

I reached out to State on a possible POC for delivery of humanitarian aid. I'm happy to deliver to the I/A for concurrence, but I don't have the correct POCs in this world of work as my normal world of work is drugs, thugs, and migrants.

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V/R,

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CDR[redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] e LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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-----Original Message-----
From: [redacted] CDR

Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

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Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
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Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
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Attachments: GAZA NOTICE V3 8APR.doc

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[redacted]

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From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

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Thanks,
Kevin

SBU
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-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT C[redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] a LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.V2.7APR.doc

Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

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From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

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Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

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Cc: [redacted] CDR
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[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group

Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted]
Sent: Thursday, April 07, 2011 10:17 PM
To: [redacted] CDR; [redacted] CAPT; [redacted] LCDR; [redacted], [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted] Great effort

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CDR
Sent: Thursday, April 07, 2011 07:40 PM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR; [redacted]
LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

I edited based on State feedback.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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Captain, U.S. Coast Guard
CG-543

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To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

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Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
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Subject: RE: Gaza flotilla issue

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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted]y CDR
Sent: Thursday, April 07, 2011 7:40 PM
To: [redacted] CAPT; [redacted] LCDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.V1.7APR.doc

Sir,

I edited based on State feedback.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Thursday, April 07, 2011 6:17 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT; [redacted] CDR
Subject: RE: Gaza flotilla issue

Sir,

We are working with the language of the warning as we speak. State has raised some concerns regarding the language of the warning as it regards Isreali waters and I think the concerns are legit. I'm working right now to change it.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted]y CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791

[redacted]

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From: [redacted]Eric CAPT
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Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
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Subject: RE: Gaza flotilla issue
Attachments: JapanHydroPac.jpg

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-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM

To: 'baumertka@state.gov'
Cc: [redacted] [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted]n today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Thursday, April 07, 2011 5:11 PM
To: [redacted] CDR; [redacted] LCDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

[redacted]
Concur with checking with State as I am not an expert on the status of Gaza and what Israel claims for territorial sea. An alternative might be to just cut "if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel." If we don't hear back from State in time.
V/R
[redacted]

-----Original Message-----
From: [redacted] CDR
Sent: Thursday, April 07, 2011 5:01 PM
To: [redacted] LCDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

I'm checking with Kevin on the status of those waters...I'm not familiar...

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 5:00 PM
To: [redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: FW: Gaza flotilla issue

Gentlemen:

As discussed, the following is the current proposed language for the NAV WARNING for review/consideration:

"To U.S. maritime vessels: Be advised any vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel. U.S. vessels are advised to comply with lawful direction from appropriate authorities. Mechanisms exist for the transfer of humanitarian assistance to Gaza by member states and groups that want to do so by delivery of humanitarian cargo to the Israeli port of Ashdod or the Egyptian port of El-Arish where goods can be appropriately screened for illicit materials. Direct delivery by sea is neither appropriate nor responsible, and certainly not effective, under the circumstances."

I'm assuming DoS agrees with the assertion that the water is part of Israeli TTS. CAPT [redacted] has not seen the revised language yet but needs to soonest. Additionally, ICC relayed that ONI reports that they were unable to find any vessels (US or otherwise) by the name "The Audacity of Hope" or "Rosa Parks".

[redacted] has the most current draft of the White Paper.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted]
Sent: Thursday, April 07, 2011 5:15 PM
To: [redacted] LCDR; C[redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

Thank you for moving this along.

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 04:59 PM Eastern Standard Time
To: [redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: FW: Gaza flotilla issue

Gentlemen:

As discussed, the following is the current proposed language for the NAV WARNING for review/consideration:

"To U.S. maritime vessels: Be advised any vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel. U.S. vessels are advised to comply with lawful direction from appropriate authorities. Mechanisms exist for the transfer of humanitarian assistance to Gaza by member states and groups that want to do so by delivery of humanitarian cargo to the Israeli port of Ashdod or the Egyptian port of El-Arish where goods can be appropriately screened for illicit materials. Direct delivery by sea is neither appropriate nor responsible, and certainly not effective, under the circumstances."

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[redacted] has the most current draft of the White Paper.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Thursday, April 07, 2011 5:01 PM
To: [redacted] LCDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

I'm checking with [redacted] on the status of those waters...I'm not familiar...

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 5:00 PM
To: [redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: FW: Gaza flotilla issue

Gentlemen:

As discussed, the following is the current proposed language for the NAV WARNING for review/consideration:

"To U.S. maritime vessels: Be advised any vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel. U.S. vessels are advised to comply with lawful direction from appropriate authorities. Mechanisms exist for the transfer of humanitarian assistance to Gaza by member states and groups that want to do so by delivery of humanitarian cargo to the Israeli port of Ashdod or the Egyptian port of El-Arish where goods can be appropriately screened for illicit materials. Direct delivery by sea is neither appropriate nor responsible, and certainly not effective, under the circumstances."

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[redacted] has the most current draft of the White Paper.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799

[redacted]

[redacted] CIV

From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM

To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 4:36 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

"Be advised any US vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into the designated maritime zone (need lat and long) under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest primarily with Israel. US vessels are advised to comply with lawful direction from appropriate authorities." Need to say something about the process of delivering humanitarian aid to Gaza.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:

http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 1:09 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue
Attachments: Issue Paper - enforcement action in foreign waters.FINAL.doc

Sir,

Attached is the one-pager you requested that has been cleared by TJAG.

Still waiting for word from State on the notice.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] [redacted] CAPT
Sent: Friday, April 08, 2011 10:40 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

The IPC has been working on the high side, but this will not require that type of delivery. I do not have a copy of the message that requested the info so perhaps we could provide is through CDR Sean Regan at the NSS.

Sent with Good (www.good.com)

-----Original Message-----
From: [redacted] [redacted] CDR
Sent: Friday, April 08, 2011 10:35 AM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

I reached out to State on a possible POC for delivery of humanitarian aid. I'm happy to deliver to the I/A for concurrence, but I don't have the correct POCs in this world of work as my normal world of work is drugs, thugs, and migrants.

Also, we should have your one-pager today.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

Thanks,

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted]F CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 4:46 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] CDR; [redacted] [redacted] LCDR
Subject: RE: Gaza flotilla issue

Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?

[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time
To: Scott, Anita LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

Here is all we really need to say:

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[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] LCDR
Sent: Wednesday, April 06, 2011 3:22 PM
To: [redacted] Eric CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
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Thanks,
[redacted]

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
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Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted] CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.FINAL.doc; Issue Paper.GAZA.FINAL.doc

All,

I sent the final documents as edited by CAPT [redacted] forward to the NSS.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] [redacted]F CAPT
Sent: Friday, April 08, 2011 5:26 PM
To: [redacted] CAPT; [redacted] [redacted] CDR; [redacted] [redacted] LCDR
Cc: [redacted] [redacted] LCDR
Subject: RE: Gaza flotilla issue

Eric,

LT [redacted] will be the CG-55 POC (vice [redacted]) for this next week if there is a furlough.

[redacted]

CAPT [redacted]
Deputy Director
Marine Transportation Systems Management
COMDT(CG-55d)
(202)372-1505

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:12 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

I made a couple edits. We could include contact information regarding delivery of humanitarian aid or leave it as is. There is no CG POC on this since we are just notifying of existing State restrictions.

[redacted] - I assume [redacted] could put this out once we have concurrence from the interagency next week.

Who will deliver to Interagency?

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Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

Attached please find latest version of notice after edits by DOS.

Please let me know if you have any comments/concerns. I'm not certain who we should put down as POC.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

We did not provide a POC for our Nav Warning. We asked mariners to keep abreast of notices from the Japanese government and that the CG would update as needed (see attached). Still need lat and long and a reference to the process of clearing humanitarian aid.

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CG-543

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Cc: [redacted] CDR; [redacted] LCDR
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[redacted]
Deputy Office Chief
Office of Maritime and International Law United States Coast Guard - DHS
Office: 202 372 3791
[redacted]

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Cc: [redacted] CDR; [redacted] LCDR
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CG-543

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Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

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v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]

Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
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Subject: RE: Gaza flotilla issue

[redacted]-- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

[Although Gaza coastal area is closed to all maritime traffic...] the Government of Israel has indicated that vessels may enter the port of Ashdod for the purposes of delivering humanitarian supplies to the civilian population in Gaza Strip.

Also, the general State Dept travel advisory might be useful to have a look at, as well as the press guidance that we used last year. The latter is attached. The link to the travel advisory is:
http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT [redacted], he requested "a couple lines" that describe the USG cleared language on the approved mechanism to deliver humanitarian aid for inclusion in the NAV WARNING.

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM
To: 'baumertka@state.gov'
Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

I've been through the various docs you forwarded me and noted that they included 2 vessel names and the USG position/views in the State/NEA.
The docs are marked SEC/NOFORN.

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
The open source info on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]

To U.S. maritime vessels: All U.S. vessels and mariners are advised that Israel is currently enforcing a blockade in the "Gaza Maritime Area." The area is closed to all maritime traffic and the blockade is being enforced by the Israeli Navy. The Gaza Maritime Area is enclosed by the following coordinates:

31-35.71N/34-29.46E
31-46.80N/34-10.01E
31-19.39N/34-13.11E
31-33.73N/33-56.68E

U.S. vessels and mariners intending to enter the area are likely to face enforcement action by the Israeli Navy. The Department of State has also advised against travel by U.S. citizens to the Gaza by any means, including by sea. Previous attempts to enter Gaza by sea have resulted in injury, death, arrest and deportation of U.S. citizens. U.S. mariners are also reminded that procedures exist for the delivery of humanitarian cargo to Gaza via the Israeli port of Ashdod or the Egyptian port of El-Arish, where cargo can be screened.

POSSIBLE ENFORCEMENT OVER U.S. VESSELS RELATED TO A BLOCKADE OF A FOREIGN PORT

- U.S. Commercial Inspected/Certificated Vessels
  - CG-835. The cognizant Officer in Charge, Marine Inspection may issue a deficiency on Coast Guard form CG-835 to the master of the vessel upon learning or observing that a condition onboard the vessel does not conform to the requirements of law or regulation, or would cause the vessel to operate in an unsafe manner. Failure to comply could result in a revocation of the certificate of inspection, resulting in significant commercial impact.
  - MARSEC Directive. The Commandant may issue a MARSEC Directive requiring the vessel (or a fleet of vessels) to address security-related concerns. If issued, a notice must be published in the Federal Register. Violations of a MARSEC Directive would result in civil penalties.
  - Suspension and Revocation. On a U.S. certificated vessel there will be at least one credentialed mariner onboard. The Coast Guard can initiate action to revoke or suspend the credentials of a mariner if the mariner has committed an act of misconduct or negligence relating to the operation of a vessel or violates a regulation.
  - Negligent Operations. Negligent operation and gross negligent operation of vessels that endanger the life, limb or property of a person is prohibited by 46 U.S.C. 2302. Violations include criminal and civil penalties.
- U.S. Commercial Uninspected Vessels/Recreational Vessels
  - Suspension and Revocation. On a U.S. commercial vessel, there will likely be at least one credentialed mariner onboard. The Coast Guard can initiate action to revoke or suspend the credentials of a mariner if the mariner has committed an act of misconduct or negligence relating to the operation of a vessel or violates a regulation.
  - Negligent Operations. Negligent operation and gross negligent operation of vessels that endanger the life, limb or property of a person is prohibited by 46 U.S.C. 2302. Violations include criminal and civil penalties.
  - Termination of Voyage. A voyage of a U.S. uninspected or recreational vessel may be terminated by the Coast Guard upon observing or learning of an unsafe condition onboard the vessel that is life threatening, or in which the continued operation of the vessel would constitute a hazardous condition. Continuing to operate after termination may result in civil or criminal penalties.

Current Status / Talking Points

- The vessels are believed to be owned by the "Free Gaza" organization. While some of the individuals onboard these vessels may have paid dues, the dues are not required for passage. Therefore, we consider these vessels to be recreational vessels at this time.
- The above described authorities are based on the facts known at the time of the draft and may be supplemented by additional authorities if new facts support other enforcement actions.

Page: 1 Document Name: Untitled

W/ Charge

New

04/01/10 * * * * BOAT REGISTRATION SYSTEM * * * *
08:32:09 MODIFY REGISTRATION BRMU1020

REGNO DL8171AC DECAL NO 24172 FEE 60.00 EXEMPT N COMPANY (Y/N) Y
NAME LAST FIRST MIDDLE / CORP A/O SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS LLC
CHALLENGER I
LIENHOLDER
EMAIL PHONE 302 447 9800
MAIL ADDRESS 3511 SILVERSIDE RD SUITE 105
CITY WILMINGTON ST DE ZIP 19810 COUNTY 1
ADDRESS
CITY ST ZIP COUNTY
INS CODE INSURED BY
MAKE TEC YEAR 1977 LENGTH 6602 HULL 1 PROP 2 USE 1
TYPE 2 FUEL 2 SANIT DEV 3 HULL IDENT DLZ12704D710
ISSUE DATE 4 / 1 / 2010 EXP YR 2010 AGENT ID
PREVIOUS REG# PREVIOUS OWN

ENTER 'N' FOR NO PRINT -or- 'ENTER' TO CONTINUE KWBW
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
HELP MENU QUIT
4-0 1 Sess-1 172.16.16.3 #55/30

DO NOT MARK IN THIS SPACE. OFFICE USE ONLY. DL # 8171AC

PLEASE FILL OUT ENTIRE FORM!

