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Vessel Name: CHALLENGER I	VIN: DL8171AC	Flag: UNITED STATES	Length: 66	Tonnage(GR
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FREE GAZA MOVEMENT Address	City	Corporation State Zip	Country	Province
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Team Lead: Status:	Closed - Adminis	trative Action		
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Documents and Certificates:

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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 the standard standard of Marinos, the standard standa

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

Ms. 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. **Construction** was identified on the Cyprus Transit Log. **Construction** (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 Brazillan.

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 salled 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:

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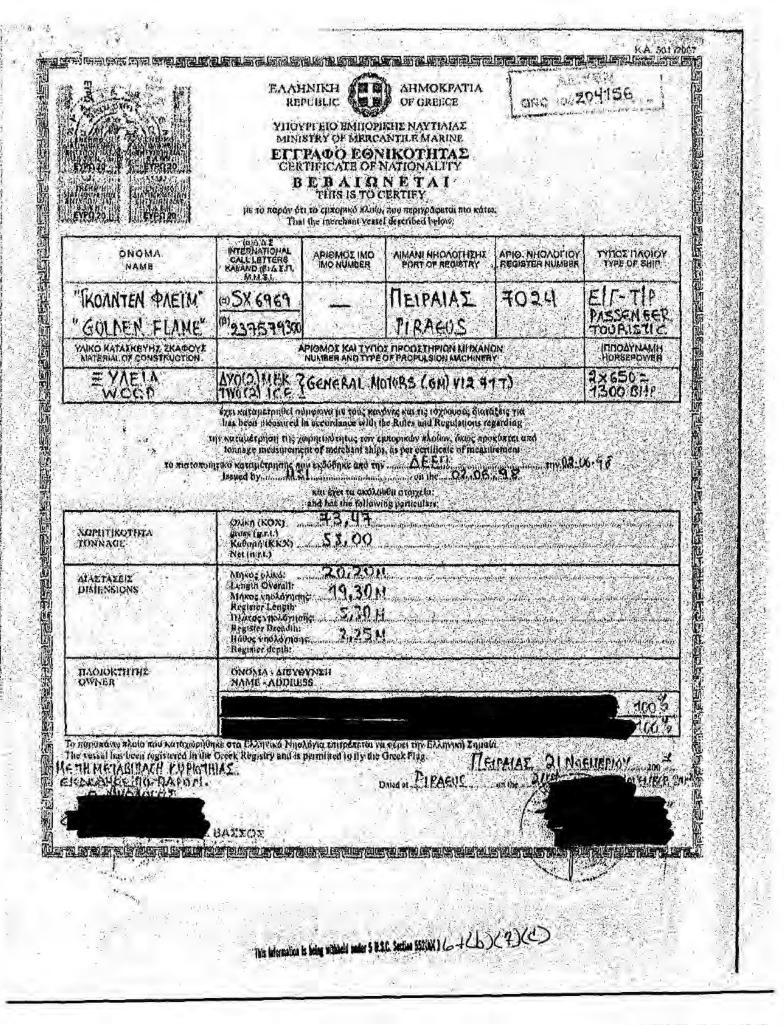
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TOTANOS A.

Bis information is being without under 5 V.S.C. Section 552004 1/6-4 (Jo) (4)(C)

HELLENIC REPUBLIC PIRAEUS CENTRAL PORT AUTHORITY Piracus, 23 March 2010

SHIPS REGISTER AND MARITIME MORTGAGES SECTION

Prot. Number: -990-

CERTIFICATE OF VESSEL OWNERSHIP

* Pirneus 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 scrial 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 Scotion, due to its sale to the foreign company "WESTERN MEDITERRANEAN TRIPS LIMITED UTABILITY 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. Piraéus, March Twenty Third Two Thousand and Ten. (23-10-2010).

Scal 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. Pirneus 26th March 2010 The Official Translators - Larger

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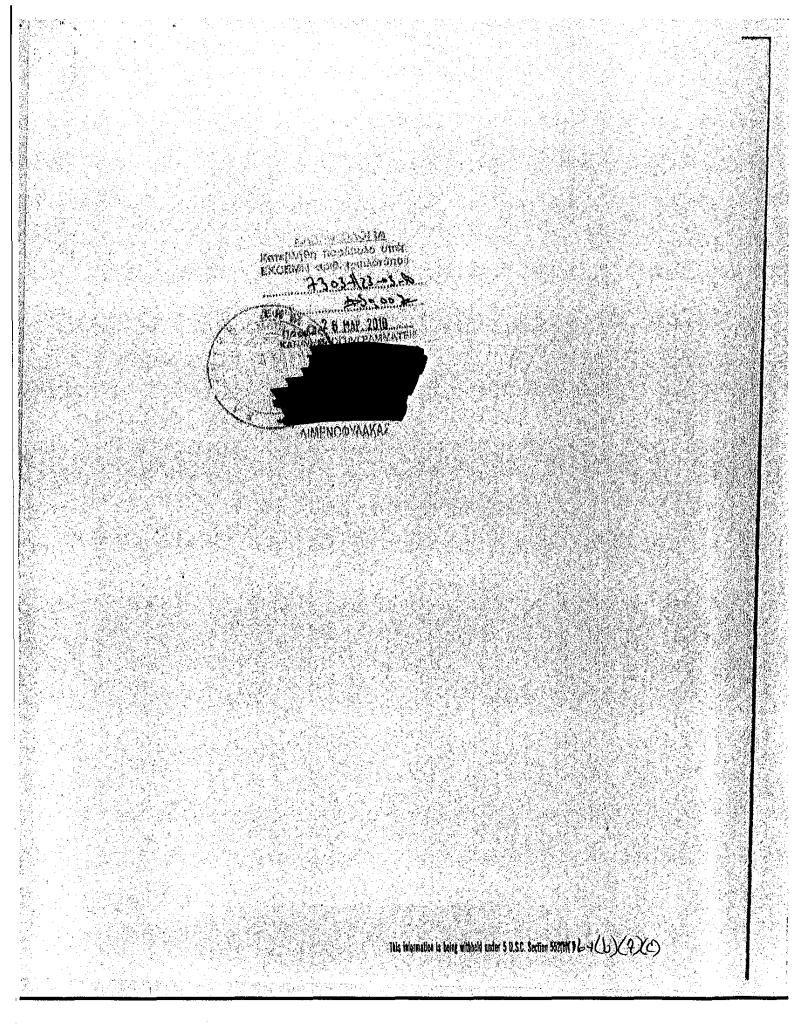
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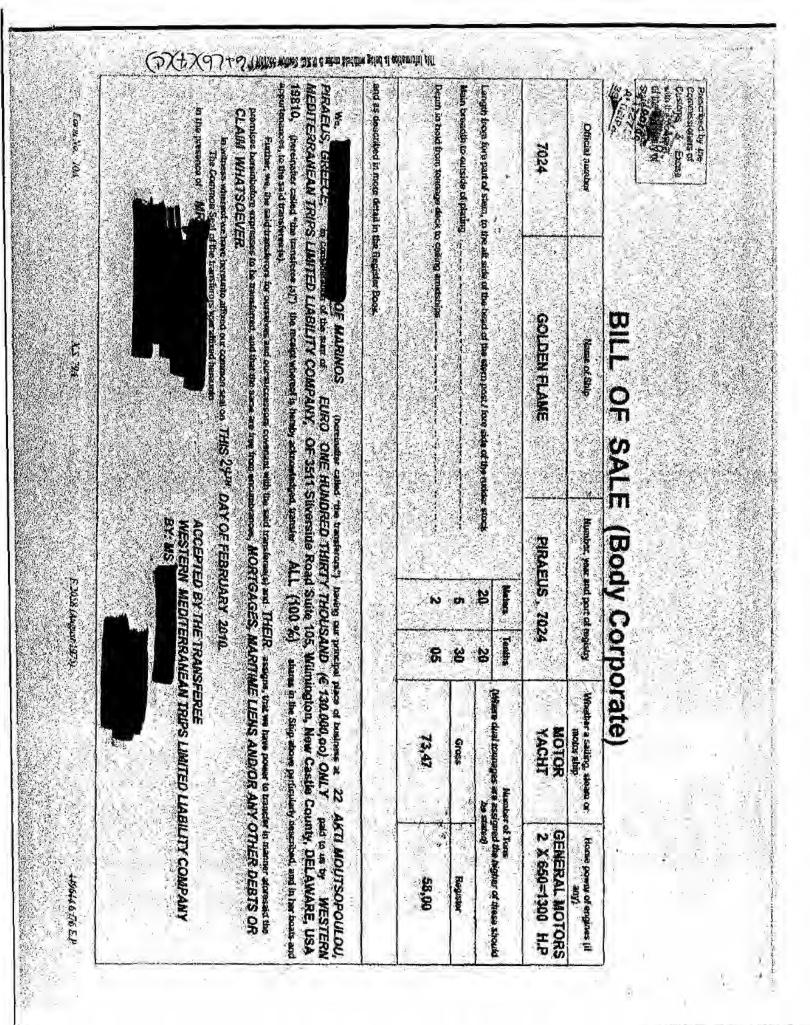
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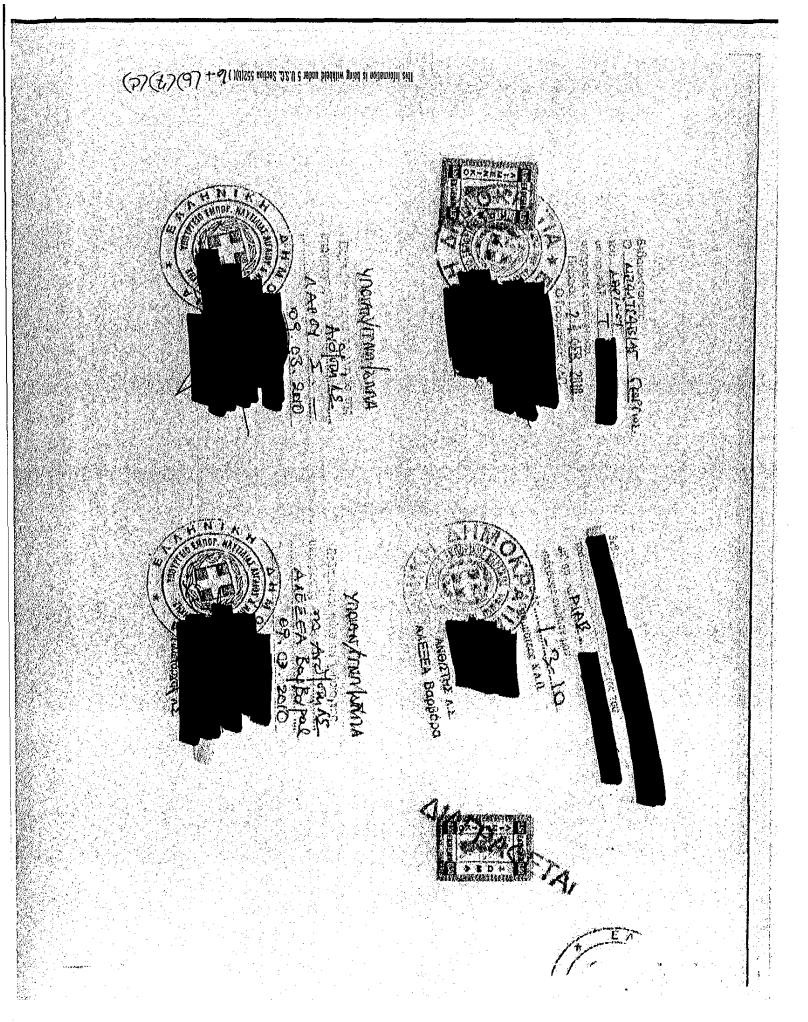
Οπως προκύπτει από τα τηρούμενα σε αυτό Νηρλόγια ΑΠ κλασης Α΄ του Αμιένα Παίραιά το Ε/Γ*Γ/Ρ "**ΓΚΟΑΝΤΕΝ ΦΑΕΙΜ**" που έχει σγγραφεί μα αριθμό 7024 ολικής χωρητικότητας κόρων 73,47 και καθαρής χωρητικότητας κόρων 58,00 Διεθνούς Διακριτικού Σήματος SX 6969 διαγραφηκε την 23-03-2010 από τα Νησλόγια Υπηρεσίας μας λόγω πωλησής του στην αλλοδαπή σταιρεία "WESTERN MEDITHRRANEAN TRIPS LIMITED LIABILITY COMPANY" με έδρω το DULAWARE των Η.Π.Α. Κατά την πμερομηνία δαιγραφής του ανήκε στον ΜΠΑΑΤΣΑΒΙΑ Γκόργιο του Μαρίνου και δεν έφερε καινένα βάρος. Πειραιάς, Είκοσι Τρεις Μάρτίου Δύο Χιλιάδιες Δάκα (23-03-2010).

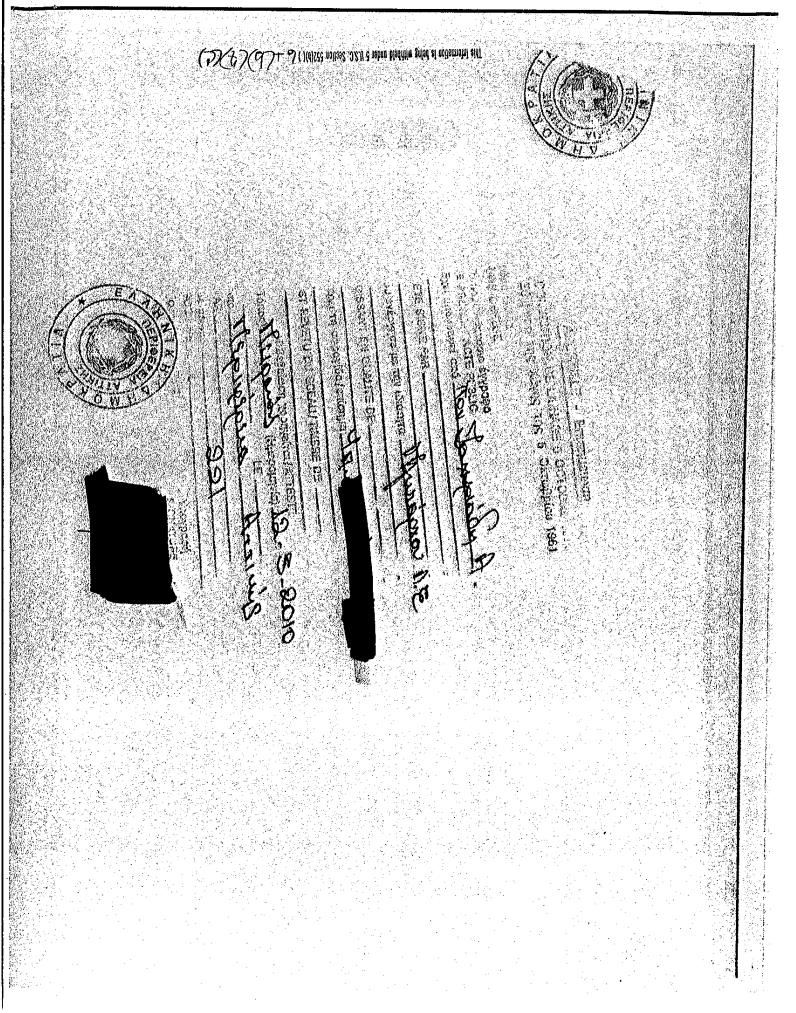
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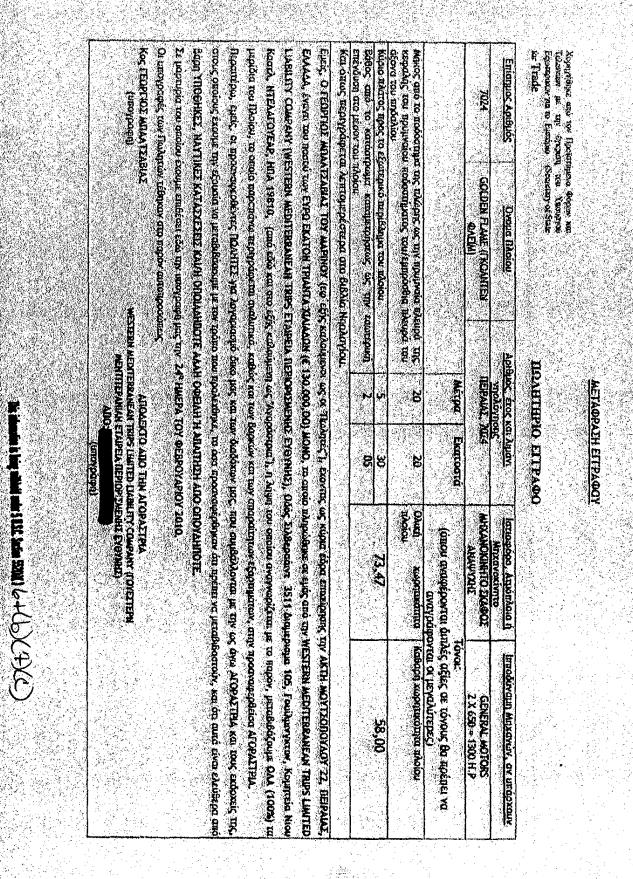
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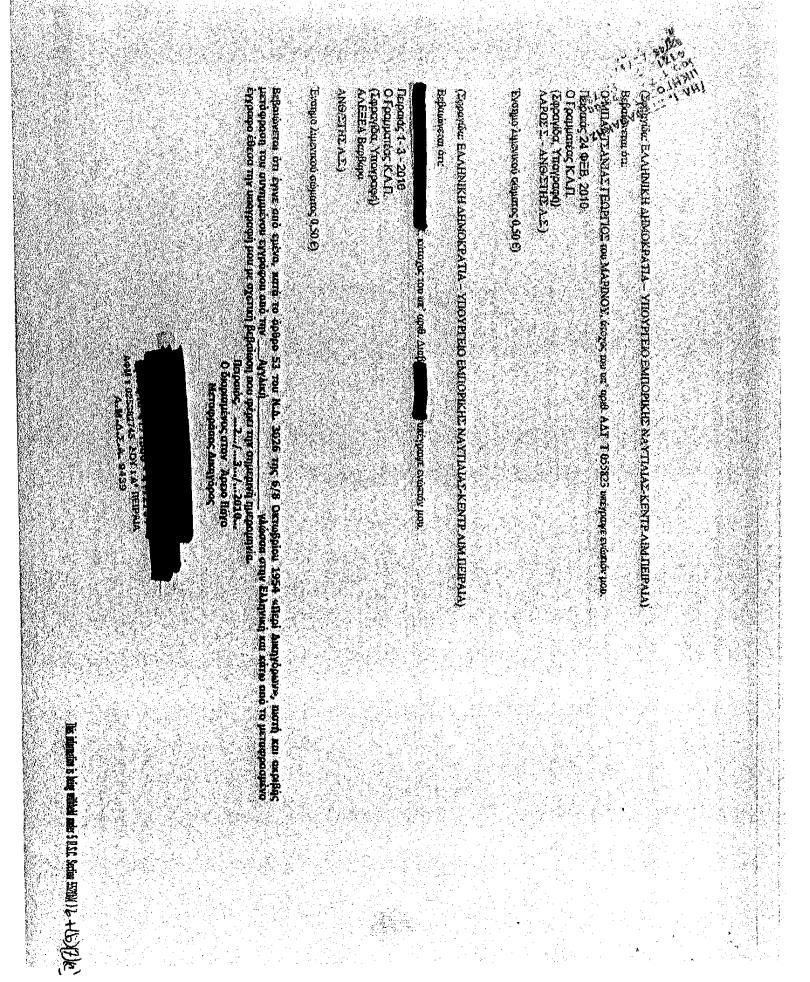