STATE OF PRINCIPAL USE: DELAWARE DLZ 1204 D710

HULL IDENTIFICATION NUMBER: (12 DIGITS) C66 18

HULL:
1. ☑ WOOD
2. ☐ METAL
3. ☐ INFLATABLE
4. ☐ FIBERGLASS
5. ☐ OTHER

USE:
1. ☑ PLEASURE
2. ☐ DOCUMENTED
3. ☐ DEALER (FOR DEMO USE)
4. ☐ COMMERCIAL PASSENGER
5. ☐ COMMERCIAL FISHING
6. ☐ COMMERCIAL OTHER
7. ☐ RENTAL
8. ☐ EXEMPT

MARINE SANITATION DEVICE:
1. ☐ TYPE I - NO VISIBLE SOLID WASTE
2. ☐ TYPE II - SUSPENDED SOLID WASTE
3. ☑ TYPE III - HOLDING TANK
4. ☐ PORTABLE - PORTA POTTE

PROPULSION:
1. ☐ OUTBOARD
2. ☑ INBOARD
3. ☐ STERN
5. ☐ OTHER

TYPE:
1. ☐ OPEN
2. ☑ CABIN
3. ☐ HOUSE
4. ☐ OTHER
5. ☐ AUX-SAIL
6. ☐ PWC
7. ☐ PONTOON
8. ☐ INFLATABLE

FUEL:
1. ☐ GASOLINE
2. ☐ DIESEL
3. ☐ OTHER

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

14V 60D

LENGTH OF VESSEL 66 FT 27 IN

MAKE OF VESSEL TS SPANISH ARMY C-CANTIERI DI SAN GIORGIO YEAR BUILT ITALY 1977

PREVIOUS OWNER (S) [redacted]

NUMBER PREVIOUSLY ISSUED 7024

LIENHOLDER _____ INSURANCE CO. _____

OWNER (S) NAME WESTERN MEDITERRANEAN TRIPS LLC

MAILING ADDRESS 3511 SILVERSIDE ROAD, SUITE 105

CITY [redacted] WILMINGTON STATE DE ZIP 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

[redacted]

SOCIAL SECURITY # FOR EACH OWNER OR TAX # FOR COMPANIES or PASSPORT NUMBER

[redacted]

DAYTIME TELEPHONE NUMBER

THE VESSEL'S NEW NAME IS "CHALLENGER I"
CHALLENGER I

OWNER NAME: WESTERN MEDITERRANEAN TRIPS LLC

(b)(6) & (b)(7)(C)

Κ.Α. 501/2007

ΑΔΥΤΕΜ
ΓΑΚ 204156

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
REPUBLIC OF GREECE

ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ
MINISTRY OF MERCANTILE MARINE

ΕΓΓΡΑΦΟ ΕΘΝΙΚΟΤΗΤΑΣ
CERTIFICATE OF NATIONALITY

ΒΕΒΑΙΩΝΕΤΑΙ
THIS IS TO CERTIFY

με το παρόν ότι το εμπορικό πλοίο, που περιγράφεται πιο κάτω:
That the merchant vessel described below:

ΟΝΟΜΑ NAME	(α)Δ.Δ.Σ INTERNATIONAL CALL LETTERS ΚΑΙ/AND (β)Α.Τ.Π. M.M.S.I.	ΑΡΙΘΜΟΣ IMO IMO NUMBER	ΛΙΜΑΝΙ ΝΗΟΛΟΓΗΣΗΣ PORT OF REGISTRY	ΑΡΙΘ. ΝΗΟΛΟΓΙΟΥ REGISTER NUMBER	ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP
"ΓΚΟΛΝΤΕΝ ΦΛΕΙΜ" "GOLDEN FLAME"	(α) SX 6969 (β) 237579300	—	ΠΕΙΡΑΙΑΣ PIRAEUS	7024	ΕΠΙΒ-ΤΙΡ PASSENGER TOURISTIC
ΥΛΙΚΟ ΚΑΤΑΣΚΕΥΗΣ ΣΚΑΦΟΥΣ MATERIAL OF CONSTRUCTION	ΑΡΙΘΜΟΣ ΚΑΙ ΤΥΠΟΣ ΠΡΟΩΣΤΗΡΙΩΝ ΜΗΧΑΝΩΝ NUMBER AND TYPE OF PROPULSION MACHINERY				ΙΠΠΟΔΥΝΑΜΗ HORSEPOWER
ΞΥΛΕΙΑ WOOD	ΔΥΟ(2) ΜΕΚ ΤΥΠΟΥ(2) ΙΟΕ [GENERAL MOTORS (GM) V12 71T)				2x650 = 1300 BHP

έχει καταμετρηθεί σύμφωνα με τους κανόνες και τις ισχύουσες διατάξεις για
has been measured in accordance with the Rules and Regulations regarding

την καταμέτρηση της χωρητικότητας των εμπορικών πλοίων, όπως προκύπτει από
tonnage measurement of merchant ships, as per certificate of measurement

το πιστοποιητικό καταμέτρησης που εκδόθηκε από την ΔΕΕΠ την 02.06.98
Issued by DSI on the 02.06.98

και έχει τα ακόλουθα στοιχεία:
and has the following particulars:

ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	Ολική (ΚΟΧ) gross (g.r.t.) 73,47 Καθαρή (ΚΚΧ) Net (n.r.t.) 58,00
ΔΙΑΣΤΑΣΕΙΣ DIMENSIONS	Μήκος ολικό: Length Overall: 20,20M Μήκος νηολόγησης Register Length: 19,30M Πλάτος νηολόγησης Register Breadth: 7,30M Βάθος νηολόγησης: Register depth: 2,25M
ΠΛΟΙΟΚΤΗΤΗΣ OWNER	ΟΝΟΜΑ - ΔΙΕΥΘΥΝΣΗ NAME - ADDRESS [redacted] 100 % 100 %

Το παρόν πλοίο που καταχωρήθηκε στα Ελληνικά Νηολόγια επιτρέπεται να φέρει την Ελληνική Σημαία.
The vessel has been registered in the Greek Registry and is permitted to fly the Greek Flag.

ΜΕΤΗ ΜΕΤΑΒΙΒΑΣΗ ΚΥΡΙΟΤΗΤΑΣ.
ΕΚΑΣΘΗΣΕ ΠΟΛΟΔΡΟΜΙ.

Πειραιας 21 Νοεμβριου 2001

Dated at PIRAEUS on the 21st day of November 2001

[redacted] ΒΑΣΣΟΣ

[redacted]

(b)(6) & (b)(7)(c)

ΚΑΠΛΗΝΟΛΟΓΙΑ

Για την χορτοσήμανση του παρόντος, κατατέθηκαν τα με αριθμ. 1) ..... παράβολο τελών χαρτόσημου Υπέρ Δημοσίου & 2) ..... Απόδειξη Εισπράξεις ΕΤΕ υπέρ του Ν.Τ.Ν.

Πειραιάς .....

ΚΑΠΛΗΝΟΛΟΓΙΑ ΔΙΑΜΑΝΤΕΑ

[redacted]

Για την χορτοσήμανση του παρόντος, κατατέθηκαν τα με αριθμ. 1) ..... παράβολο τελών χαρτόσημου Υπέρ Δημοσίου & 2) ..... Απόδειξη Εισπράξεις ΕΤΕ υπέρ του Ν.Τ.Ν. 10 ΦΕΒ. 2010

Πειραιάς .....

ΚΑΠΛΗΝΟΛΟΓΙΑ ΔΙΑΜΑΝΤΕΑ

[redacted]

ΛΙΜΕΝΟΦΥΛΑΚΑΣ

ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΙΚΟ ΠΕΙΡΑΙΩΣ ΤΜΗΜΑ ΝΑΥΤΙΚΩΝ ΑΔΕΙΩΝ ΓΡΑΦΕΙΟ ΦΑΣΗΣ

[redacted]

ΛΙΜΕΝΑΡΧΟΣ Α.Ε.

(b)(6) & (b)(7)(C)

HELLENIC REPUBLIC
PIRAEUS CENTRAL PORT AUTHORITY

Piraeus, 23 March 2010

SHIPS REGISTER AND MARITIME MORTGAGES SECTION

Prot. Number: -990-

CERTIFICATE OF VESSEL OWNERSHIP

**** Piraeus Central Port Authority***

Certifies that:

As it arises from its kept Books of Register Coast Guard for A' class vessels of the Piraeus Port, the registered under serial number 7024 passenger/ touristic vessel **"GOLDEN FLAME"**, G. R. T. 73,47, N. R. T. 58,00, and Call Sign SX 6969, was deleted on 23-03-2010 (March 23rd 2010) from the Ships Register of our Section, due to its sale to the foreign company " WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY", with registered offices in DELAWARE, U. S. A. On its deletion day, the vessel was in BALTSAVIAS Georgios of Marinos ownership, and was free of any encumbrances. Piraeus, March Twenty Third Two Thousand and Ten. (23-10-2010).

Seal and Stamp: HELLENIC REPUBLIC
MINISTRY OF MERCANTILE MARINE
PIRAEUS CENTRAL PORT AUTHORITY

-THE SHIPS REGISTRAR-

(SIGNATURE)

Lieutenant Commander of Port Corps VOURIKIS Marios

This is a true and accurate translation in English of the attached text in Greek.
Piraeus 26th March 2010
The Official Translators - Lawyers

[redacted]

LAW OFFICES
EUL. J. STEFANAKIS & ASSOCIATES
117, ALKMIADOU STREET
PIRAEUS 185 38
GREECE

(b)(6) & (b)(7)(C)

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ

ΤΟΜΕΑΣ ΝΗΟΛΟΓΙΩΝ ΚΑΙ ΝΑΥΤΙΚΩΝ ΥΠΟΘΗΚΟΛΟΓΙΩΝ

Πειραιάς, 23 Μαρτίου 2010

Αριθμ.-Πρωτ. : -990-

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΚΥΡΙΟΤΗΤΑΣ ΠΛΟΙΟΥ

Το Κεντρικό Λιμεναρχείο Πειραιά

Πιστοποιεί ότι:

Όπως προκύπτει από τα τηρούμενα σε αυτό Νηολόγια ΑΠ κλάσης Α' του Λιμένα Πειραιά το Ε/Γ-Τ/Ρ "ΓΚΟΛΝΤΕΝ ΦΛΕΙΜ" που έχει εγγραφεί με αριθμό 7024 ολικής χωρητικότητας κόρων 73,47 και καθαρής χωρητικότητας κόρων 58,00 Διεθνούς Διακριτικού Σήματος SX 6969 διαγράφηκε την 23-03-2010 από τα Νηολόγια Υπηρεσίας μας λόγω πώλησής του στην αλλοδαπή εταιρεία "WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY" με έδρα το DELAWARE των Η.Π.Α. Κατά την ημερομηνία διαγραφής του ανήκε στον ΜΠΑΛΤΣΑΒΙΑ Γεώργιο του Μαρίνου και δεν έφερε κανένα βάρος. Πειραιάς, Είκοσι Τρεις Μαρτίου Δύο Χιλιάδες Δέκα (23-03-2010).

[redacted]

ΚΑΠ/ Α.Υ. 119-Α1
Κ-1062

(b)(6) ; (b)(7)(c)

[redacted]

(b)(6) & (b)(7)(C)

Prescribed by the Commissioners of Customs & Excise with the [redacted] of the [redacted] Stamp Duties

BILL OF SALE (Body Corporate)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse-power of engines (if any)
7024	GOLDEN FLAME	PIRAEUS , 7024	MOTOR YACHT	GENERAL MOTORS 2 X 650=1300 HP

	Meters	Tenths	Number of Tons (Where dual tonnages are assigned the higher of these should be stated)	
			Gross	Register
Length from fore part of stem, to the aft side of the head of the stern post / fore side of the rudder stock	20	20	73,47	58,00
Main breadth to outside of plating	5	30		
Depth in hold from tonnage deck to ceiling amidships	2	05		

and as described in more detail in the Register Book.

We, [redacted] OF MARINOS (hereinafter called "the transferors") having our principal place of business at 22 AKTI MOUTSOPOULOU, PIRAEUS, GREECE, in consideration of the sum of EURO ONE HUNDRED THIRTY THOUSAND (€ 130.000,00) ONLY paid to us by WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY, OF 3511 Silverside Road Suite 105, Wilmington, New Castle County, DELAWARE, USA 19810, (hereinafter called "the transferee (s)") the receipt whereof is hereby acknowledged, transfer ALL (100 %) shares in the Ship above particularly described, and in her boats and appurtenances, to the said transferee (s).

Further, we, the said transferors for ourselves and our successors covenant with the said transferee(s) and THEIR assigns, that we have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances, MORTGAGES, MARITIME LIENS AND/OR ANY OTHER DEBTS OR CLAIM WHATSOEVER.

In witness whereof we have hereunto affixed our common seal on THIS 24TH DAY OF FEBRUARY 2010.