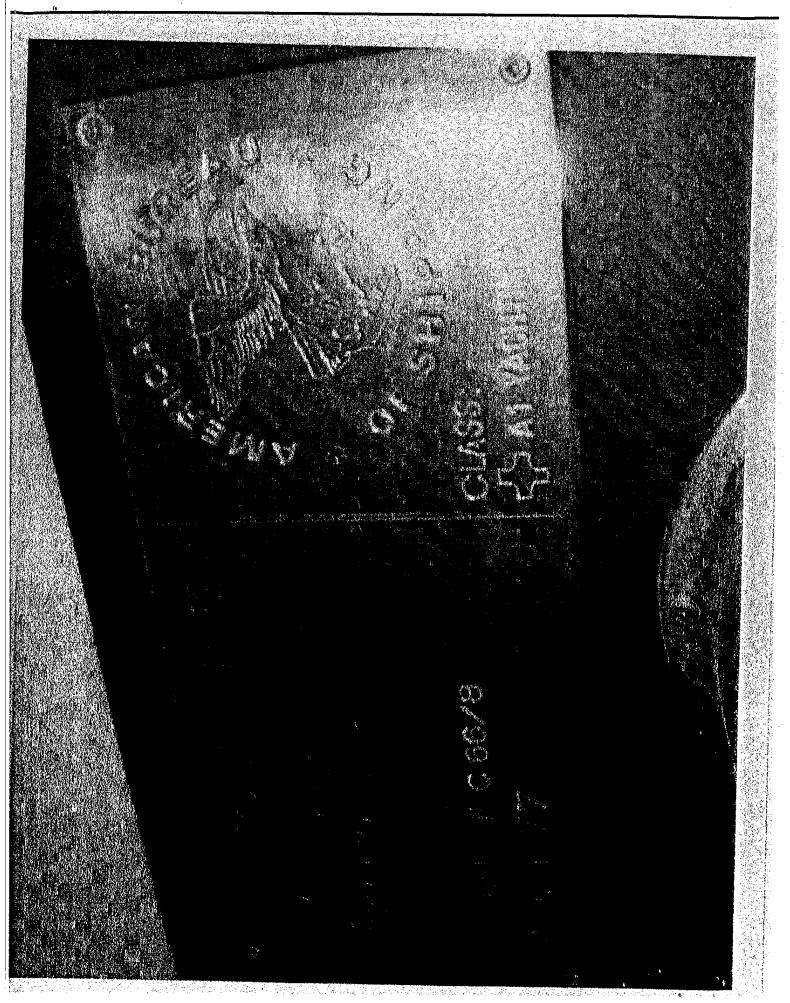


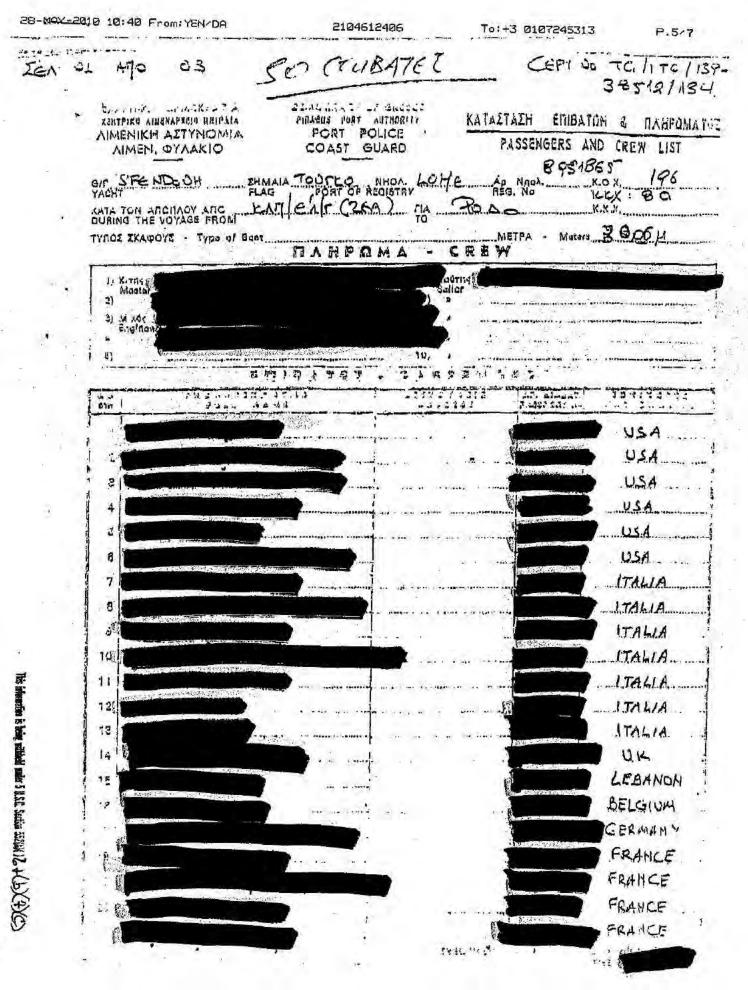












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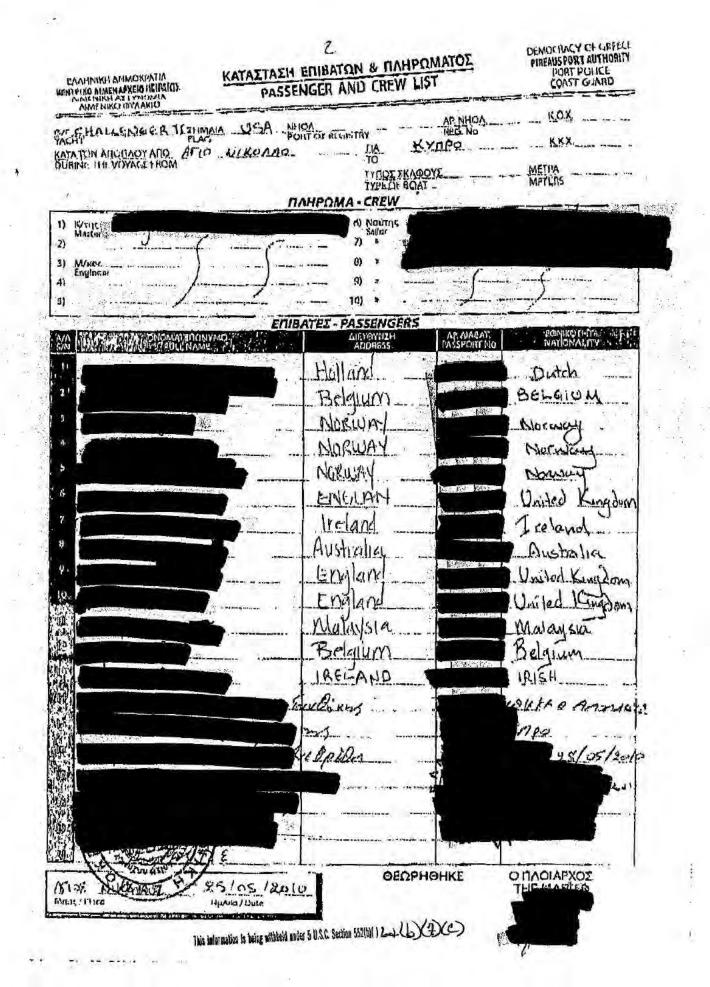
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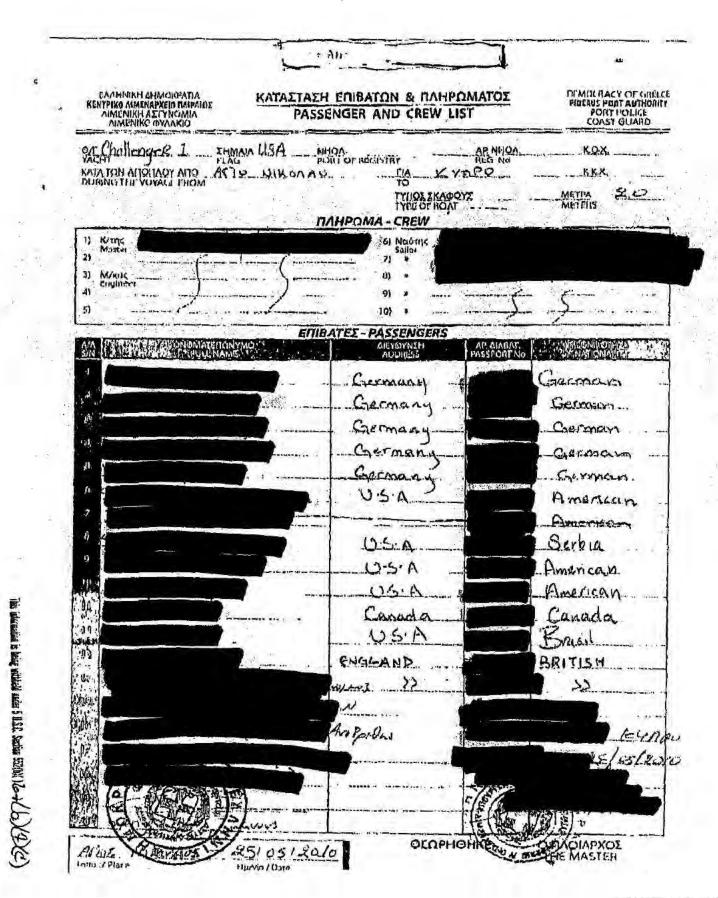
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Activity Summary Report

Participation in Freedom Flotilla 3760058

Activity ID: Activity Start Time: Originating Unit: 06/07/2010 12:22:00 PM SEC DelwrBy SEC DelwrBy **Owner Unit:** Controlling Unit: SEC DelwrBy Activity Type: Vessel Inspection/PSC Team Lead: 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 F.G. Human Rights Projects, Ltd (Free Gaza Movement)c/o Centaur Trust2 Apostolos Vamavas Street

Province 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		otor Propelled Vessels-Ya	cht. Trawler Type	Diesel
Engine Compartment:	Fuel Compartn		truction:	
Unknown	Unknown	Unkno	own	

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Activities Conducted:

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And the second second	volved Parties	la martina de la	 - 10t the -	· * *-		

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 Operator FREE GAZA MOVEMENT Web Site www.freegaza.org/ Phone Number +357 99 081 767 Other Primary

Inspection Results

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Results

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Date

Inspection Results - Deficiencies

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Documents and Certificates:

Certificates: **Document Description**

Issue Date Expire Date

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This information is being withheld under 5 U.S.C. Section 552(b) 1 6.4 (b) (4)(c)

Documents and Certificates: (Continued)

Documents:

Description

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

Narrative Summary:

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. **Control** a control of the vessel on behalf of WMT Plus. Ms. **Control** was an Australian school teacher, a human rights activist and an organizer for the Free Gaza Movement (FGM) (www.freegaza.org).

Ms. 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. State Board Board Board Board 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 Israell blockade of Gaza. The flotilla's flagship was the M/V MAVI MARMARA and the voyage was noteworthy for the Israell 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 casuallies 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 Flotilia at the next opportunity.