The Common Seal of the transferors was affixed hereunto

In the presence of MR [redacted]

[redacted]

ACCEPTED BY THE TRANSFEREE
WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY
BY: MS [redacted]

[redacted]

(b)(6) (b)(7)(c)

(b)(6) & (b)(7)(c)

[redacted]

[redacted]

(b)(6) & (b)(7)(C)

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

Χορηγήθηκε από τον Προϊστάμενο Φόρων και Τελωνίων με την έγκριση του Υπουργού Εξωτερικών για το Εμπόριο (Secretary of State for Trade

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσημος Αριθμός	Όνομα Πλοίου	Αριθμός, έτος και λιμάνι νηολόγησης		Ιστιοφόρο, Ατμόπλοιο ή Μηχανοκίνητο	Ιπποδύναμη Μηχανών, αν υπάρχουν
7024	GOLDEN FLAME (ΓΚΟΛΝΤΕΝ ΦΛΕΙΜ)	ΠΕΙΡΑΙΑΣ, 7024		ΜΗΧΑΝΟΚΙΝΗΤΟ ΣΚΑΦΟΣ ΑΝΑΨΥΧΗΣ	GENERAL MOTORS 2 X 650 = 1300 H.P
		Μέτρα	Εκατοστά	Τόνοι: (όπου αναφέρονται διπλές αξίες σε τόνους θα πρέπει να αναγράφονται οι μεγαλύτερες)	
Μήκος από το ποδόστημα της πλώρης ως την πρυμναία πλευρά της κεφαλής του πρυμναίου ποδοστήματος του/τμπρόσθια πλευρά του άξονα του ηθαλίου		20	20	Ολική χωρητικότητα πλοίου	Καθαρή χωρητικότητα πλοίου
Κύριο πλάτος προς το εξωτερικό περίβλημα του πλοίου		5	30	73,47	58,00
Βάθος από το κατάστρωμα καταμετρήσεως ως την εσωτερική επένδυση στο μέσον του πλοίου		2	05		

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

Εμείς, Ο ΓΕΩΡΓΙΟΣ ΜΠΑΛΤΣΑΒΙΑΣ ΤΟΥ ΜΑΡΙΝΟΥ (εφ' εξής καλούμενοι ως οι 'Πωλητές'), έχοντες ως κύριο έδρα επιχείρησης την ΑΙΓΗ ΜΟΥΤΣΟΠΟΥΛΟΥ 22, ΠΕΙΡΑΙΑΣ, ΕΛΛΑΔΑ, έχοντι του ποσού των ΕΥΡΩ ΕΚΑΤΟΝ ΤΡΙΑΝΤΑ ΧΙΛΙΑΔΩΝ (€ 130.000,00) ΜΟΝΟ, το οποίο πληρώθηκε σε εμάς από την WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY (WESTERN MEDITERRANEAN TRIPS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ), Οδός Σιλβεραδάντ 3511 Διαμέρισμα 105, Γουιλμινγκτον, Κομητεία Νιου Καστλ, ΝΤΕΛΑΓΟΥΕΑΡ, ΗΠΑ 19810, (από εδώ και στο εξής καλούμενη ως "Αγοράστρια"), η λήψη του οποίου αναγνωρίζεται με το παρόν, μεταβιβάζουμε ΟΛΑ (100%) τα μερίδια του Πλοίου, το οποίο παραπάνω περιγράφεται αναλυτικά, καθώς και των θαρκών και των απαραίτητων εξαρτημάτων, στην προαναφερθείσα ΑΓΟΡΑΣΤΡΙΑ.

Περαιτέρω, εμείς, οι προαναφερθέντες ΠΩΛΗΤΕΣ για λογαριασμό δικό μας και των διαδόχων μας, που συμβάλλονται με την ως άνω ΑΓΟΡΑΣΤΡΙΑ και τους εκδοχείς της, στους οποίους έχουμε την εξουσία να μεταβιβάσουμε με τον τρόπο που προλέχθηκε, τα όσα προαναφέρθηκαν ότι πρέπει να μεταβιβαστούν, και ότι αυτά είναι ελεύθερα από βάρη ΥΠΟΘΗΚΕΣ, ΝΑΥΤΙΚΕΣ ΚΑΤΑΣΧΕΣΕΙΣ ΚΑΙ/Η ΟΠΟΙΑΔΗΠΟΤΕ ΑΛΛΗ ΟΦΕΙΛΗ Η ΑΠΑΙΤΗΣΗ ΑΠΟ ΟΠΟΥΔΗΠΟΤΕ.

Σε μαρτυρία του οποίου έχουμε επιθέσει εδώ την υπογραφή μας την 24η ΗΜΕΡΑ ΤΟΥ ΦΕΒΡΟΥΑΡΙΟΥ 2010.

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

Κος ΓΕΩΡΓΙΟΣ ΜΠΑΛΤΣΑΒΙΑΣ
(υπογραφή)

ΑΠΟΔΕΚΤΟ ΑΠΟ ΤΗΝ ΑΓΟΡΑΣΤΡΙΑ
WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY (ΓΟΥΕΣΤΕΡΗ ΜΕΝΤΙΤΕΡΑΝΕΑΝ ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ)
ΑΠΟ: [redacted]
(υπογραφή)

(b)(6) (b)(7)(c)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

Ο ΜΠΑΒΤΣΑΝΙΑΣ ΓΕΩΡΓΙΟΣ του ΜΑΡΙΝΟΥ, άτυχος του υπ' αριθ. ΑΔΤ Τ 055823 υπέγραψε ενώπιόν μου.

Πειραιάς 24 ΦΕΒ, 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΛΑΡΟΣ Σ. - ΑΝΘ/ΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

(b)(6) w (b)(7)(c)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

[redacted] κάτοχος του υπ' αριθ. Διαβ. [redacted] υπέγραψε ενώπιόν μου.

Πειραιάς 1-3-2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΑΛΕΞΕΑ Βορβόρα
ΑΝΘ/ΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

Βεβαιώνεται ότι έγινε από εμένα, κατά το άρθρο 53 του Ν.Δ. 3026 της 6/8 Οκτωβρίου 1954 «Περί Δικηγόρων», πιστή και ακριβής μετάφραση του συνημμένου εγγράφου από την ___Αγγλική_____ γλώσσα στην Ελληνική και κάτω από το μεταφρασμένο έγγραφο έθεσα την υπογραφή μου με σχετική βεβαίωση που φέρει την σήμερινή ημερομηνία.

Πειραιάς, ...2.../...3.../...2010...
Ο διορισμένος στον Άρειο Πάγο
Μεταφράσας Δικηγόρος

[redacted]

ΑΦΜ : 025382745 ΔΟΥ ΕΑ ΠΕΙΡΑΙΑ
Α.Μ.Δ.Σ.Α. 9439

Page: 1 Document Name: Untitled

Ur Chase

New

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04/01/10          * * * * BOAT REGISTRATION SYSTEM * * * *
08:56:50                  MODIFY  REGISTRATION                    BRMU1020

REGNO  DL8172AC  DECAL NO  24173  FEE  ___60.00 EXEMPT  N  COMPANY (Y/N)  Y
NAME LAST FIRST MIDDLE / CORP          A/O                SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS_______     __                 ___ - __ - ____
PLUS LLC_________________________      __                 ___ - __ - ____
_________________________________                         ___ - __ - ____
LIENHOLDER _____________________________________
EMAIL ____________________________________________ PHONE ___ ___ ____
  MAIL ADDRESS   CHALLENGER II_______     3511 SILVERSIDE RD__
          CITY   WILMINGTON_____  ST  DE  ZIP  19810          COUNTY  1
       ADDRESS   ___________________       ___________________
          CITY   ________________  ST  __  ZIP  _____         COUNTY  _
INS CODE _____   INSURED BY
MAKE CANT  YEAR  1977  LENGTH  6608_  HULL  1      PROP  2   USE  1
TYPE  2    FUEL  2     SANIT DEV  3    HULL IDENT   DLZ12705D710_____
ISSUE DATE   4_ /  1_ /  2010      EXP YR   2010    AGENT ID  ______
PREVIOUS REG#  ________  PREVIOUS OWN  ___________________________________