Activity Action Log:

SEC DelwrBy

06/07/2010

Action"

Eff. Date Unit Individual Description
06/07/2010 SEC DelwrBy
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Activity Created: Status: "Open - In

Status Changed to "Closed - Administrative

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

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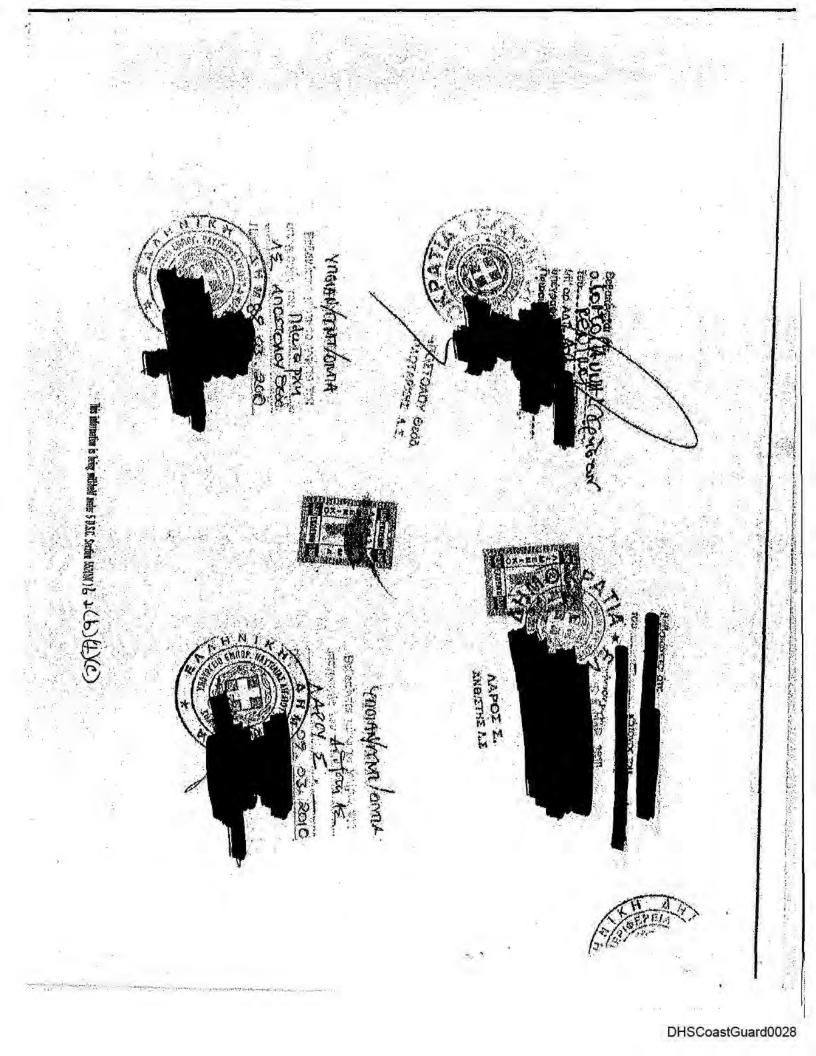
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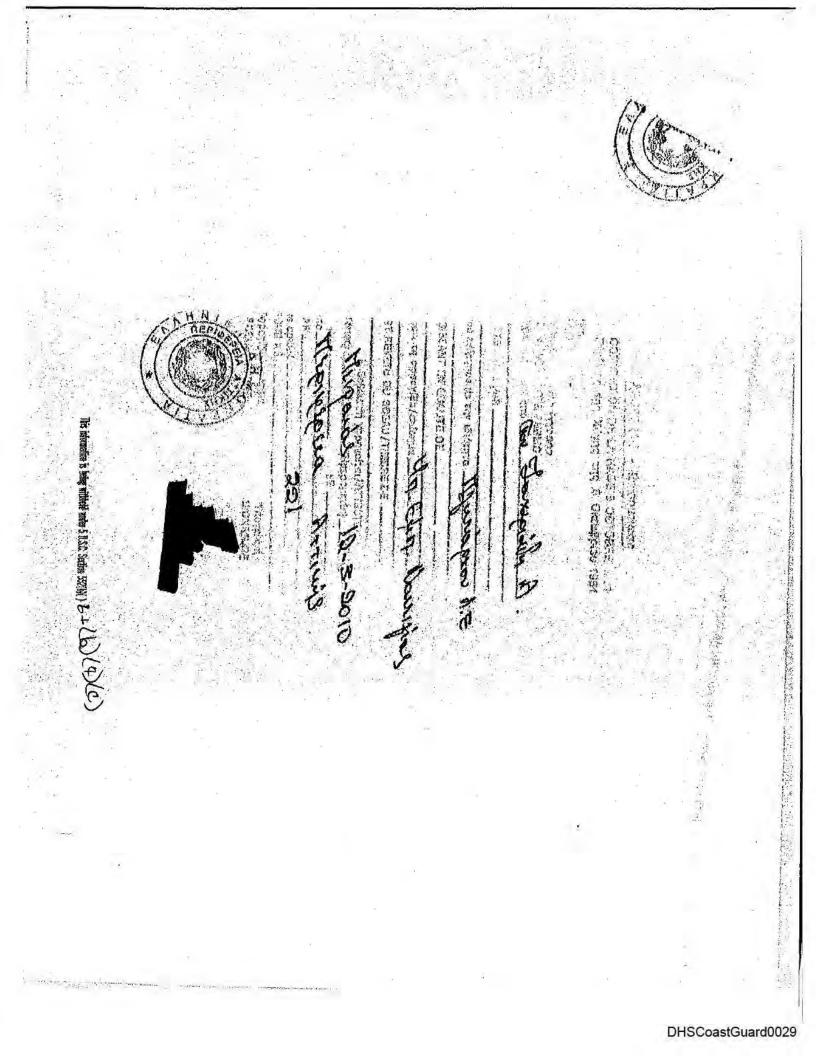
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Και όπως περιγράφεται Εμες, Η ΑΝΜΑR SHIPPIN ΤΕΘυΟΙGΑLΡΑ DISTRITO πληρώθηκε σε έμας από ΠΕΡΙΟΡΙΖΜΕΝΗΣ ΕΥΘΥΝ καλούμενη ως Άνοράστρια	SCOMPANY S. DE R.L. (ANMAR N SCOMPANY S. DE R.L. (ANMAR N CENTRAL, ANMORPATIA THE O MY WESTERN NEOTTERRANEAN RL, OBOS EMPROVINT 3511 Sout A, A Juppi nou omobile overy supplying	ropen	A S. DE RL) (A	128,41 T28,41 TY COMPANY (WESTERN WE ITY COMPANY (WESTERN WE ITY COMPANY (WESTERN WE ITY COMPANY (WESTERN WE	αχώσι του πηραιώσε Κώριο πλάτος προς το εξωτερικο περιβλημα του πλοίοι Βύθος, από το κατάστρωμα τωταμετρήστως ως την τοιωτοική <u>3</u> <u>04</u> <u>128,41</u> <u>94,93</u> Βώθος, από το κατάστρωμα του πλοίου Επόθοση στο μάσον του πλοίου Και ότημς περιγράφεται λεπιτομεράστωρα στο βήλιο Νεριλογίου. Εμας, Η ΑΝΜΑR SHIPPING COMPANY S. DE R.L. (ΑΝΜΑR ΝΑΥΤΙΚΗ ΕΤΑΙΡΕΙΑ S. DE R.L.) (το εξής καλούμενα ως οι Τιωλητίς), έχοντος ως κεριο έδρα επιχορησης την ΤΕGUCIGALPA. DISTRITO CENTRAL, ΔΗΜΟΚΡΑΤΙΑ ΤΗΣ ΟΝΔΟΥΡΑΣ, ένσιτη του ποσού των ΕΥΡΩ ΕΚΑΤΟΝ ΕΙΚΟΣΙ ΧΙΛΙΑΔΩΝ (€ 120.000,00) ΜΟΝΟ, το οποίο πληροίθηκε σε εμος στιό την WESTERN ΜΕΟΙΤΕΙΚΑΛΙΚΑΝ ΤΑΡS PLUS LIMITED LIABILITY COMPANY (WESTERN WEDITERKAREAN TRIPS PLUS ΕΓΔΙΡΕΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗΣ ΕΥΘΥΝΗΣΙ, Οδός ΕΜΡΕροάντι 3511 Διαμεριστρια 105, Γουιλμηγκτον, Κομητεία Νου Καστά, ΝΤΕΛΑΓΟΥΕΑΡ, ΗΠΑ 19810, (από είλα και στο εξός καλούμενη ως "Αγοράστρια"), η λήφη του οποίου σύσγωριζεται με το παρόν, μετιβιβοζουμε ΟΛΑ (100%) το μαρίδο του Πόσου, το αποίο παροπάνω περιοριστια εκαλυτικά
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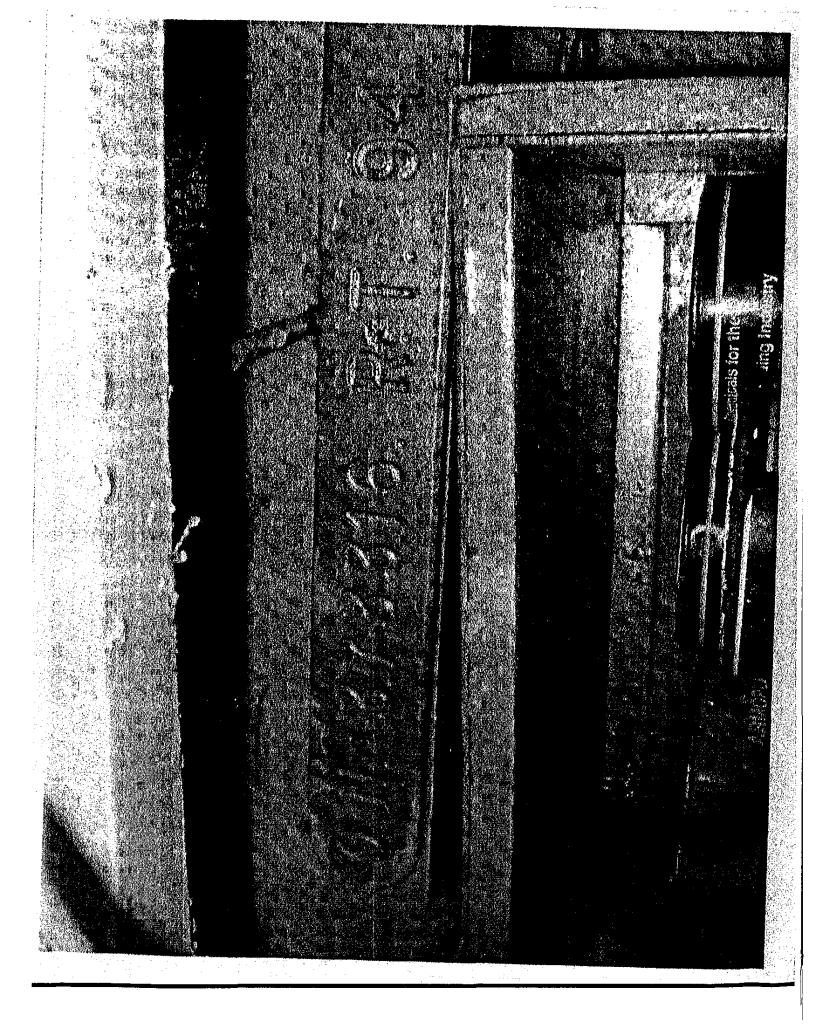
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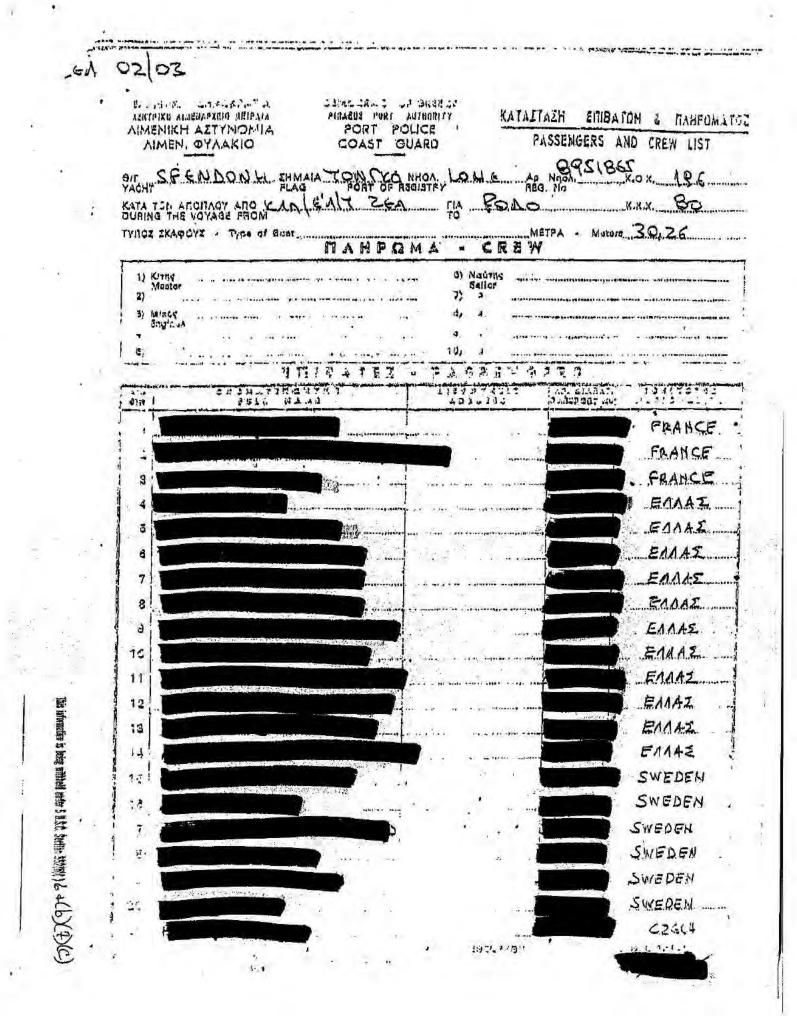
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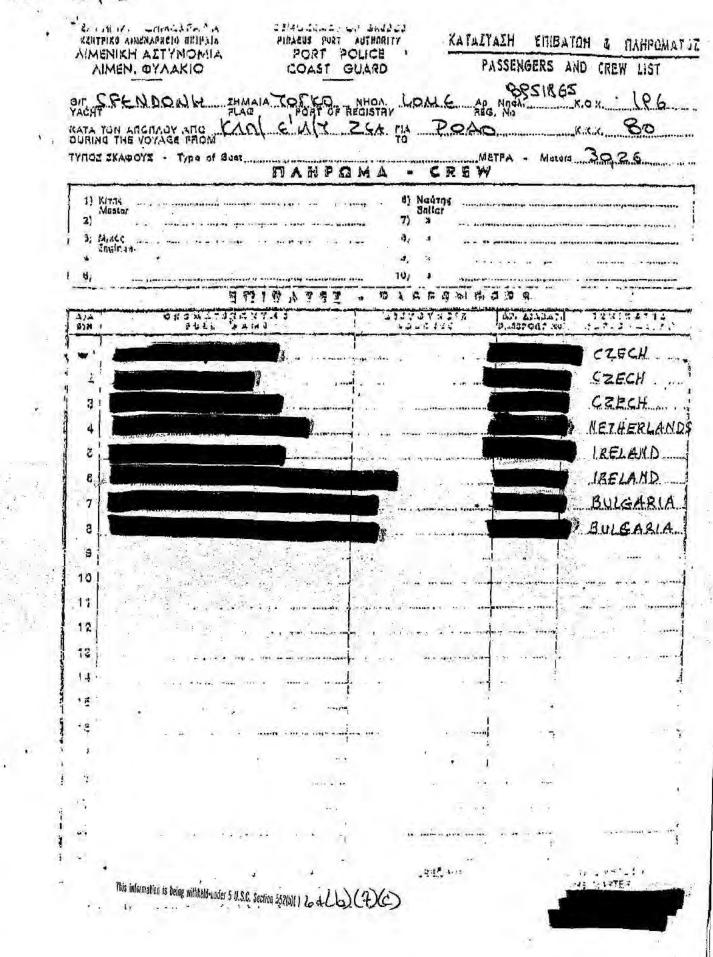


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MARITIME HOMELAND THREAT ANALYSIS DIVISION -MARITIME INTELLIGENCE ASSESSEMENT 27 July 2010 - CG-TERR-004-10

(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."

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^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.

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USCG ICC 2771_#26



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

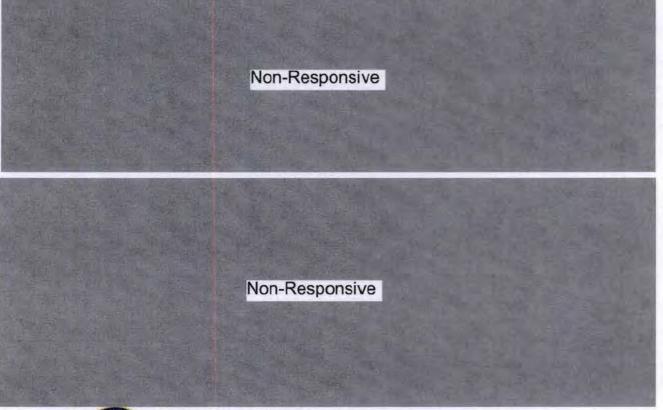


01 June 2010

(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).





(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

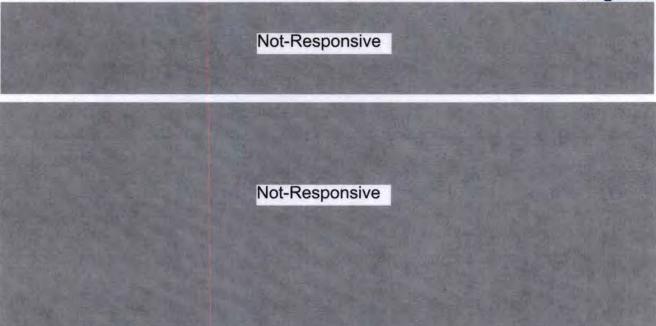
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USCG ICC 2771_#27

USCE Intelligence Highlights

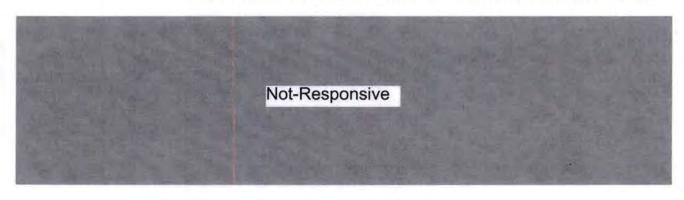




(U) Lebanon: Ship will not Head for Gaza PIR: 10.1 Worldwide Event Tracking (U)

(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



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Page 3

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USCG ICC 2771_#28

USCG Intelligence Highlights

16 July 2010



(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



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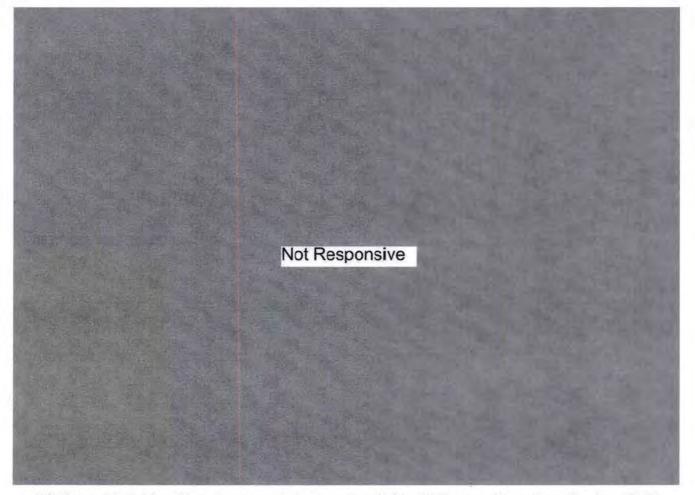
DHSCoastGuard0045



23 September 2011

USCG ICC 2771 #29

(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.



(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

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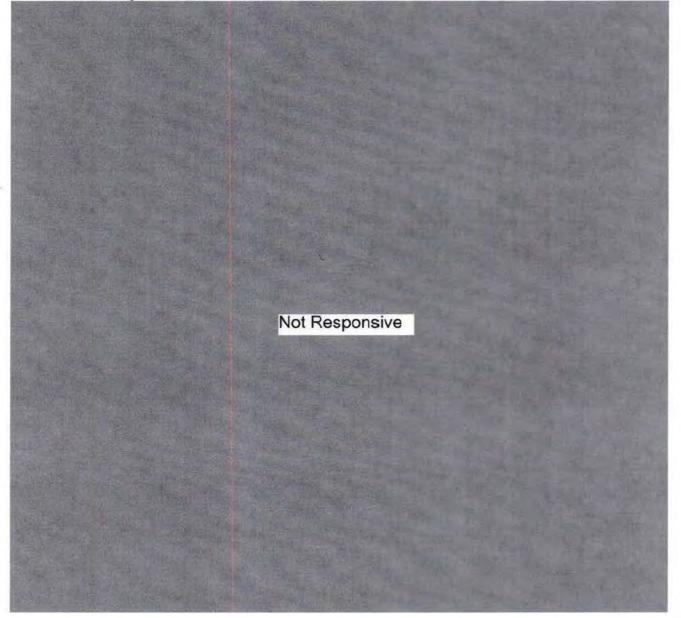
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USCE Intelligence Highlights

23 September 2011

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.



Page 2



USCG ICC 2771_#22

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USCG Intelligence Highlights



(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.