      ENTER  'N' FOR NO PRINT -or-  'ENTER' TO CONTINUE  _          KW8W
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
      HELP  MENU  QUIT
4-B            1    Sess-1    172.16.16.3                          #§5/30
```

Date: 4/1/2010 Time: 8:57:11 AM

DO NOT MARK IN THIS SPACE. OFFICE USE ONLY. DL #. 81 72AC

PLEASE FILL OUT ENTIRE FORM:

STATE OF PRINCIPAL USE: DELAWARE DUE 1270 5D710

HULL IDENTIFICATION NUMBER: (12 DIGITS) ON 373316

HULL:
1. ☑ WOOD
2. ☐ METAL
3. ☐ INFLATABLE
4. ☐ FIBERGLASS
5. ☐ OTHER

USE:
1. ☑ PLEASURE
2. ☐ DOCUMENTED
3. ☐ DEALER (FOR DEMO USE)
4. ☐ COMMERCIAL PASSENGER
5. ☐ COMMERCIAL FISHING
6. ☐ COMMERCIAL OTHER
7. ☐ RENTAL
8. ☐ EXEMPT

MARINE SANITATION DEVICE:
1. ☐ TYPE I - NON-MOBILE SOLID WASTE
2. ☐ TYPE II - SUSPENDED SOLID WASTE
3. ☑ TYPE III - HOLDING TANK
4. ☐ PORTABLE - PORTA POTTIE

PROPULSION:
1. ☐ OUTBOARD
2. ☑ INBOARD
3. ☐ STERN
5. ☐ OTHER

TYPE:
1. ☐ OPEN
2. ☑ CABIN
3. ☐ HOUSE
4. ☐ OTHER
5. ☐ AUX-SAIL
6. ☐ PWC
7. ☐ PONTOON
8. ☐ INFLATABLE

FUEL:
1. ☐ GASOLINE
2. ☑ DIESEL
3. ☐ OTHER

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

LIV 60'

LENGTH OF VESSEL 66 FT. 80 IN

MAKE OF VESSEL CANTIERI DI LIVORNO YEAR BUILT ITALY, 1977

PREVIOUS OWNER (S) AN MAR SHIPPING COMPANY S. DE R.L. HONDURAS

NUMBER PREVIOUSLY ISSUED RHL - 04392

LIENHOLDER _____ INSURANCE CO. _____

OWNER (S) NAME WESTERN MEDITERRANEAN TRIPS PLUS LLC

MAILING ADDRESS 3511 SILVERSIDE ROAD, SUITE 105

CITY [redacted] WILMINGTON STATE DE ZIP 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

SOCIAL SECURITY # FOR EACH OWNER OR TAX # FOR COMPANIES OR PASSPORT NUMBER [redacted]

([redacted]

DAYTIME TELEPHONE NUMBER

THE VESSEL'S NEW NAME IS "CHALLENGER II"

CHALLENGER II

OWNER NAME: WESTERN MEDITERRANEAN TRIPS PLUS LLC

(b)(6) & (b)(7)(c)

(9)(L)(C) & (9)(9)

Prescribed by the Commissioners of Customs & Excise with the consent of the Secretary of State for Trade

BILL OF SALE (Body Corporate)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)
RHL - 04392	NITTA II	RHL-04392, 2008, SAN LORENZO	MOTOR YACHT	IVEKO AIFO MOTORS 2 X1200=2400 H.P

	Metres	Tenths	Number of Tons (Where dual tonnages are assigned the higher of these should be stated)	
			Gross	Register
Length from fore part of stem, to the aft side of the head of the stern post / fore side of the rudder stock	20	36	128,41	94,93
Main breadth to outside of plating	5	85		
Depth in hold from tonnage deck to ceiling amidships	3	04		

and as described in more detail in the Register Book.

We, *ANMAR SHIPPING COMPANY S. DE R.L.* (hereinafter called "the transferors") having our principal place of business at *TEGUCIGALPA DISTRITO CENTRAL, REPUBLIC OF HONDURAS,* in consideration of the sum of *EURO ONE HUNDRED TWENTY THOUSAND (€ 120.000,oo) ONLY* paid to us by *WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY,* OF 3511 Silverside Road Suite 105, Wilmington, New Castle County, DELAWARE, USA 19810, (hereinafter called "the transferee (s)") the receipt whereof is hereby acknowledged, transfer ALL (100 %) shares in the Ship above particularly described, and in her boats and appurtenances, to the said transferee (s).

Further, we, the said transferors for ourselves and our successors covenant with the said transferee(s) and *THEIR* assigns, that we have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances, *MORTGAGES, MARITIME LIENS AND/OR ANY OTHER DEBTS OR CLAIM WHATSOEVER.*

In witness whereof we have hereunto affixed our common seal on *THIS 4TH DAY OF MARCH 2010.*

The Common Seal of the transferors was affixed hereunto

In the presence of *MR* [redacted]

ACCEPTED BY THE TRANSFEREE
WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY
BY: MS [redacted]

[redacted]

[redacted]

(b)(6) & (b)(7)(c)

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

Χορηγήθηκε από τον Προϊστάμενο Φόρων και Τελωνείων με την έγκριση του Υπουργού Εξωτερικών για το Εμπόριο (Secretary of State for Trade)

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσημος Αριθμός	Όνομα Πλοίου	Αριθμός, έτος και λιμάνι νηολόγησης	Ιστιοφόρο, Ατμόπλοιο ή Μηχανοκίνητο	Ιπποδύναμη Μηχανών, αν υπάρχουν
RHL - 04392	NITTA II	RHL – 04392, 2008, SAN LORENZO	ΜΗΧΑΝΟΚΙΝΗΤΟ ΣΚΑΦΟΣ ΑΝΑΨΥΧΗΣ	IVEKO AIFO MOTORS 2 X 1200 = 2400 H.P

	Μέτρα	Εκατοστά	Τόνοι (όπου αναφέρονται διπλές αξίες σε τόνους θα πρέπει να αναγράφονται οι μεγαλύτερες)	
Μήκος από το ποδόστημα της πλώρης ως την πρυμναία πλευρά της κεφαλής του πρυμναίου ποδοστήματος τοποθετημένα πλευρά του άξονα του πηδαλίου	20	38	Ολική χωρητικότητα πλοίου	Καθαρή χωρητικότητα πλοίου
Κύριο πλάτος προς το εξωτερικό περίβλημα του πλοίου	5	85	128,41	94,93
Βάθος από το κατάστρωμα καταμετρήσεως ως την εσωτερική επένδυση στο μέσον του πλοίου	3	04		

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

Εμείς, Η ANMAR SHIPPING COMPANY S. DE R.L. (ANMAR ΝΑΥΤΙΚΗ ΕΤΑΙΡΕΙΑ S. DE R.L.) (εφ' εξής καλούμενοι ως οι "Πωλητές"), έχοντας ως κύρια έδρα επιχείρησης την TEGUCIGALPA DISTRITO CENTRAL, ΔΗΜΟΚΡΑΤΙΑ ΤΗΣ ΟΝΔΟΥΡΑΣ, έναντι του ποσού των ΕΥΡΩ ΕΚΑΤΟΝ ΕΙΚΟΣΙ ΧΙΛΙΑΔΩΝ (€ 120.000,00) ΜΟΝΟ, το οποίο πληρώθηκε σε εμάς από την WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY (WESTERN MEDITERRANEAN TRIPS PLUS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ), Οδός Σλβερσάιν 3511 Διαμέρισμα 105, Γουιλμινγκτον, Κομητεία Νιου Καστλ, ΝΤΕΛΑΓΟΥΕΑΡ, ΗΠΑ 19810, (από εδώ και στο εξής καλούμενη ως "Αγοράστρια"), η λήψη του οποίου αναγνωρίζεται με το παρόν, μεταβιβάζουμε ΟΛΑ (100%) τα μερίδια του Πλοίου, το οποίο παραπάνω περιγράφεται αναλυτικά, καθώς και των βαρκών και των απαραίτητων εξαρτημάτων, στην προαναφερθείσα ΑΓΟΡΑΣΤΡΙΑ.

Περαιτέρω, εμείς, οι προαναφερθέντες ΠΩΛΗΤΕΣ για λογαριασμό δικό μας και των διαδόχων μας, που συμβάλλονται με την ως άνω ΑΓΟΡΑΣΤΡΙΑ και τους εκδοχείς της, στους οποίους έχουμε την εξουσία να μεταβιβάσουμε με τον τρόπο που προλέχθηκε, τα όσα προαναφέρθηκαν ότι πρέπει να μεταβιβαστούν, και ότι αυτά είναι ελεύθερα από βάρη ΥΠΟΘΗΚΕΣ, ΝΑΥΤΙΚΕΣ ΚΑΤΑΣΧΕΣΕΙΣ ΚΑΙ/Η ΟΠΟΙΑΔΗΠΟΤΕ ΑΛΛΗ ΟΦΕΙΛΗ Ή ΑΠΑΙΤΗΣΗ ΑΠΟ ΟΠΟΥΔΗΠΟΤΕ.

Σε μαρτυρία του ανωτέρω έχουμε επιθέσει εδώ την υπογραφή μας την 4η ΗΜΕΡΑ ΤΟΥ ΜΑΡΤΙΟΥ 2010.

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

[redacted]
(υπογραφή)

ΑΠΟΔΕΚΤΟ ΑΠΟ ΤΗΝ ΑΓΟΡΑΣΤΡΙΑ
WESTERN MEDITERRANEAN TRIPS PLUS LIMITED LIABILITY COMPANY (ΓΟΥΕΣΤΕΡΝ ΜΕΝΤΙΤΕΡΑΝΙΑΝ PLUS ΕΤΑΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣ)
ΑΠΟ: [redacted]
(υπογραφή)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

Ο ΚΩΝΤΟΓΙΑΝΝΗΣ ΧΡΗΣΤΟΣ του ΚΩΝ/ΝΟΥ, κάτοχος του υπ' αριθ. ΑΔΤ ΑΒ 615136 υπέγραψε ενώπιόν μου.

Πειραιάς 8 ΜΑΡ. 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΑΠΟΣΤΟΛΟΥ ΘΕΟΔ. ΠΛΩΤΑΡΧΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

(Σφραγίδα: ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ – ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ-ΚΕΝΤΡ.ΛΙΜ.ΠΕΙΡΑΙΑ)

Βεβαιώνεται ότι:

[redacted] κάτοχος του υπ' αριθ. [redacted] υπέγραψε ενώπιόν μου.

Πειραιάς 8- 3 - 2010
Ο Γραμματέας Κ.Λ.Π.
(Σφραγίδα, Υπογραφή)
ΛΑΡΟΣ Σ. ΑΝΘ/ΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

Βεβαιώνεται ότι έγινε από εμένα, κατά το άρθρο 53 του Ν.Δ. 3026 της 5/8 Οκτωβρίου 1954 «Περί Δικηγόρων», πιστή και ακριβής μετάφραση του ονομαζόμενου εγγράφου από την Αγγλική γλώσσα στην Ελληνική και κάτω από το μεταφρασθέν έγγραφο έθεσα την υπογραφή μου με σχετική βεβαίωση που φέρει την σημερινή ημερομηνία.

Πειραιάς, 9/3/2010
Ο διορισμένος στον Άρειο Πάγο
Μεταφράστας Δικηγόρος

[redacted]

REPÚBLICA DE HONDURAS
REPUBLIC OF HONDURAS

DIRECCIÓN GENERAL DE LA MARINA MERCANTE
PATENTE DEFINITIVA DE NAVEGACIÓN
DEFINITIVE CERTIFICATE OF REGISTRY

DGMM/PD Nº 005339

REGISTRO NUM.: RHL-04392

NUM. OMI:

El Infrascrito, Director General de la Marina Mercante, por este medio del presente documento HACE CONSTAR: Que los Armadores de la Nave que se describe a continuación, han obtenido la Patente Definitiva siguiente:

The Undersigned, General Director of the Merchant Marine, by means of this document HEREBY CERTIFY: that the Owners of the under-described vessel have obtained the Definitive Registry as follow:

GENERALIDADES DE LA NAVE
General Ship's Data

Nombre de la Nave / Ship's Name: **NITTA II** ex **ANMAR**

Armadores / Owners: ANMAR SHIPPING COMPANY S. DE R. L. HONDURAS

Tipo de la Nave / Type of Vessel: PLAGER

Domicilio / Address: C/O 10, EIMARI STREET, ATHENS-GREECE

Nacionalidad Actual / Present Nationality: HONDUREÑA

Representante / Representative: ABOG. [redacted]

Lugar y Fecha de Construcción / Place and Year of Built: ITALIA, 1977

Construido por / Builder's Name: CANTIERI DI LIVORNO

CARACTERISTICAS PRINCIPALES
Main Particulars

Número de Cubiertas / Number of Decks: UNA (1)	Material del Casco / Hull Material: Acero / Steel	Dimensiones / Dimensions: Eslora / Length: 66.8 PIES	Tonelaje / Tonnage: Bruto / Gross: 120.41
Mástiles / Masts: UNO (1)	Madera / Wood: X	Manga / Breadth: 19.2 PIES	Neto / Net: 94.93
Chimeneas / Funnels: [redacted]	Fibra de Vidrio / Fiberglass:	Puntal / Depth: 10.00 PIES	
Puentes / Bridges: [redacted]	Aluminio / Aluminum:	Calado / Draft: [redacted]	
	Otros / Others:		

SISTEMA DE PROPULSION
Propulsion System

Num. y Clase de Motores / Number and Type of Engine: TWO (2) IVECO AIFO TYPE, 8281 SRM 12 S.N. 313 Z S.N. 314 X 1,200 HP.

Velocidad de la Nave / Ship's Speed: 25 NUDOS

SISTEMA DE ESTACION DE RADIO
Radio Station System

Clase de Radio / Type of Radio:

Indicativo de llamada / Call Sign Letters: HO30-7

Frecuencias / Frequencies:

Empresa Responsable de Operación / Enterprise responsible for operation: ANMAR SHIPPING COMPANY S. DE R. L. HONDURAS

Permiso de Navegación / Definitive Navigation Permit Nº: Núm. DGMM PD 005339

Fecha de Emisión / Dated Emitted: 14 DE OCTUBRE DEL 2008

Registro de Matrícula / Definitive Ship's Register Certificate Nº: Núm. RHL-04392

Fecha de Expiración / Date of Expiration: 14 DE OCTUBRE DEL 2012

Extendido en Tegucigalpa, M.D.C., a los / Issued at Tegucigalpa, M.D.C. Republic of Honduras, C.A.: CATORCE DIAS DEL MES DE OCTUBRE DEL AÑO DOS MIL OCHO.

[redacted]

Dirección General de la Marina Mercante
General Director of Merchant Marine

Original Papel Seguridad Verde 1ra Copia Verde 2da Copia Rosada

MEC/VCl/ia.

(b)(6) & (b)(7)(c)

DHSCoastGuard0305

[redacted]

REPUBLICA DE HONDURAS
REPUBLIC OF HONDURAS

DIRECCION GENERAL DE LA MARINA MERCANTE
GENERAL DIRECTORATE OF THE MERCHANT MARINE

CERTIFICADO DE CANCELACION DE REGISTRO
REGISTRY CANCELATION CERTIFICATE

RESOLUCION No. 29MM/031/2010
RESOLUTION No.

RESULTA: Que el Abogado (a) MARICELA ELVIR
RESULT: That the Advocate (a)

En fecha 17 de MARZO del año 2010, presento solicitud de Cancelación de
Date of MARCH year requested Registry Cancelation of

Registro de la Embarcación de Bandera Hondureña por: X Cambio de Bandera, ____ desguace,
The Honduran Flag Vessel by: Change of Flag, Scrapping,

____ Innavegabilidad, ____ otro especifique ____ de
Unseaworthiness, other specify of

La nave que se describe a continuación:
The vessel described below:

No. OMI
IMO No.

No. de Registro
Registration No. RHL-04392

Nombre Actual de la Nave
Vessel's Name **NITTA II**

Nombre Anterior de la Nave
Ship Last Name ** ANMAR**

Tipo de Nave
Vessel Type PLACER

Lugar y Fecha de Construcción
Place and Date of Construction ITALIA, 1977

Armadores
Owners ANMAR SHIPPING COMPANY S. DE R. L. HONDURAS

Apoderado Legal
Representative ABOG. [redacted]

Eslora
Length 88.8 PIES

Manga
Breadth 19.2 PIES

Puntal
Depth 10.00 PIES

Tonelaje Bruto
Gross Tonnage 128.41

Tonelaje Neto
Net Tonnage 96.93

Se Resuelve que mediante este Certificado se acredita que el buque descrito se cancela de forma permanente
The Certificate resolves that vessel describe bidove is permanently canceled

Del Registro Hondureño y se encuentra libre de gravamen.
From the Honduran Registry and is free of charge.

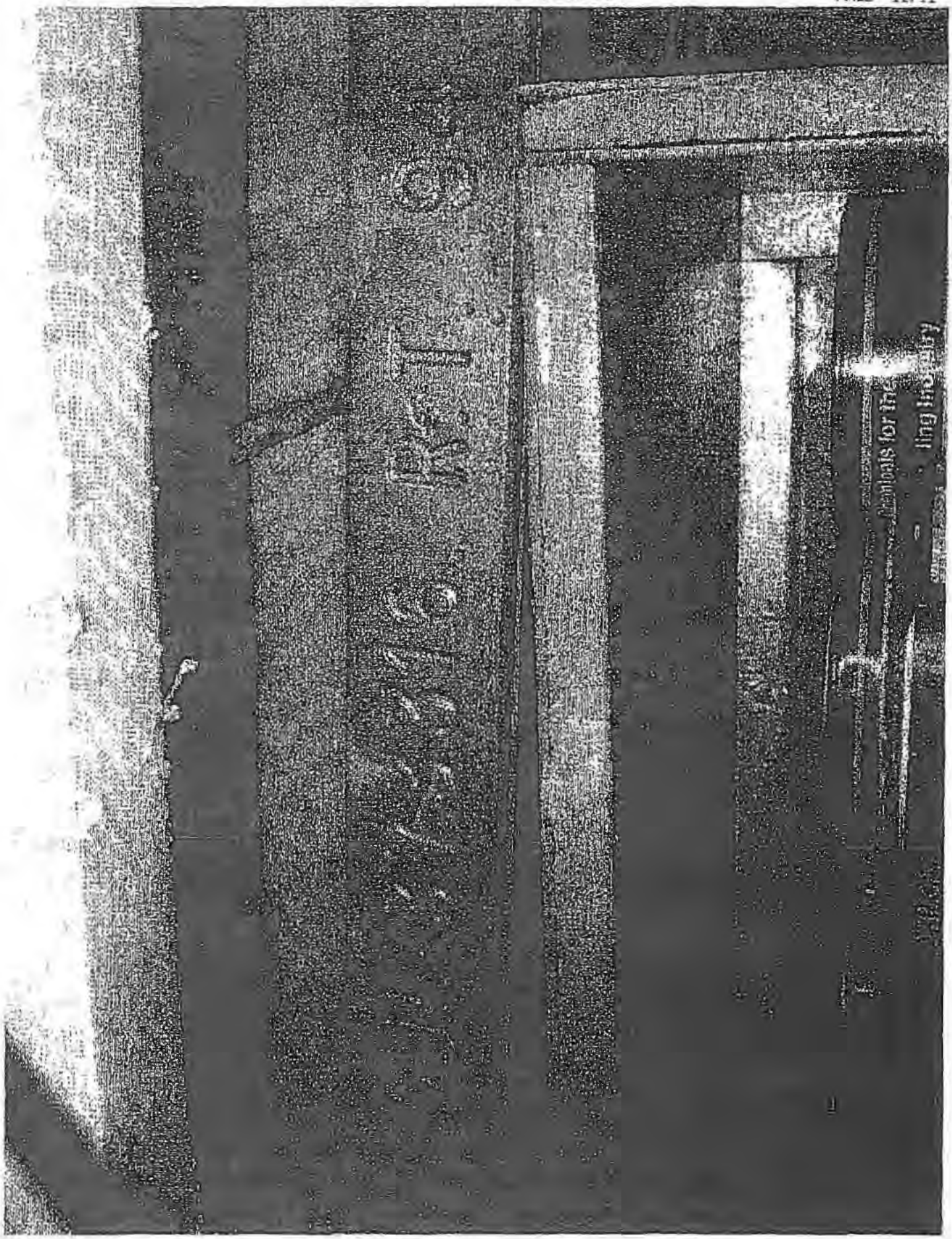
Expedido: Tegucigalpa, Honduras el 18 de MARZO de 20 10

[redacted]

Director General
Director General

Sello

(b)(6) ; (b)(7)(c)



[redacted] CIV

From: [redacted] CDR
Sent: Tuesday, May 24, 2011 11:46 AM
To: [redacted]; SindleJM@state.gov
Cc: [redacted] LT; [redacted] CAPT; [redacted] CAPT; [redacted] CDR
Subject: RE: NOTMAR on Gaza
Attachments: GAZA.NOTICE.FINAL.doc

[redacted],

Attached is the final version of the notice that cleared through State and here in the building. I wasn't at the IPC, so I'm not certain what MARAD has planned. I think State has already issued a warning on the issue, and the language of the notice is synchronized with the State warning. Included Jim Sindle on this e-mail to confirm that.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: ([redacted]
Unclas: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: [redacted]
Sent: Tuesday, May 24, 2011 7:27 AM
To: [redacted] CDR
Cc: [redacted] LT; [redacted] CAPT; [redacted] CAPT
Subject: RE: NOTMAR on Gaza

Cdr [redacted]

I haven't seen a copy of the notice, but I can push one through to the districts and NGA. Do you know whether MARAD is going to issue anything? Should the notice go through State and be issued as a Special Warning?

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
E-mail: [redacted]@uscg.mil
SIPRNET: [redacted]@uscg.smil.mil
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----

All redactions made pursuant to FOIA Exemption B6 DHSCoastGuard0308

From: [redacted] CAPT
Sent: Tuesday, May 24, 2011 7:20 AM
To: [redacted] CDR
Cc: [redacted] LT; [redacted]; [redacted] CAPT
Subject: RE: NOTMAR on Gaza

[redacted]

[redacted] in CG-553 was the coordinator for the release of the Japan radiation advisory, so he can assist here also. If we have a text to go out please pass to [redacted]

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Monday, May 23, 2011 4:51 PM
To: [redacted] CAPT
Cc: [redacted] LT
Subject: FW: NOTMAR on Gaza

Sir,

Appears as if there was some disconnect on the NOTAM. Not sure who would send the NOTAM, but it appears as if it has cleared and is ready to go.

V/r

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: (202) 441-4971
Unclas: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov
[mailto:prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov] On Behalf Of Kumar, Prem G.
Sent: Monday, May 23, 2011 4:42 PM
To: [redacted] CDR; SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Subject: RE: NOTMAR on Gaza

Can we release it now? We at NSS thought it would go out per the IPC several weeks ago.

Thanks,

Prem G. Kumar
Director for Israeli and Palestinian Affairs National Security Council
Tel: 202-456-9121

Fax: 202-456-9120
Email: pkumar@nsc.eop.gov

-----Original Message-----
From: [redacted]@uscg.mil [mailto:[redacted]@uscg.mil]
Sent: Monday, May 23, 2011 3:30 PM
To: SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

[redacted]

Our understanding is that the request from NSS never came.

Thanks

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: ([redacted]
Unclas: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 3:27 PM