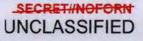
(b)(1) [1.4 (c)]

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

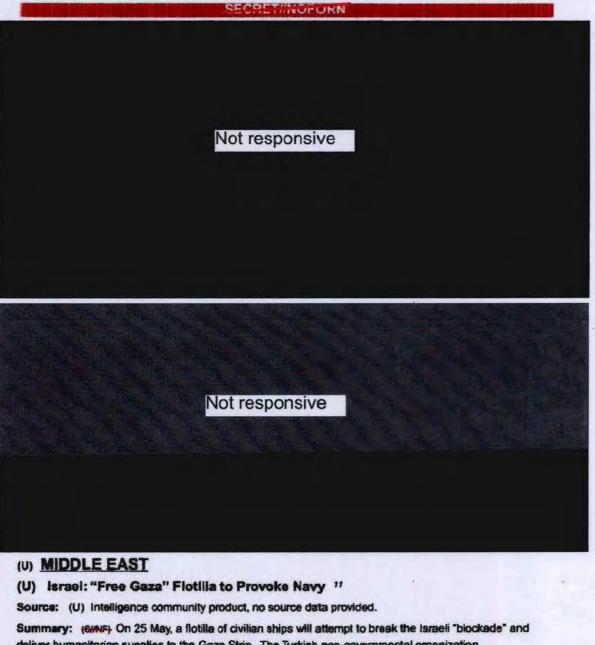
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USCG ICC 2771_#23

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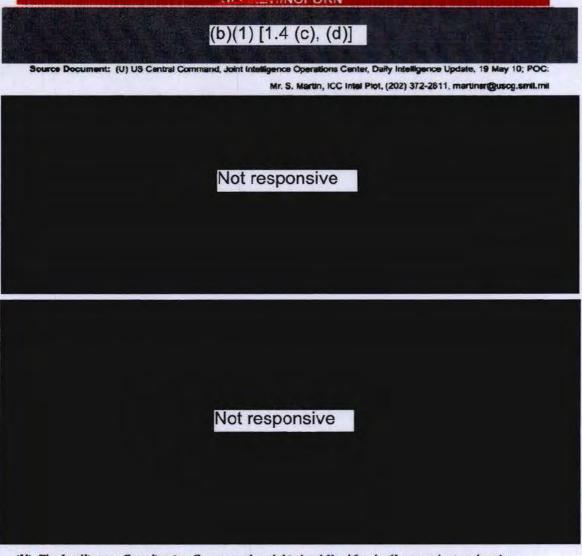
deliver humanitarian supplies to the Gaza Strip. The Turkish non-governmental organization Humanitarian Aid Foundation is leading the effort. Nine ships carrying approximately 600 passengers and 5,000 tons of supplies are en route. On 11 May, the Israeli Deputy National Security Advisor confirmed the 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.

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(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:

Not responsive

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USCG ICC 2771_#19

USCE Intolligence Highlightets

25 January 2011

	N	on-responsive		
(U) Malaysia: Cou	nter-Piracy		ing a state of the s	
PIR 10.4: Piracy and Maritim	A DAGE RESPECTIVE SALE OF CONTRACTOR OF	e Response(U)		antening and a second description of a star with the PROPER Structure, which is a second
	Na sa	Non-responsive		
U) (CHNF) Israel: Ing	ulry Clears G	overnment, Na	vy in Gaza Raid	1
PIR 3.2: High Interest Persons maritime governance (U)	, Groups or Activities -	- LE Concerns - Organiz	ed smuggling, crime, activ	ities, or lack of effective
U) (C/ATF) According to the 31 May 2010 seizure of th page report, the Turkel C	e Turkey-flagged N	M/V MAVI MARMA	RA, which resulted in	nine deaths. In Its 245-

violence. 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

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di S la s

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

Non-responsive Page 3

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DHSCoastGuard0051

Parker, Frank

From:	Parker, Frank
Sent:	Tuesday, May 24, 2011 1:31 PM
То:	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; Contraction D17DPWa/DSeris; D7DPWmi/JEmbres; D8DPWa/SHadley; Christensen, Eric CAPT; Cook, Pauline F CAPT; Sollosi, Mike; Tlapa,
	Gregory CDR; Connors, Timothy 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: <u>frank.parker@uscg.mil</u> SIPRNET: <u>parker.franklin.l@uscg.smil.mil</u> 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:

1

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
То:	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: <u>frank.parker@uscg.mil</u> SIPRNET: <u>parker.franklin.l@uscg.smil.mil</u> 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=InmDistrict®ion=8&ext=g GULF OF MEXICO LNM VIA INTERNET http://www.navcen.uscg.gov/?pageName=InmDistrict®ion=8&ext=g

ORIGINATING UNIT CCGD8 CCGD8 (OB) CCGD8 (DPB) SECTOR MOBILE (MO) SECTOR NEW ORLEANS (NO) SECTOR HOUSTON-GALVESTON (GA) SECTOR CORPUS CHRISTI (CC)

I through O

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION BEGINNING BNMS ENDING BN BNM 0072-11 (D8) BNM 0075-1

THROUGH

BNM 0073-11 (OB) BNM 0507-11 (DPB) BNM 0452-11 (MO) BNM 0711-11 (NO) BNM 0500-11 (GA) BNM 0274-11 (CC) ENDING BNMS BNM 0075-11 (D8) BNM 0075-11 (D8) BNM 0507-11 (D8) BNM 0507-11 (D9) BNM 0477-11 (MO) BNM 0742-11 (NO) BNM 0516-11 (GA) 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

Page 1 of 51 Coast Guard District 8 GULF

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

FI - 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:

АНОР	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.

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY

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://nauticakcharts.noaa.gov/nsd/cpdownload.htm are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

The Department 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.

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

GAZA MARITIME AREA

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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.

LNM: NOAA

LNM: DPW

From: Sent: Thursday, June 03, 2010 11:21 AM To: Kenney, Frederick J RADM; Weller, Cc: Christensen, Eric P CAPT FW: CHALLENGER II - Gaza Flotilla Subject: 6/10 -----Original Message-----From: Sent: Thursday, June 03, 2010 11:11 AM To: Cc: Kenney, Frederick CAPT; Lederer, Calvin Subject: CHALLENGER II - Gaza Flotilla 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.

file:////D05ms-mmst4/...s/mcintron/Home/LANT%20Mission%20Support/FOIA/FW%20CHALLENGER%20II%20-%20Gaza%20Flotilla.txt[8/22/2013 3:46:23 PM]

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.

6(6)

6(6)

		2	
			6(5)
Best Regards, b(6) (6)		

2100 Second Street, SW Washington, DC 20593

United States Coast Guard

Phone: 202-372-3791 Fax: 202-372-3972 SIPR:

le:////D05ms-mmst4/...s/mcintron/Home/LANT%20Mission%20Support/FOIA/FW%20CHALLENGER%20[1%20-%20Gaza%20Flotilia.txt[8/22/2013 3:46:23 PM]

66)

From: Kenyon, John S CAPT Sent: Thursday, June 03, 2010 11:54 AM To: Shaw, Adam J CAPT;

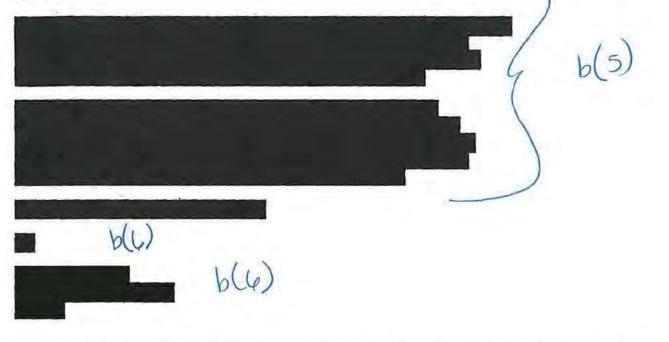
b(6)

bla

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: Kenney, Frederick CAPT Subject: Challenger II briefing document

Lincoln,



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

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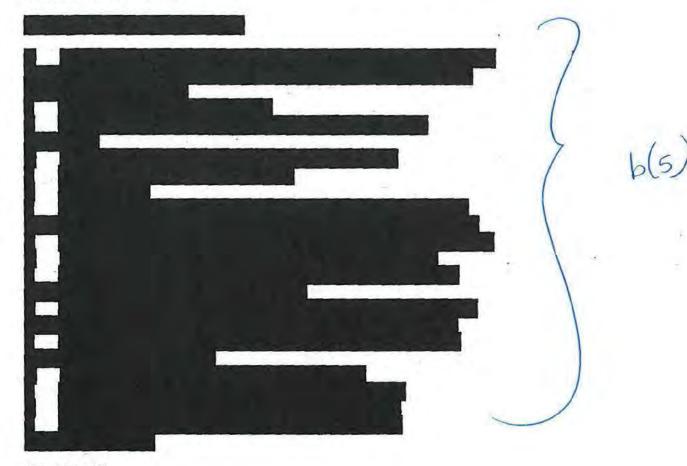
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vessel when it began to take on water as it prepared to participate in the Free Gaza Movement Freedom Flotilla. Cypriot PSC personnel also report vessel is reported to be undertaking repairs in Cyprus in the Limassol area.

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.



CG-543 POC:

olle) ble) (202) 372-1221

file:////D05ms-mmst4/users/mcintron/Home/LANT%20Mission%20Support/FOIA/FW%20Challenger%20II%20briefing%20document.txt[8/22/2013 3:43:06 PM]

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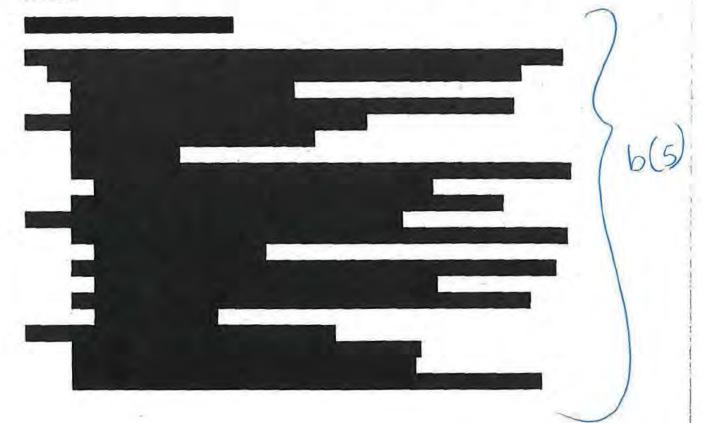
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U.S. Department of Homeland Security

United States Coast Guard



PSC 72 Box 189 APO AE 09709-0970 Phone: +31 10 442-4458 Fax: +31 10 450-4752 Email: <u>acteurinspections@uscg.mil</u> 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, <u>http://www.freegaza.org/</u> 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, <u>http://www.freegaza.or/en/home/press-releases/1189-as-american-as-apple-pie</u> 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

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

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ACTEUR.

- 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.

 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,' <u>http://freegaza.org/application-form accessed 03 June 2010;</u> (2) The Free Gaza Movement 'Passenger-notice,' <u>http://freegaza.org/en/join-in/passenger-notice;</u> (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.

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

Source: 46 CFR 67.		\cap
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For Official Use Only. This b Homeland Security, the United S preliminary research and the un-y	riefing document does not represent the official tates Coast Guard or other position of the United S	position of the Department of States Government. It represents

16700 03 Jun 2010 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)

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

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 and and lists her phone number as and her passport number as as a second s

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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

on behalf of WMT. **An example 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.

<u>http://www.freegaza.org/en/home</u> /56-news/606-passengers-listdignity-has-left-cuprus

Hull Number
DLZ12704D710Dimensions
Length Overall: 66 ft
Breadth: 11 ft
Depth: 7 ft
Gross Tons: 73
Net Tons: 58Wood Hull
Inboard 1300 hp (2 X 650 MDE)
Two Propellers
ABS A1 YachtNet Tons: 58

MV CHALLENGER II (possible aka AMAL)

Current Owner Western Mediterranean Trips Plus LLC 8511 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 WVDC confirmation)	This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services. <u>http://www.delreg.com/index.cfm</u> The signature at the end of the application is and lists her phone number as + and her passport number as
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 for for transfer by for the second of the second for behalf of WMT. It 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. <u>http://www.freegaza.org/en/home /56-news/606-passengers-list- dignity-has-left-cyprus</u>
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	This is the address for Delaware Registry Incorporated. They specialize in forming LLC's in Delaware and act as registered agents and services.	
Current Registration State of Delaware effective April 1, 2010 Pleasure Vessel Registration number DL8175AC No USCG Certificate of Documentation (<i>pending</i> <i>NVDC confirmation</i>)	http://www.delreg.com/index.cfm The signature at the end of the application is and lists his phone number as passport number as	6(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, 1** 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 for on behalf of WMT. If 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. <u>http://gaza- journey.blogspot.com/2008/08/fat</u> <u>hi-jaouadi.html</u> 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	

For Official Use Only

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

MISBERGERSTONES

Secondary Address Information Address: No Data City: No Data State: No Data Zip Code: No Data - XXXX

Back To Top

Vessel Information

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USING STRUCTURE PROVINCE

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

28-492:2010 10:40 From: YEN/DA 2104612406 To:+3 0107245313 P.5/7 CED (TUBATET CEPT DO TO /174/139-IEN OL ATO 03 38512/134 PIRAL REALT ANT ANTHONY Bernit. araditerata KATAITAIH ENIBATON & MAHPUHATUT KAUTPIKO AUMERAFREIO HEIPAIA PORT POLICE AIMENIKH ASTYNOMIA PASSENGERS AND CREW LIST COAST GUARD AIMEN, OYAAKIO 8951865 OF STENDEDH ZHMAIA TOUTED NHOA LOHE AD NADA KOX 196 YACHT FLAG (PORT OF REGISTRY REG. NO ICCX : BO 196 ENTLEAR (26A) TA HOS CATA YON ARCHAOY ARC K.X.K. METPA - Motors 3 005 H TYROI IKAUDYS . Type of Boot TANPOMA CREW Mastar MARSY KAZ OESAS POE AR 46725 Maring TANAKINOS DETROS AF2SIH127) 7) 2) D DI MAGE BAR, AND DYLDER 22231320 (ARENIN) 10 u. 6) 10, TARSZY 3 2 9 6 .85 23 ł. 113 38. · 3 ... 13 77171118 194142442 ו הנס USA USA USA USA USA USA. 8 ITALIA 7 ITALIA 3 TALIA ý ITALIA. 10 41 ITALLA. 12 JTAL/A ITALIA 13 UK 14 LEBANON 15 BELGIUM .9 GERMANY FRANCE ·我 FRANCE FRANCE FRANCE 1816 W. N. S. DHSCoastGuard0071

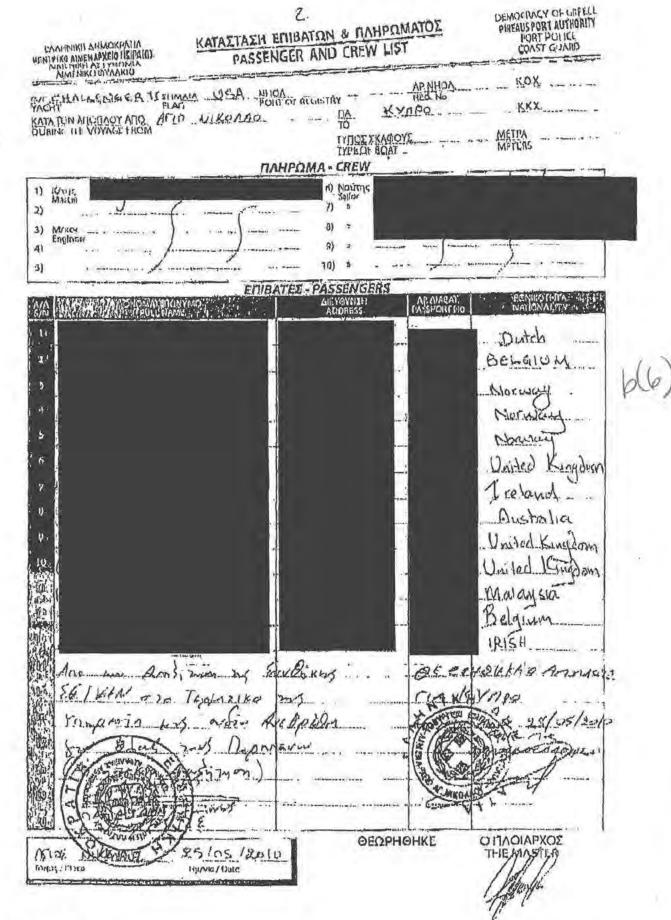
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----38 From: YEN/DA 2104512406 To:+3 0107245313 P.1/7 · · Al1ελληθικη τοι Ιμασιορατία Κεντρικό Αιμακναρχείο Παιρλίος Αιμαζαϊκή Αστηγικόταμα Αιμαζαικός Ουγλακίο DEMOLINACY OF CHULCO PIBEAUS PURT AUTHORITY PORT POLICE COAST QUARD καταστασή επιβάτων & πληρωματός PASSENGER AND CREW LIST on Challenger I. ____ IMAN USA MHOA PONT OF netabolit AP. NHQ! KQX. KAVA BUN AND LINO AND ART S. DUN ON A S. DURING THE VOYAGE FROM TO KYDER TTUOLAKAPOYZ METERS 2,00 MAHPOMA - CREW K/mgd Master 1) 6) Nadans Sailor 616, 2) 7) 3) M/sere Engineer 31 41 5) 10) ENIBATES - PASSENGERS **统**. [2]新闻 ALEVENNEH AP ALADAT. LE HULLINANG I Carcoccia Lacronaun H 1.4 Germann. JB.CMALA p. Cherman marmar 1 GALLONCA man р. 616 Germa German 051 Amarticin 2 America 1) Serbia 125:A (2-5· A America.u. AN (1.5.6 American 94 Canade Canada 119 USP For THE 103 ENGLAND BRITISH 14 the Antes may for entriting ... ATIA 22 编列 mu Suchim SKIK M SEPPORA Ar 了的 TOPENTING LIS IN Sir AND PORDAN Anonalays For leyn Res . Aspa. And 25/53/20 1-1-1-1. 2. Jul Bach OLOPHOHIKE CIAPXOL Astur. 2510512010 UNY ALU TANA TE MASTER Innu / Plare Minus / Osto

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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		
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		Initial Summary		
(U//FOUO) SUPPORT T vessels involved with the	O THE GAZA FLOTILLA flotilla movment. CURRE	.: IRT the Free Gaza Movement, NTLY, TWO VESSELS (M/V C	EIE will collect information	on on V

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 Guif of MEX.

EEIs/CONOPs

Related Links Message Entries: Vessel Entries: MIFC Case Entries: Case Entries: Ad Hoc RFIs: Case Notes: Log Entries: Vessel Threat Assessments: System Outages:

Attachments:

24 Hours Ago N

Classified up to system high level of SECRET

	CIV
From: Sent: To:	CDR Wednesday, April 13, 2011 10:56 AM CAPT;
Cc: Subject:	FW: GAZA DOCUMENTS
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YI on the Gaz	a issue.
//R	
DR Dief Operati	ons Law Group
	time and International Law (CG-0941)
mailto:prvs=0 ent: Wednesda o: c: Christense	Message 728e52e=Prem_GKumar@nss.eop.gov 77728e52e=Prem_GKumar@nss.eop.gov] On Behalf Of Kumar, Prem G. ay, April 13, 2011 10:46 AM en, Eric CAPT; Connors, Timothy CDR GAZA DOCUMENTS
	I may flip these documents, along with a few others, to SIPR and distribute to attended the IPC. WE don't plan on having another meeting soon; will depend Forts to prevent the next flotilla go. Thanks, Prem
Original	Message
	April 12, 2011 8:59 AM
c:	CAPT; SAZA DOCUMENTS
rem;	
lease find at hen the next	tached the USCG submission. Also cc'd are the USCG POCs. Can you let me know meeting is?
Original	Message
the second s	April 11, 2011 9:22 AM
lo:	P.; baumertka@state.gov CAPT; CAPT; CDR GAZA DOCUMENTS

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

CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 -----Original Message-----From: CDR Sent: Friday, April 08, 2011 5:23 PM To: P.; baumertka@state.gov Cc: CAPT; CDR Subject: GAZA DOCUMENTS Importance: High

Last week CAPT 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,

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

	CIV	
From: Sent: To: Subject: Attachments:	CDR Friday, April 08, 2011 4:02 PM LCDR FW: Gaza flotilla issue Issue Paper - enforcement action in foreign waters.FINAL.doc	
Ahhhhhhh!		
CDR Chief, Operations Office of Maritin Office: (202) 37	me and International Law (CG-0941)	
Original Mes From: Sent: Friday, Apr To: Subject: FW: Gaza	CAPT ril 08, 2011 4:02 PM CDR	
Yeasorry about	t that	
Captain, U.S. Coa CG-543	ast Guard	
From: Sent: Friday, Apr To: Cc: Subject: RE: Gaza	CDR ril 08, 2011 1:09 PM CAPT CAPT LCDR; CAPT	
Sir,		
Attached is the d	one-pager you requested that has been cleared by TJAG.	
Still waiting for	r word from State on the notice.	
V/R,		
CDR Chief, Operations Office of Maritin Office: (202) 33	me and International Law (CG-0941)	

From:	CAPT	
Sent: Friday,	April 08, 2011 10:40 AM	
To:	CDR;	LCDR
Cc:	LCDR;	F CAPT

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	Messa	ge					
From:			CDR					
Sent:	Friday,	April	08, 2011	10:35	AM	Eastern	Standard	Time
To:			CAPT	;				LCDR
Cc:					LCI	DR;		CAPT
Subje	ct: R	E: Gaza	1 flotill	a issu	e			2.20

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,

CDR		
Chief, Operations La	w Group	
	nd International Law (CG-09	941)
Office: (202) 372-3	798	
Original Messag	e	
From:	CAPT	
Sent: Friday, April	08, 2011 9:12 AM	
To:	CDR;	LCDR
Cc:	LCDR;	CAPT
Subject: RE: Gaza fl	otilla issue	

A11,

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.

interagency next week.
Who will deliver to Interagency?
Thanks,
Captain, U.S. Coast Guard CG-543
From: CDR Sent: Friday, April 08, 2011 8:55 AM To: CAPT; CAPT; CDR Cc: CAPT; CAPT; 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,
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To: CDR Cc: CDR; 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.