To: [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: [redacted] CDR; Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

Lt. [redacted],

Why wasn't the NOTMAR sent out? I understand that it was supposed to have been sent out in response to a request by the NSS.

Thanks,

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State
Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov
202-647-4386 (office)

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]y@uscg.mil [mailto:[redacted]@uscg.mil]
Sent: Monday, May 23, 2011 3:24 PM

To: Sindle, James M; Polizzotto, Susan; Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: NOTMAR on Gaza

Mr. Sindle,

The latest on this is that it has not been sent out.

Very respectfully,

[redacted]
Lieutenant, USCGR
Operations Law Group
Commandant (CG-09412)
U.S. Coast Guard Headquarters
2100 Second St., SW Stop 7121
Washington, DC 20593-7121
(w) 202-372-3795
[redacted]
(NCC for duty matters 24/7) 202-372-2100
E-Mail: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 11:00 AM
To: [redacted] CDR; Baumert, Kevin A; [redacted] LT
Subject: NOTMAR on Gaza
Importance: High

Colleagues:

Does anyone know if this NOTMAR has gone out yet? If so, when was it sent out and can I please get a final version?

Thanks,

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State

Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov

202-647-4386 (office)

All redactions made pursuant to FOIA Exemption B6

This email is UNCLASSIFIED

To U.S. maritime vessels: All U.S. vessels and mariners are advised that Israel is currently enforcing a blockade in the "Gaza Maritime Area." The area is closed to all maritime traffic and the blockade is being enforced by the Israeli Navy. The Gaza Maritime Area is enclosed by the following coordinates:

31-35.71N/34-29.46E
31-46.80N/34-10.01E
31-19.39N/34-13.11E
31-33.73N/33-56.68E

U.S. vessels and mariners intending to enter the area are likely to face enforcement action by the Israeli Navy. The Department of State has also advised against travel by U.S. citizens to Gaza by any means, including by sea. Previous attempts to enter Gaza by sea have resulted in violent incidents and the detention and deportation those involved. U.S. mariners are also reminded that procedures exist for the delivery of humanitarian cargo to Gaza via the Israeli port of Ashdod or the Egyptian port of El-Arish, where cargo can be screened.

[redacted] L CIV

From: [redacted] CDR
Sent: Wednesday, May 25, 2011 8:15 AM
To: SindleJM@state.gov; Parker, Frank
Cc: [redacted] LT; [redacted] F CAPT; [redacted] CAPT; Sollosi, Mike
Subject: RE: NOTMAR on Gaza

[redacted]

The NOTMAR has been submitted an should be going out shortly.

[redacted]
CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: [redacted]
Unclas: [redacted] uscg.mil
SIPR: [redacted] @uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Wednesday, May 25, 2011 7:45 AM
To: [redacted] [redacted] CDR
Cc: [redacted] LT; [redacted] F CAPT; [redacted] CAPT; Sollosi, Mike
Subject: Re: NOTMAR on Gaza

Colleagus,

State will release a press statement in early June shortly before the flotillas prepare to leave. But it seemed understood at the IPC that USCG was going to get the cleared NOTMAR out in April (the IPC was APR 4). Several principals, including SecState, have already referenced it as already being transmitted. Anything that USCG can do to expedite this would be appreciated.

Thanks,

Jim Sindle
NEA/IPA

----- Original Message -----
From: [redacted] [mailto [redacted] r@uscg.mil]
Sent: Tuesday, May 24, 2011 12:07 PM
To: [redacted] CDR <[redacted] s@uscg.mil>
Cc: [redacted] LT <[redacted] y@uscg.mil>; [redacted] CAPT <[redacted] @uscg.mil>; [redacted] CAPT [redacted] @uscg.mil>; Sindle, James M; Sollosi, Mike <Mike.M.Sollosi@uscg.mil>
Subject: RE: NOTMAR on Gaza

CDR:

There is a process in place to issue these types of notices. I have attached a 2-page extract from our Aids to Nav Admin Manual (COMDTINST M16500.7A). I do not mind sending the notice to NGA and the Districts, but I don't want to step on any toes at State or NGA.

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
E-mail: [redacted] @uscg.mil
SIPRNET: [redacted] .l@uscg.smil.mil
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted] CDR
Sent: Tuesday, May 24, 2011 11:46 AM
To: [redacted] SindleJM@state.gov
Cc: [redacted] LT; [redacted] F CAPT; [redacted] CAPT; [redacted] CDR
Subject: RE: NOTMAR on Gaza

[redacted],

Attached is the final version of the notice that cleared through State and here in the building. I wasn't at the IPC, so I'm not certain what MARAD has planned. I think State has already issued a warning on the issue, and the language of the notice is synchronized with the State warning. Included Jim Sindle on this e-mail to confirm that.

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: [redacted]
Unclas: [redacted] uscg.mil
SIPR: [redacted] @uscg.smil.mil

-----Original Message-----
From: [redacted]
Sent: Tuesday, May 24, 2011 7:27 AM
To: [redacted] CDR
Cc: [redacted] LT; [redacted] F CAPT; [redacted] CAPT
Subject: RE: NOTMAR on Gaza

Cdr [redacted]

I haven't seen a copy of the notice, but I can push one through to the districts and NGA. Do you know whether MARAD is going to issue anything? Should the notice go through State and be issued as a Special Warning?

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
E-mail: [redacted]r@uscg.mil
SIPRNET: [redacted]l@uscg.smil.mil
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted] CAPT
Sent: Tuesday, May 24, 2011 7:20 AM
To: Connors, Timothy CDR
Cc: [redacted] LT; [redacted] [redacted] F CAPT
Subject: RE: NOTMAR on Gaza

[redacted]

[redacted] in CG-553 was the coordinator for the release of the Japan radiation advisory, so he can assist here also. If we have a text to go out please pass to [redacted]

[redacted]
Captain, U.S. Coast Guard
CG-543

-----Original Message-----
From: [redacted] CDR
Sent: Monday, May 23, 2011 4:51 PM
To: [redacted] CAPT
Cc: [redacted] LT
Subject: FW: NOTMAR on Gaza

Sir,

Appears as if there was some disconnect on the NOTAM. Not sure who would send the NOTAM, but it appears as if it has cleared and is ready to go.

V/r

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: [redacted]
Unclas: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----

All redactions made pursuant to FOIA Exemption B6

From: prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov
[mailto:prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov] On Behalf Of Kumar, Prem G.
Sent: Monday, May 23, 2011 4:42 PM
To: [redacted] CDR; SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Subject: RE: NOTMAR on Gaza

Can we release it now? We at NSS thought it would go out per the IPC several weeks ago.

Thanks,

Prem G. Kumar
Director for Israeli and Palestinian Affairs National Security Council
Tel: 202-456-9121
Fax: 202-456-9120
Email: pkumar@nsc.eop.gov

-----Original Message-----
From: [redacted] @uscg.mil [mailto: [redacted] @uscg.mil]
Sent: Monday, May 23, 2011 3:30 PM
To: SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

[redacted]

Our understanding is that the request from NSS never came.

Thanks

[redacted]

CDR T[redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: [redacted]
Unclas: [redacted] @uscg.mil
SIPR: [redacted] @uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 3:27 PM
To: [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: [redacted] CDR; Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

[redacted]

Why wasn't the NOTMAR sent out? I understand that it was supposed to have been sent out in response to a request by the NSS.

Thanks,

All redactions made pursuant to FOIA Exemption B6 DHSCoastGuard0317

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State
Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov
202-647-4386 (office)

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]@uscg.mil [mailto:[redacted]@uscg.mil]
Sent: Monday, May 23, 2011 3:24 PM
To: Sindle, James M; [redacted] Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: NOTMAR on Gaza

Mr. Sindle,

The latest on this is that it has not been sent out.

Very respectfully,

[redacted]
Lieutenant, USCGR
Operations Law Group
Commandant (CG-09412)
U.S. Coast Guard Headquarters
2100 Second St., SW Stop 7121
Washington, DC 20593-7121
(w) 202-372-3795
[redacted] 24/7) 202-372-2100
E-Mail: [redacted]uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 11:00 AM
To: [redacted] CDR; Baumert, Kevin A; [redacted] LT
Subject: NOTMAR on Gaza
Importance: High

Colleagues:

Does anyone know if this NOTMAR has gone out yet? If so, when was it sent out and can I please get a final version?

Thanks,

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State

Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov

202-647-4386 (office)

This email is UNCLASSIFIED

All redactions on this page are per (b)6.

From: [redacted]
To: [redacted]
Subject: FW: Israel/Turkey Freedom Flotilla Dispute at IMO
Date: Tuesday, July 06, 2010 10:40:08 AM
Attachments: Re IMO Council--Probable Solution for Israel-Turkey Dispute.msg
Turkey-Intervention-Aganda-9.pdf
Guidance on Gaza June 3.docx
Gaza Flotilla res.pdf
100602 HRC 14 Flotilla EOV - FINAL.DOC
TC 60-WP.1.pdf
TC 60-WP.1.pdf
C 104-WP.2.pdf
C 104-1-2.pdf

Fyi.

I'm meeting with [redacted] tomorrow at 1100 to talk about NAV 56.

[redacted]
Attorney Advisor (GS-15)
Maritime & International Law (CG 0941)
U.S. Coast Guard Headquarters
2100 Second St. S.W. Stop 7121
Washington, D.C. 20593
(202) 372-3793
[redacted] @uscg mil

-----Original Message-----
From: [redacted]
Sent: Tuesday, July 06, 2010 9:29 AM
To: [redacted]
Cc: [redacted]
Subject: FW: Israel/Turkey Freedom Flotilla Dispute at IMO

[redacted],

We probably need to have an intervention ready for [redacted] on this, but I have no visibility on the issue since this E-mail went around. Any news?

Best regards,

[redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, June 15, 2010 9:06 AM
To: [redacted]
Cc: [redacted]
Subject: Israel/Turkey Freedom Flotilla Dispute at IMO

[redacted]

Attached is an e-mail string from DOS [redacted] (US HOD for IMO Council) regarding the IMO outcome from the Israel/Turkey Dispute over the Freedom Flotilla. We expect it may be addressed at future IMO sessions particularly NAV (unlikely at FSI but John & EJ have been cc'ed for visibility).

All redactions on this page are per (b)6 but for the ones marked (b)5

Here's the story in a few short words

31MAY: Incident occurs

01JUN: Incident is forwarded to the UN Security Council (UNSC)

01-03JUN: Technical Cooperation Committee (TCC): SG mentions the incident in his opening remarks but only expresses sympathy for those that were lost/inured; Turkey and other countries* attempt to convince the committee to condemn the acts; SG won't allow it, supported by US (rational is that the issue is political/IMO is a technical body and the issue is at the UNSC and subordinate bodies should not comment); committee agrees to include the statements made by Turkey/Iran/Greece (but only as statements made by these member states, not a decision by the committee) in the TCC final report (attached para 1.6-1.9 & Annex I-III interventions)

[redacted] b(5) Deliberative Process

14JUN: Turkey, et al, intervenes to include the issue on the Council agenda but did not gain enough support.

16-18JUN: Turkey, et al, intervenes during the TC agenda item since it was a discussion point at TC (Turkey's intervention asking for their statement to be included in the summary of decisions is attached). Israel, EU, Australia, Canada, US express opposition. The Chairman decides the Turkish proposal is not supported. Turkey challenges the decision based on moderate support / vague intervention from Singapore and Russia. After consultation over the next 24 hours with the Chairman and SG, Turkey stands down and SG agrees to issue a press release (http://www.imo.org/newsroom/mainframe.asp?topic_id=1859&doc_id=13248). In addition the C104 summary of decision (attached para 1.1-1.2 and 9.4-9.5) expresses the position of Turkey, et al.

* The issue was lead by Turkey and supported by Iran, Saudi Arabia, Sudan, Indonesia, Venezuela, Cuba, Bangladesh, South Africa, and Brazil. In addition there was some moderate support from Philippians, Singapore, and even Greece and Italy before the EU stepped in on the issue.

Hope this helps. Please let me know if you want any additional insight.

v/r,
[redacted]

[redacted] LCDR
U.S. Coast Guard
Commercial Regulations and Standards
International Standards Planning Officer 2100 Second Street S.W. Stop 7126 Washington, D.C. 20593-7126

Office Phone: 202 372-1376
Mobile Phone: [redacted]
E-Mail Address: [redacted]
Website: www.uscg mil/imo

June 3, 2010

Israel/Palestinians: HRC Resolution on Flotilla Incident

Q: What is our reaction to the Human Rights Council Resolution on the flotilla incident? Why did the United States vote no?

• The United States voted no on this resolution.

• The resolution passed judgment on a set of facts that are still being established.

• It also creates an international investigative mechanism before giving the responsible government an opportunity to investigate this incident itself and thereby risks further politicizing a sensitive and volatile situation.

• While we understand the impetus to respond quickly to a troubling set of events, we must first determine facts and make considered judgments on how to best address what is a complex and difficult situation.

• We deeply regret the tragic loss of life and injuries suffered among those involved in the incident aboard the Gaza-bound ships.

• We remain deeply concerned by the situation in Gaza, including the humanitarian situation. The situation in Gaza is unsustainable and unacceptable.

• We will continue to engage the Israelis on a daily basis to expand the scope and type of goods allowed into Gaza to address the full range of the population's humanitarian and recovery needs.

• Hamas' interference with international assistance shipments and the work of nongovernmental organizations complicates efforts in Gaza. Its continued arms smuggling and commitment to terrorism undermines security and prosperity for Palestinians and Israelis alike.

• This recent incident involving the Free Gaza flotilla underscores the need to move ahead quickly with negotiations that can lead to a comprehensive peace in the region and ultimately address issues such as the Gaza blockade .

Q: What is the U.S. reaction to the HRC's establishment of an international investigative mechanism?

• We expect the Israeli government to conduct a prompt, impartial, credible and transparent investigation conforming to international standards. We are open to different ways of assuring a credible investigation, including international participation. We will continue to discuss these ideas with the Israelis and our international partners in the days ahead.

IF PRESSED:

Does the United State support the HRC investigation?

• No. The United States voted against the resolution that authorized it.

• As the Secretary made clear yesterday, we support the Security Council's call for a prompt, impartial, credible, and transparent investigation. We support an Israeli investigation that meets those criteria. We are open to different ways of assuring a credible investigation, including international participation, and we will continue to discuss these ideas with the Israelis and our international partners in the days ahead.

Q: Isn't this reaction by the Council further proof that U.S. engagement with the HRC is failing?

• Given its diverse membership and global character, the discussion and action at the HRC reflect the vociferous debate and strong reactions across the globe.

• Since joining the Council in 2009 we have sought to work with others to build up the Council's ability to take on serious human rights issues in a credible way.

• It is our hope that, over time, the HRC will be able to unite around balanced and appropriate responses to urgent situations that deserve our attention.

Background:

On Wednesday (June 2), the Human Rights Council (HRC) passed a resolution condemning Israeli actions on the flotilla of ships over the weekend. The resolution passed 32 in favor 3 opposed (US, Italy, Netherlands) 9 abstentions (Belgium, Burkina Faso, France, Hungary, Japan, Korea, Slovakia, Ukraine, UK) and 3 absent (Cameroon, Madagascar, Zambia). The resolution also decided to dispatch an international fact finding mission to investigate violations of international law and to report to the HRC at its September session.

IO Press Guidance - **NOT FOR PUBLIC DISTRIBUTION**

Drafted: IO/PAO: K Cooper, 7-7938

Approved: IO/FO: S Nossel ok
EUR/FO: T Kaidanow ok
NEA/FO: M Connelly ok

Cleared:

IO/PAO: M Schlachter info
IO/HR: A Ostermeier ok

NEA/IPA: J Giauque ok
NEA/PPD: A Sayles ok
EUR/Press: B Ellis ok
EUR/SE: J Baily ok
SEMEP: P Knopf ok
S/WCI: S Coughlin info
USUN/W: W Bass ok
USUN/NY: M Kornblau info
DRL/MLGA: K McGeeney ok
DRL/NESCA: J Lieberman ok
L/HRR: K Gorove ok
P: J Littlejohn ok
S/P: C Powell ok
D(S): M Ashraf ok
NSC: S Busby ok

All redactions on this page are per (b)(6) but for the ones marked (b)(5)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call
Date: Friday, June 04, 2010 1:16:53 PM

[redacted]

[redacted]

[redacted]

(b)(5) Deliberative Process Material

Please just let me know if you'd like to discuss this in further detail, or if I wasn't fully responsive above.

Best Regards,

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR [redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 1:04 PM
To: [redacted]
Subject: FW: 4:30 pm Gaza flotilla conference call

[redacted]

[redacted] has asked me about the authority to conduct the two bullets below and each were discussed before I joined yesterday's call. For the first bullet, are we referring to 18 U.S.C sections 2339A and 2339 B? I am not sure where to look for blockade running. Can you point me in the right direction?

Thanks,

All redactions on this page are per (b)(6) but for the ones marked (b)(5)

[redacted]

[redacted] (b)(5) Deliberative Process Material

[redacted]

[redacted]

U.S. Department of Homeland Security

Assistant General Counsel for Operations

Office: 202-447-3544

Cell: [redacted]

e-mail: [redacted]

From: prvs=763f9b62e=[redacted]@nss.eop.gov [mailto:prvs=763f9b62e[redacted]n@nss.eop.gov] On Behalf Of [redacted]
Sent: Thursday, June 03, 2010 5:47 PM
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call

Adding [redacted] from DHS.

From: [redacted]
Sent: Thursday, June 03, 2010 5:47 PM
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call

Thanks for participating in the call. Here is a brief summary. Please let me know if you have any comments.

All redactions on this page are per (b)(6) but for the ones marked (b)(5)

* There are several potential theories under which action could be taken related to a US flagged vessel.

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

From: [redacted]
Sent: Thursday, June 03, 2010 2:38 PM
To: [redacted]
Cc: [redacted]
Subject: 4:30 pm Gaza flotilla conference call

With apologies for the lack of notice, we have been asked to host an interagency (DoD, MARAD, JCS, USCG, State, Treasury) lawyers' conference call for later this afternoon to discuss legal authorities related to US flagged vessels that may participate in future Gaza flotilla actions. We will host a call at 4:30 pm (call-in information to be circulated a bit later this afternoon). Please let us know if you can participate and if there are other lawyers from your organizations who we should invite to participate in this call. Thanks, Brian Egan

[redacted]

Deputy Legal Adviser

National Security Staff

202/456-9116

All redactions on this page are per (b)(6)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening
Date: Friday, June 04, 2010 12:55:02 PM

And I might be wrong sir. Is the Rachael Corrie US flagged?

[redacted]
Director, Maritime Security Policy
and International Border Programs
The White House
National Security Staff

202 456 1009 (office)
[redacted]
SIPR: [redacted]
JWICS: [redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 12:47 PM
To: [redacted]
Cc: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening

Sir;
Never heard on the PC. Any update on USCG view on options as open source reporting indicated US flag vsls is approaching Gaza area?

Thanks

[redacted]
Director, Maritime Security Policy
and International Border Programs
The White House
National Security Staff

202 456 1009 (office)
[redacted]
SIPR: [redacted]
JWICS: [redacted]

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:51 PM
To: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening

Roger, will do.- [redacted]

[redacted]
Chief, Office of Maritime and International Law U.S. Coast Guard (CG-0941) 2100 Second St SW Stop 7121

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

Washington, DC 20593-7121

Phone: (202) 372-3785
Cell: [redacted]

[redacted]

-----Original Message-----
From: prvs=762ab5b8d=[redacted]
On Behalf Of [redacted].
Sent: Wednesday, June 02, 2010 4:50 PM
To: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening

Sir;

I am asking regarding the PC. Have not heard yet. Can you please continue to copy me on any white papers the CG might write if they will be used at a PC. Might reduce the last minute rush for paper.

v r
[redacted]

[redacted]
Director, Maritime Security Policy
and International Border Programs
The White House
National Security Staff

202 456 1009 (office)
[redacted]
SIPR: [redacted]
JWICS: [redacted]

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:41 PM
To: [redacted]
Subject: FW: PC on Gaza Flotilla Thursday evening

[redacted]

(b)(5) Deliberative Process

[redacted]
Chief, Office of Maritime and International Law U.S. Coast Guard (CG-0941) 2100 Second St SW Stop 7121
Washington, DC 20593-7121

All redactions on this page are per (b)(6)

Phone: (202) 372-3785
Cell: [redacted]

Sipr: [redacted]

[redacted] Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:13 PM
To: [redacted]
Subject: FW: PC on Flotilla Thursday evening

Particularly in light of the email I just sent, seems that USCG should be involved on bullet 1.

From: [redacted]
Sent: Wednesday, June 02, 2010 3:41 PM
To: [redacted]
Cc: [redacted]
Subject: PC on Flotilla Thursday evening

Israel Desk has just called to alert us that NSC is scheduling a PC for Thursday evening to which S plans to attend. While agenda is still being worked out it apparently includes such items as:

- Handling the next Gaza-bound ship (State and DOD)
- Options for ensuring a credible investigation (State)
- Plan for engaging the Israelis, Turks, and others (State, NSC, OVP)

Apparently the credible investigation options item has been tasked to NSC/Legal and Desk assumed that we were already working with theml and was looking for a point of contact to help them prepared the annotated agenda for S. Has anyone else heard about this and can I give [redacted] a point of contact on that issue. It sounds like an L/HRR and L/UNA task in preparation for HCR, but cannot be sure.

All redactions on this page are per (b)(6)

From: [redacted]v on behalf of [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening
Date: Friday, June 04, 2010 12:46:06 PM

Sir;
Never heard on the PC. Any update on USCG view on options as open source reporting indicated US flag vsls is approaching Gaza area?

Thanks

[redacted]
Director, Maritime Security Policy
and International Border Programs
The White House
National Security Staff

202 456 1009 (office)
[redacted]
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:51 PM
To: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening

Roger, will do.-[redacted]

[redacted]
Chief, Office of Maritime and International Law U.S. Coast Guard (CG-0941) 2100 Second St SW Stop 7121
Washington, DC 20593-7121

Phone: (202) 372-3785
[redacted]

Sipr: [redacted]

-----Original Message-----
From: [redacted]
On Behalf Of [redacted]
Sent: Wednesday, June 02, 2010 4:50 PM
To: [redacted]
Subject: RE: PC on Gaza Flotilla Thursday evening

Sir;

I am asking regarding the PC. Have not heard yet. Can you please continue to copy me on any white papers the CG might write if they will be used at a PC. Might reduce the last minute rush for paper.

v r

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

[redacted]

[redacted]
Director, Maritime Security Policy
and International Border Programs
The White House
National Security Staff

202 456 1009 (office)
[redacted]
SIPR: [redacted]
JWICS: [redacted]

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:41 PM
To: [redacted]
Subject: FW: PC on Gaza Flotilla Thursday evening

[redacted] (b)(5) Deliberative Process

[redacted]
Chief, Office of Maritime and International Law U.S. Coast Guard (CG-0941) 2100 Second St SW Stop 7121
Washington, DC 20593-7121

Phone: (202) 372-3785
[redacted]

Sipr [redacted]

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 02, 2010 4:13 PM
To: [redacted]
Subject: FW: PC on Flotilla Thursday evening

Particularly in light of the email I just sent, seems that USCG should be involved on bullet 1.

From: [redacted]
Sent: Wednesday, June 02, 2010 3:41 PM
To: [redacted]

All redactions on this page are per (b)(6)

Cc: [redacted]
Subject: PC on Flotilla Thursday evening

Israel Desk has just called to alert us that NSC is scheduling a PC for Thursday evening to which S plans to attend. While agenda is still being worked out it apparently includes such items as:

- Handling the next Gaza-bound ship (State and DOD)
- Options for ensuring a credible investigation (State)
- Plan for engaging the Israelis, Turks, and others (State, NSC, OVP)

Apparently the credible investigation options item has been tasked to NSC/Legal and Desk assumed that we were already working with theml and was looking for a point of contact to help them prepared the annotated agenda for S. Has anyone else heard about this and can I give Jeff Giauque a point of contact on that issue. It sounds like an L/HRR and L/UNA task in preparation for HCR, but cannot be sure.

All redactions on this page are per (b)(6)

From: [redacted]
To: [redacted]
Cc: [redacted]
CAPT
Subject: RE: M/V Challenger I and II - My Recommendation
Date: Friday, June 04, 2010 12:33:09 PM

[redacted]

Anything is in the realm of the possible if we continue to have concerns for the safety of our personnel, so if that is the impediment I can assist by working that issue via the interagency (including the potential availability of CG LE personnel presently deployed on DOD assets). I believe we can solve that problem. We manage to solve the force protection problem throughout the ACTEUR AOR on a daily basis and did so back when I was a plankowner there as well, so I'm sure we can address these concerns now. With that being said, I honestly do not believe there is any substitute for the effectiveness of having someone on the ground to put these pieces together. As for the second point, I could certainly lay out a draft roadmap of what is expected of them should we be on scene, but I would not want to infringe on LANT's operational prerogative. I trust that will be part of your meeting this afternoon. If we anticipate a need for a CG-requested MOTR, I will need to lay the foundation for that earlier rather than later today. Accordingly, please advise as soon as the intended COA becomes clearer.

[redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 11:27 AM
To: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted]

Still pondering how best to attack this I talked with ACTEUR and they expressed same concerns you and I discussed e.g. force protection and what is expected from them should be go on scene. I am really tending toward intel vice on scene only because of the uncertainty and the need for perhaps LE folks vice Prevention types. [redacted] is working up some COAs and I am going to try to put together a meeting this afternoon with folks from our 3R shop, 5 and Intel folks to help out.

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 11:06 AM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

Thanks [redacted] and I also very much appreciate the phone call earlier. I think we are synched up pretty well on the (albeit imperfect) facts and potential options for you to consider. I made a call to State to prep the Post that a rapid-turnaround country clearance might be needed (it's late on a Friday in Nicosia now), depending on how you ultimately decide to proceed. State is also very grateful for the additional factual information that [redacted] has been providing and we have been passing on to them.

Best Regards,

[redacted]

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[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 10:54 AM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

Thanks [redacted] great talking with you. I understand what you saying. Contacting the Owner is going to be difficult at best and that is not really a COA just my pondering. Thanks for your help!

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 9:35 AM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

Thanks [redacted]. If I boil down the below accurately, it appears that the LANT proposed COA is to send a letter to the known address in Delaware for the owners (which actually seems to be a proxy address for a yacht registration company) along the lines of what you describe. Is that correct? If I am over-simplifying, or mis-reading, the LANT proposed COA then please feel free to clarify as needed.

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

[redacted].

Best Regards,

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, June 04, 2010 6:54 AM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted] (b)(5) Deliberative Process

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 5:54 PM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

We have actually been in touch with them today and also in consultation with [redacted] (who is a true expert in state boating regulation). It is not in the best interest of the USG to concede a lack of jurisdiction over these vessels and affirmative action by the Coast Guard to affect that would not be advisable at this point. Please do not take any action to encourage Delaware to drop the state registrations, until such a COA can be given more thorough consideration (especially in light of the White House level interest and engagement).

[redacted]

[redacted]
United States Coast Guard

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Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 5:45 PM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted]

As discussed, I do believe we should be in contact with the Delaware registry. However, I do not believe that any paper work action would cause them not to fly a U.S. Flag and claim U.S. registry if they believed it to be to their advantage, i.e. photo op.

[redacted] made a good point about the timing of the registration being linked to the politics of the operation.

R,

[redacted], CAPT, USCG
Atlantic Area
Staff Judge Advocate

Phone: (757) 398-6741
[redacted]
Command Center: (757) 398-6700
E-mail: [redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, June 03, 2010 5:29 PM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted] (b)(5) Deliberative Process

It may be worth giving Chief [redacted] at the Delaware Enforcement Division a call at (302) 739-9913 to find out if that is a possibility.

VR LCDR BHP

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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: FW: Challenger I, II and III Particulars
Date: Friday, June 04, 2010 12:21:49 PM
Attachments: Challenger I, II and III Particulars.doc

FYI. Some nice work here, accomplished through the initiative of a CG staff member at our Atlantic Area Command. No warranties come with this, but it is good material. This provides far more clarity than what I was deriving from most of the intel products and "products."

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted] LCDR
Sent: Friday, June 04, 2010 12:15 PM
To: [redacted]
Cc: [redacted]
Subject: Challenger I, II and III Particulars

Did I miss anyone? If so, please forward. Attached are the particulars as best as I can determine for the Delaware registration information. The comments on the right are open source. VR LCDR BHP

MV CHALLENGER I (aka SAMOUD)

Current Owner Western Mediterranean Trips LLC Challenger I 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8171AC State of Principal Use - Delaware No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is Renee Bowyer's and lists her phone number as + 44 208 9531108 and her passport number as M9454464.*

Previous Name and Registration Details GOLDEN FLAME Republic of Greece Nov 21, 200 [last digit illegible]– March 23, 2010 Registration Number 7024 Passenger/Tourist Vessel **Previous Owner** George Mpaltsavias of Marinos 22 Akti Moutsopoulou Piraeus, Greece	*The vessel was sold to Western Mediterranean Trips LLC on February 24, 2010 for 130,000 (euro) free of liens. It was accepted for transfer by Renee Sarah Bowyer on behalf of WMT. Ms. Bowyer is an Australian school teacher and a human rights activist. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* *http://www.freegaza.org/en/home/56-news/606-passengers-list-dignity-has-left-cyprus*

Hull Number DLZ12704D710 **Construction** Cantieri Di Livorno, Italy 1977 Wood Hull Inboard 1300 hp (2 X 650 MDE) Two Propellers ABS A1 Yacht	**Dimensions** Length Overall: 66 ft Breadth: 11 ft Depth: 7 ft Gross Tons: 73 Net Tons: 58

MV CHALLENGER II (possible aka AMAL)

Current Owner Western Mediterranean Trips Plus LLC 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8172AC (*sequential registration number to CHALLENGER I*) State of Principal Use - Delaware No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is Renee Bowyer's and lists her phone number as + 44 208 9531108 and her passport number as M9454464.*

Previous Name and Registration Details NITTA II Honduras October 14, 2002 – March 18, 2010 Registration Number RHL-04392 Pleasure Vessel **Previous Owner** Anmar Shipping Company S. DE R.L. C/O 10, Dimaki Street Athens, Greece	*The vessel was sold to Western Mediterranean Trips Plus LLC on March 4, 2010 for 120,000 (euro) free of liens. It was accepted for transfer by Renee Sarah Bowyer on behalf of WMT. Ms. Bowyer is an Australian school teacher and a human rights activist. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* *http://www.freegaza.org/en/home/56-news/606-passengers-list-dignity-has-left-cyprus*

Hull Number DLZ12705D710 (*sequential hull number to CHALLENGER I*) **Construction** Cantieri Di Livorno, Italy 1977 Wood Hull Inboard 2400 hp (2 X 1200 MDE)	**Dimensions** Length Overall: 69 ft Breadth: 19 ft Depth: 10 ft Gross Tons: 128 Net Tons: 95

MV CHALLENGER III (possible aka AMAL)

Current Owner Western Mediterranean Trips Gold Plus LLC 3511 Silverside Road; Suite 105 Wilmington, Delaware 19801 (302) 447-9800 **Current Registration** State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8175AC No USCG Certificate of Documentation (*pending NVDC confirmation*)	*This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.* *http://www.delreg.com/index.cfm* *The signature at the end of the application is Mr. Fathi Jaouadi (British) and lists his phone number as + 44 7540112294 (UK) and his passport number as 540556081.*

Previous Name and Registration Details DIMITRIS K Cyprus June 16, 2009 – December 15, 2009 Spetses (Greece) 1978-2009 Registration Number SV 4925 Pleasure Yacht **Previous Owner** Blue Hive Company Limited 122 Athalassis, 1st Floor Strovolos P. C. 2024 Nicosia, Cyprus	*The vessel was sold to Western Mediterranean Trips LLC during March 2010 for 100,000 (euro) free of liens. It was accepted for transfer by Mr. Fathi Jaouadi on behalf of WMT. Mr. Jaouadi is Tunisian, on the WMT board of directors and a documentary film maker. Free Gaza Movement web site states that she will remain in Gaza to report upon the flotilla.* *http://gaza-journey.blogspot.com/2008/08/fathi-jaouadi.html* *http://www.freegaza.org/en/boat-trips/passenger-lists/67-eighth-trip-to-gaza/932-fathi-jaouadi*

Hull Number DLZ12706D701 **Construction** Lekkas Ioannis, Greece 1977 Wood Hull Inboard 365 hp	**Dimensions** Length Overall: 68 ft Breadth: 18 ft Depth: 8 ft Gross Tons: 56 Net Tons: 25

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From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call
Date: Thursday, June 03, 2010 6:18:26 PM

[redacted]

I think [redacted] got it about right in the third bullet "notify the host state prior to taking action." We would not necessarily seek consent for all actions (although we might for some). However, we would notify them in any event. Does that sit alright with you?

[redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 6:15 PM
To: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call

[redacted],
Do you think we need to point out to [redacted] or add to his summary that all actions Cypress will require consent of the host nation?
V/r
[redacted]

[redacted]
U.S. Department of Homeland Security
Assistant General Counsel for Operations
Office: 202-447-3544
[redacted]
e-mail: [redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 6:11 PM
To: [redacted]
Subject: FW: 4:30 pm Gaza flotilla conference call

[redacted]

Please see below. Sorry, but I commented on the version prior to you getting looped in.

[redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 6:10 PM
To: [redacted]
Cc: [redacted]

All redactions on this page are per (b)(6)

Subject: RE: 4:30 pm Gaza flotilla conference call

[redacted]

Thank you for a very productive call earlier. Our only comment is that the second bullet should include the square-bracketed clause inserted below. This is the most immediate of the available options that could presently be executed:

* If the US-flagged vessel were in port in Cyprus, the USCG could make a request to Cyprus to inspect the vessel for potential SOLAS violations [or request them to detain the vessel on behalf of the USG]. (USCG has a manifest from Greece that suggests potential SOLAS concerns, given the number of passengers aboard the US-flagged vessel.) The USCG has been in touch with its Cypriot counterparts, and a demarche to Cyprus is currently in the works on this issue.

Best Regards,

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Brian J.
Sent: Thursday, June 03, 2010 5:47 PM
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call

Thanks for participating in the call. Here is a brief summary. Please let me know if you have any comments.

* There are several potential theories under which action could

All redactions on this page are per (b)(6) but for the ones marked (b)(5)

be taken related to a US flagged vessel.

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

From: [redacted]
Sent: Thursday, June 03, 2010 2:38 PM
To: [redacted],
Cc: [redacted]
Subject: 4:30 pm Gaza flotilla conference call

With apologies for the lack of notice, we have been asked to host an interagency (DoD, MARAD, JCS, USCG, State, Treasury) lawyers' conference call for later this afternoon to discuss legal authorities related to US flagged vessels that may participate in future Gaza flotilla actions. We will host a call at 4:30 pm (call-in information to be circulated a bit later this afternoon). Please let us know if you can participate

All redactions on this page are per (b)(6)

and if there are other lawyers from your organizations who we should invite to participate in this call. Thanks, [redacted]

[redacted]

Deputy Legal Adviser

National Security Staff

202/456-9116

All redactions on this page are per (b)(6)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call
Date: Thursday, June 03, 2010 6:09:49 PM

[redacted]

Thank you for a very productive call earlier. Our only comment is that the second bullet should include the square-bracketed clause inserted below. This is the most immediate of the available options that could presently be executed:

- If the US-flagged vessel were in port in Cyprus, the USCG could make a request to Cyprus to inspect the vessel for potential SOLAS violations [or request them to detain the vessel on behalf of the USG]. (USCG has a manifest from Greece that suggests potential SOLAS concerns, given the number of passengers aboard the US-flagged vessel.) The USCG has been in touch with its Cypriot counterparts, and a demarche to Cyprus is currently in the works on this issue.

Best Regards,

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]] On Behalf Of [redacted]
Sent: Thursday, June 03, 2010 5:47 PM
To: [redacted]
Cc: [redacted]
Subject: RE: 4:30 pm Gaza flotilla conference call

Thanks for participating in the call. Here is a brief summary. Please let me know if you have any comments.

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

- There are several potential theories under which action could be taken related to a US flagged vessel.

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

From: [redacted]
Sent: Thursday, June 03, 2010 2:38 PM
To: [redacted]
Cc: [redacted]
Subject: 4:30 pm Gaza flotilla conference call

With apologies for the lack of notice, we have been asked to host an interagency (DoD, MARAD, JCS, USCG, State, Treasury) lawyers' conference call for later this afternoon to discuss legal authorities related to US flagged vessels that may participate in future Gaza flotilla actions. We will host a call at 4:30 pm (call-in information to be circulated a bit later this afternoon). Please let us know if you can participate and if there are other lawyers from your organizations who we should invite to participate in this call. Thanks, [redacted]

[redacted]

Deputy Legal Adviser

National Security Staff

202/456-9116

All redactions on this page are per (b)(6)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation
Date: Thursday, June 03, 2010 5:54:29 PM

We have actually been in touch with them today and also in consultation with [redacted] (who is a true expert in state boating regulation). It is not in the best interest of the USG to concede a lack of jurisdiction over these vessels and affirmative action by the Coast Guard to affect that would not be advisable at this point. Please do not take any action to encourage Delaware to drop the state registrations, until such a COA can be given more thorough consideration (especially in light of the White House level interest and engagement).

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, June 03, 2010 5:45 PM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted]

As discussed, I do believe we should be in contact with the Delaware registry. However, I do not believe that any paper work action would cause them not to fly a U.S. Flag and claim U.S. registry if they believed it to be to their advantage, i.e. photo op.

[redacted] made a good point about the timing of the registration being linked to the politics of the operation.

R,

[redacted], CAPT, USCG
Atlantic Area
Staff Judge Advocate

Phone: (757) 398-6741
[redacted]
Command Center: (757) 398-6700
E-mail: [redacted]

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 5:29 PM
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - My Recommendation

[redacted] (b)(5) Deliberative Process

It may be worth giving Chief [redacted] at the Delaware Enforcement Division a call at (302) 739-9913 to find out if that is a possibility.

VR LCDR BHP

All redactions on this page are per (b)(6)

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: RE: M/V Challenger I and II - Delaware Registration Information
Date: Thursday, June 03, 2010 5:46:02 PM

[redacted]

Thank you very much. We just got off an interagency conference call convened by the White House (NSS Legal Counsel) and this may come up at tonight's Principals Committee meeting on Gaza. If it does, the CG may very well get some specific tasking so we may need to be flexible and prepared to take action quickly, if that occurs. This additional information may prove very helpful, as there is a great deal of confusion amongst the interagency (it's not just us) on some of the key facts. This kind of clarity will be very welcome.

Best Regards,

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 5:16 PM
To: [redacted]
Cc: [redacted]
Subject: M/V Challenger I and II - Delaware Registration Information

BLUF: The CHALLENGER I (DL8171AC) and CHALLENGER II (DL8172AC) are currently registered with Delaware. Variations of Western Mediterranean Trips LLC owns the two Challengers plus a third vessel, the CHALLENGER III (DL8175AC), also registered in Delaware. I do not know if any of the three vessels were recently re-flagged outside of United States jurisdiction.

Attached are four documents. One is the summary provided by MIFC. The other three contain the three Challengers Delaware registration applications, vessel particulars, bills of sale, former registry and deletion certificates. Below is a very brief abstract of information contained in those documents.

M/V CHALLENGER I (ex GOLDEN FLAME)
Owner: Western Mediterranean Trips LLC Challenger I; 3511 Silverside Road, Suite 105, Wilmington, DE 19810
Former Registry: Greece 2 June 98 - 23 March 2010 as a Passenger Vessel Current Registry: Delaware 1 April 2010 (no Federal documentation) as a Pleasure Vessel

M/V CHALLENGER II (ex NITTA II)
Owner: Western Mediterranean Trips Plus LLC; 3511 Silverside Road, Suite 105, Wilmington, DE 19810 Former Registry: Honduras 2 October 2002 - 18 March 2010 as a Pleasure Vessel Current Registry: Delaware 1 April 2010 (no Federal documentation) as a Pleasure Vessel

M/V CHALLENGER III (ex DIMITRIS K)
Owner: Western Mediterranean Trips Gold Plus LLC; 3511 Silverside Road, Suite 105, Wilmington, DE 19810 Former Registry: Cyprus 16 June 2009 - 15 December 2009 as a Pleasure Yacht Current Registry: Delaware 1 April 2010 (no Federal documentation) as a Pleasure Vessel

From: [redacted]
To: [redacted]
Cc: [redacted]

Subject: RE: SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus
Date: Thursday, June 03, 2010 3:28:05 PM

[redacted]

I was just sending an e-mail with the same "info" (attributed to a Captain [redacted] (sp?), USN, at State).

[redacted]
Office of Vessel Activities
Domestic Compliance Division (CG-5431)
202.372.1221

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 3:26 PM
To: [redacted]
Cc: [redacted]
Subject: SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus

[redacted]

Once again, a very fluid set of facts. If this is true, we may no longer have the opportunity to work via the Cypriots.

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
Washington, DC 20593
Phone: 202-372-3791
Fax: 202-372-3972
SIPR: [redacted]

-----Original Message-----
From: [redacted]
Sent: Thursday, June 03, 2010 3:08 PM
To: [redacted]
Subject: FW: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

FYI

From: [redacted]

Sent: Thursday, June 03, 2010 2:24 PM
To: [redacted]
Cc: [redacted]
(OES); PM-Counter-Piracy-DL; Kirshner, Amy Coletta; 'Owen.Doherty@dot.gov'
Subject: RE: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

The vessel CHALLENGER II was one of two (the other is DIMITRIS-K) in port Limassol. Navy staff informed me that CHALLENGER II is underway from Limassol.

R, JDF

[redacted]

CAPT USN

Senior Naval Advisor

Pol-Mil Bureau/Int'l Security Ops

U.S. Department of State

Unclass: (202) 647-0886

Secure: (202) 647-4155

Fax: (202) 647-4055

Cell: [redacted]

From: [redacted]
Sent: Thursday, June 03, 2010 1:54 PM
To: [redacted]
Subject: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Thursday, June 03, 2010 10:58 AM

To: [redacted]
Subject: RE: Challenger II and Gaza

This strikes me as a good question, and we should not dismiss the possibility that we'll need to answer this question.

[redacted]

Thanks,

[redacted]

L/OES

From: [redacted]
Sent: Thursday, June 03, 2010 10:33 AM
To: [redacted]
Subject: Challenger II and Gaza

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thanks

[redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 10:10 PM
To: [redacted]
Subject: U.S. flagged vessels

[redacted] etal, great job, thanks!!!

Worth the read from bottom to top!!

Best

[redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 8:24 PM
To: [redacted]
Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

Pasted below are some factual/legal bullets, which L/FO provided informally to the 7th floor….some of which respond to questions posed in the email string below. Also, I'm copying USCG colleagues, since some of the legal angles are in their lane (and they are of course invited to correct or amplify, as appropriate).

Thanks,

[redacted]

Factual Issues

- There are two vessels – Challenger I and Challenger II – that have been involved in this incident and are confirmed as U.S. flagged yachts (Delaware registered). Challenger 1 is believed to have been part of the flotilla that was intercepted on Monday by the IDF, although there were no violent confrontations with this vessel.

- Although the facts are uncertain, Challenger II is believed to be currently in the Cypriot port of Limassol, with the likely intent of breaching the blockade in the coming days. Cypriot authorities have stated that they are not

allowing ships to depart for the blockade.

- It appears there are 12-20 persons on each vessel; Challenger II does not appear to have any AMCITs on board. As a pleasure craft, it is not equipped with identification/tracking gear, which makes it harder to track its location.

Legal issues and possible courses of action

- Challenger II in port:

[redacted]

o Coast Guard informs us that options are potentially available for the U.S. to facilitate a temporary or even longer term detention of the Challenger II in the port of Limassol. This would involve requesting that the Cyprus port authorities inspect the vessel and assess whether it is operating lawfully with the appropriate regulatory certificates.

[redacted]

- Challenger II at sea:

o Generally, the flag state has exclusive jurisdiction over its vessels on the high seas. Accordingly, should the Challenger II depart Cyprus' port and territorial waters, the United States may be able to exercise certain legal authorities to prevent the vessel from reaching the blockade.

o There is no general U.S. legal authority to divert a vessel or order it to a port solely by virtue of the fact that it is U.S. flagged. However, if a U.S. flagged vessel is believed to be violating U.S. law, Coast Guard's legal authorities permit the U.S. to undertake a range of actions, including arrest and seizure, in order to prevent, detect, and suppress of violations of laws of the United States (14 USC 89).

o Whether this could be effectively executed would likely depend on the availability of law enforcement or military assets physically present on scene.

- With respect to possible violations of U.S. law:

[redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 12:12 PM
To: [redacted]
Cc: [redacted]n
Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

[redacted]

As we continue to proceed, I think it would be helpful to know…

1) Can we legally ask the Cypriot government not to allow the Challenger II to leave the port of Limassol? What justification could we use?

2) If we wanted to have a U.S. ship (USCG or USN) do a permissive boarding, what justification can we use?

Thanks,

[redacted]

Pol-Mil Officer

Office of Israel and Palestinian Affairs

U.S. Department of State

Unclassified: [redacted]

Classified [redacted]

202-647-4386 (office)

From: [redacted]
Sent: Wednesday, June 02, 2010 11:59 AM
To: [redacted]
Cc: [redacted]
Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

[redacted] – to try to get a better sense of legally available options, I have a call set up with USCG legal folks at 1430. What is the specific request that GOI has made ("permissive boarding")?

Thanks, [redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 11:49 AM
To: [redacted]
Cc: [redacted] L; [redacted] a
Subject: FW: U.S. flagged vessels in the second wave of the GAZA Flotilla

[redacted], thanks!

Now what? Do we need to ask the USCG to tell the Challenger II not to proceed to GAZA? Do we need to decide how the USG will respond to a GOI request for permissive boarding?

Best

[redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 9:36 AM
To: [redacted]
Subject: RE: US flagged vessels

Just to keep this group on the same page, [redacted] has confirmed that the relevant USCG's database shows that the vessel is validly registered in Delaware. We can now be comfortable in concluding that the vessel is properly characterized as U.S. flagged.

From: [redacted]
Sent: Wednesday, June 02, 2010 12:08 AM
To: [redacted]
Subject: US flagged vessels

[redacted] – in case this comes up tomorrow, here is the situation as I understand it regarding the apparently US flagged vessels.

In terms of the facts –

- There are two vessels – Challenger I and Challenger II – that have been involved in this incident and are believed to be U.S. flagged vessels. Challenger I is believed to have been part of the flotilla that was intercepted on Monday by the IDF, although there were no violent confrontations with this vessel. Challenger II is believed to have had mechanical difficulties and may be intended to breach the blockade in the coming days (estimates range from Wed to Saturday).

- We are not certain that the vessels are properly registered in the United States. Greek port authority documentation showed both vessels as having Delaware registration numbers. Coast Guard is still checking whether those registrations are still valid; we should know tomorrow. IDF reported at various times that these vessels were actually flying Greek and St. Vincent flags (after earlier suggesting we take action because they were U.S. flagged). This also raises some doubt as to their nationality.

- It appears there are 12-20 persons on each vessel; Challenger II does not appear to include any AMCITs (again, based on Greek port docs). Cargo - humanitarian or otherwise – is not known. The two vessels are pleasure craft (yachts) that apparently do not tend to make international voyages. They are not equipped with identification/tracking gear, which makes locating them more difficult.

- Efforts were underway on Friday-Saturday to notify the vessel/owners and pass them a warning regarding potential consequences of unlawful activity. Unclear whether the vessels or owners have been reached yet (and efforts to reach Challenger II may have been aborted because it dropped out of the original flotilla). We are seeking an update on the facts.

In terms of the law –

- Generally, the flag state has exclusive jurisdiction over its vessels on the high seas. [redacted]

- Given the murky facts, we have been advising against making legal characterizations to the Israelis or the press regarding what we can or cannot do to divert the vessel.

In my opinion, a prudent course of action is to reach out to the vessels and their owners to communicate the risks and consequences of unlawful activity and advise against confrontation. Having said that, it's also quite clear that these vessels know what they are doing. I will provide updates as the factual picture develops.

Thanks,

All redactions on this page are per (b)(6)

From: [redacted]
[redacted]
[redacted]

Subject: SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus
Date: Thursday, June 03, 2010 3:26:19 PM

[redacted]

Once again, a very fluid set of facts. If this is true, we may no longer have the opportunity to work via the Cypriots.

[redacted]

[redacted]
United States Coast Guard
Deputy Chief
Office of Maritime and International Law (CG-0941)
2100 Second Street, SW
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Phone: 202-372-3791
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[redacted]

CAPT USN

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Senior Naval Advisor

Pol-Mil Bureau/Int'l Security Ops

U.S. Department of State

Unclass: (202) 647-0886

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Subject: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

[redacted] (b)(5) Deliberative Process

[redacted]

[redacted] (b)(5) Deliberative Process

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This strikes me as a good question, and we should not dismiss the possibility that we'll need to answer this question.

[redacted] (b)(5) Deliberative Process

All redactions on this page are per (b)(6) but for ones marked per (b)(5)

Thanks,

[redacted]

L/OES

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[redacted] (b)(5) Deliberative Process

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[redacted]

[redacted] (b)(5) Deliberative Process

[redacted] (b)(5) Deliberative Process

Thanks

[redacted]

From: [redacted]
Sent: Wednesday, June 02, 2010 10:10 PM
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Subject: U.S. flagged vessels

[redacted] etal, great job, thanks!!!

Worth the read from bottom to top!!

Best

[redacted]

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- Although the facts are uncertain, Challenger II is believed to be currently in the Cypriot port of Limassol, with the likely intent of breaching the blockade in the coming days. Cypriot authorities have stated that they are not allowing ships to depart for the blockade.

- It appears there are 12-20 persons on each vessel; Challenger II does not appear to have any AMCITs on board. As a pleasure craft, it is not equipped with identification/tracking gear, which makes it harder to track its location.

Legal issues and possible courses of action

- Challenger II in port:

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

o Cyprus is exercising its own domestic legal authorities to keep the vessel in port. We do not have visibility on what those authorities are and how long the vessel may be detained pursuant to Cyprus law. Should the vessel depart for Gaza, it could be in the vicinity of the blockaded area within approximately 15 hours.

o Coast Guard informs us that options are potentially available for the U.S. to facilitate a temporary or even longer term detention of the Challenger II in the port of Limassol. This would involve requesting that the Cyprus port authorities inspect the vessel and assess whether it is operating lawfully with the appropriate regulatory certificates.

[redacted]

(b)(5) Deliberative Process

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[redacted]

(b)(5) Deliberative Process

o Whether this could be effectively executed would likely depend on the availability of law enforcement or military assets physically present on scene.

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[redacted]

(b)(5) Deliberative Process

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Sent: Wednesday, June 02, 2010 12:12 PM

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To: [redacted]
Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

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Pol-Mil Officer

Office of Israel and Palestinian Affairs

U.S. Department of State

Unclassified: [redacted]

Classified: [redacted]

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[redacted]

[redacted]