Captain, U.S. Coast Guard CG-543

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



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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **control** 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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 **control** 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,

LCDR

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

	CIV
From: Sent: To: Subject:	CDR Tuesday, April 05, 2011 8:24 PM LCDR FW: Gaza flotilla issue
FYSA.	
Sent with Good (www.good.com)
Original Me	LCDR
Sent: Tuesday, A To:	pril 05, 2011 07:25 PM Eastern Standard Time CAPT
Cc:	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,

----Original Message----From: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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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Per CAPT **CAPT** is 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,

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

	CIV
From: Sent: To: Subject:	LCDR Tuesday, April 12, 2011 1:38 PM CDR; CDR; LCDR 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_Conflic
ts_at_Sea

Document printed from the ICRC web site on the 12.04.2011

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

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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;

(I) 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.

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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 scientific 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

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(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. Energy 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

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(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:

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(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

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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

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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

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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:

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(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,

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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 purpose;

(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;

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(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 prisonerof-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 aircraft 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

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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.

NUTTRULIONAL NONVOLLVRIAN TAM

International Committee of the Red Cross

	CIV		
From: Sent: To: Cc: Subject: Attachments:	CDR Monday, April 11, 2011 12:47 PM CDR; GAZA DOCUMENTS Issue Paper GAZA spr.doc; GAZA NOTICE spr.doc	LCDR;	CAPT
Importance:	High		
CAPT	.,		

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,

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

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

1.1

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

CDRs, et. al.:

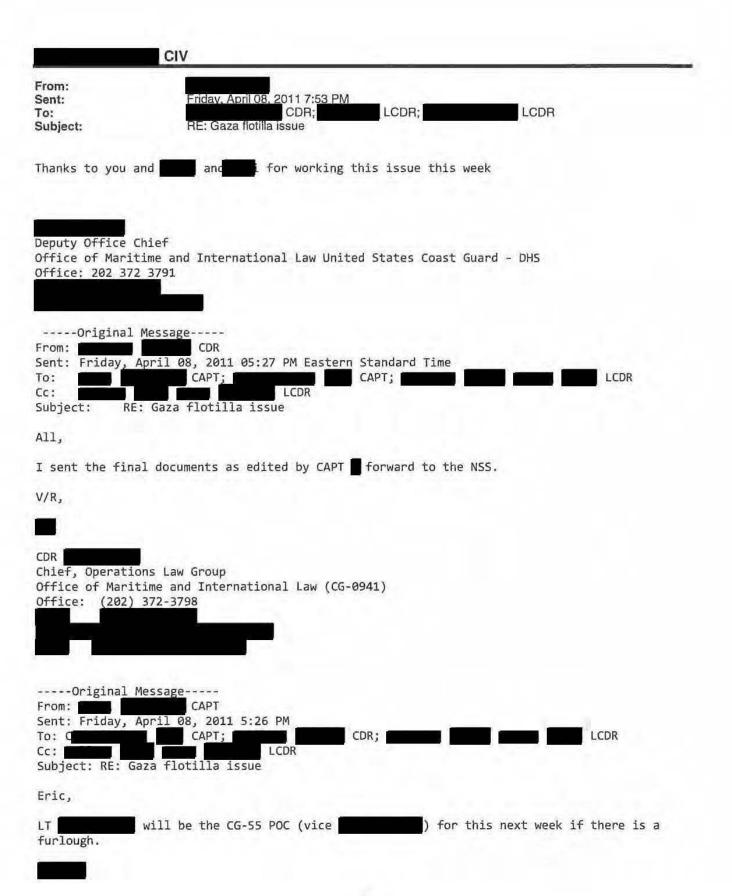
Enclosed is the latest draft of the enforcement action document.

V/r,

LCDR

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

8		



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

Original	Message			
From:		CAPT		
Sent: Friday,	April 08,	2011 9:12	AM	1.1
To:	CDR	;		LCDR
Cc:		1	CDR;	CAPT
Subject: RE:	Gaza flotil	la issue		

A11,

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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original	Message	
From:	CDR	
Sent: Friday,	April 08, 2011 8:55 AM	and the second second
To:	CAPT;	LCDR
Cc:	LCDR	CAPT
Subject: RE: 0	Saza flotilla issue	
Importance: H:	igh	

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,

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

From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To: Verseland CAPT
Cc: CDR; CDR; 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.
Captain, U.S. Coast Guard CG-543
Original Message From: Sent: Wednesday, April 06, 2011 4:46 PM
To: CAPT; CAPT; LCDR Cc: CDR; CDR; LCDR Subject: RE: Gaza flotilla issue
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
Original Message From: From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: LCDR Cc: CDR; CDR; 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.
Captain, U.S. Coast Guard CG-543
From: LCDR
3

Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT CDR; LCDR Cc: Subject: FW: Gaza flotilla issue CAPT: Dos provided the below response to your (narrowed) query. v/r, -----Original Message-----From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM To: LCDR Cc: CDR Subject: RE: Gaza flotilla issue -- 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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A CDR Cc: Subject: RE: Gaza flotilla issue Okay- I think I can narrow our request a bit. After talking with CAPT 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: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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 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.

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

	CIV	
From: Sent: To: Cc: Subject:	CAPT Monday, April 11, 2011 10:48 AM CAPT: CDR LCDR RE: Gaza flotilla issue	

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!

Captain, U.S. Coast Guard CG-543

-----Original Message--CAPT

From: Sent: Monday, April 11, 2011 9:45 AM

CDR; To:

LCDR; CAPT Subject: RE: Gaza flotilla issue

A11,

Cc:

Where do you want the NAVTEX sent? Mr. 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.

LCDR

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.

1

CAPT

CAPT

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

CDR;

Original Message From: CDR CDR Sent: Friday, April 08, 2011 5:28 PM	
To: F CAPT; CAPT; CAPT; CC: LCDR Subject: RE: Gaza flotilla issue	LCDR
All,	
I sent the final documents as edited by CAPT 🛛 forward to the NSS.	
V/R,	
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798	
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 Cc: Weller, Alex; Moon, Youngmee LCDR Subject: RE: Gaza flotilla issue	LCDR
Eric,	
LT will be the CG-55 POC (vice) for this next week if furlough.	there is a
CAPT Deputy Director Marine Transportation Systems Management COMDT(CG-55d) (202)372-1505	
Original Message From: CAPT	
Sent: Friday, April 08, 2011 9:12 AM	
To: CDR; LCDR; LCDR; CC: CDR; CC: CDR; CC: CC: CC: CC: CC: CC: CC: CC: CC: CC	
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.

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

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

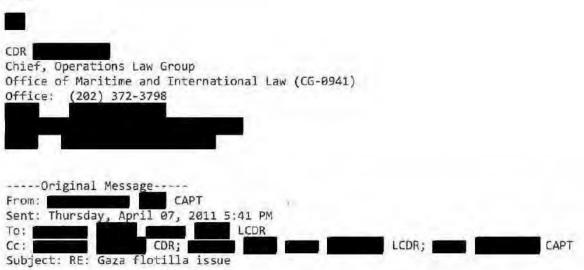
----Original Message-----From: Constant CDR Sent: Friday, April 08, 2011 8:55 AM To: Constant Constant Constant Constant Constant Const Cc: Constant Constant Constant Constant Const Subject: RE: Gaza flotilla issue Importance: High

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,



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.

Captain, U.S. Coast Guard CG-543

From: Sent: Wednesday, April 06, 2011 4:46 PM To: CAPT; CAPT; CAPT Cc: CDR; CDR Subject: RE: Gaza flotilla issue
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: CDR Cc: CDR; CDR; CDR 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.
Captain, U.S. Coast Guard CG-543
Original Message From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT Cc: CDR; CDR; LCDR Subject: FW: Gaza flotilla issue
CAPT:
Dos provided the below response to your (narrowed) query.
v/r,
Original Message From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM To: LCDR Cc: LCDR CDR

Subject: RE: Gaza flotilla issue

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:

[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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **control**, 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control of** 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 **example** 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,

-

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

6

	CIV
From:	FCAPT
Sent:	Monday, April 11, 2011 9:45 AM
Го:	CDR: LCDR
Co:	LCDR; CDR;
	CAPT
Subject:	RE: Gaza flotilla issue
Attachments:	GAZA.NOTICE.FINAL.DOC; Issue Paper.GAZA.FINAL.DOC; RE: Gaza flotilla issue
411,	

Where do you want the NAVTEX sent? Mr. ______ 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

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

Original Message From: CDR Sent: Friday, April 08, 2011 5:28 PM		
To: F CAPT;	CAPT;	LCDR
Cc: LCDR		
Subject: RE: Gaza flotilla issue		
All,		
I sent the final documents as edited by C	CAPT forward to the NSS.	
V/R,		
CDR CDR		

Chief, Operations Law Group

Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message From: Ender F CAPT Sent: Friday, April 08, 2011 5:26 PM To: CAPT; CAPT; CDR; CDR; CDR; CDR Cc: LCDR Subject: RE: Gaza flotilla issue
Eric,
LT will be the CG-55 POC (for this next week if there is a furlough.
CAPT Deputy Director Marine Transportation Systems Management COMDT(CG-55d) (202)372-1505
Original Message From: CAPT Sent: Friday, April 08, 2011 9:12 AM To: CDR; CDR; Cc: CCR; CCR; CCR; CCR; CCR; Subject: RE: Gaza flotilla issue
A11,
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.
- I assume could put this out once we have concurrence from the interagency next week.
Who will deliver to Interagency?
Thanks,
Captain, U.S. Coast Guard CG-543
Original Message From: CDR Sent: Friday, April 08, 2011 8:55 AM To: CAPT; CCR Cc: CAPT; CAPT; CAPT
2

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,

CDR				
Chief, Operation				
		ional Law (CG-094	41)	
Office: (202) :	372-3798			
	<u>8</u>			
Original Mo				
From:	CAPT			
Sent: Thursday,		5.41 DM		
To:	April 07, 2011 .	LCDR		
Cc:	CDR;	LCDN	LCDR;	CAPT
The second se	za flotilla issue	2	LCDR,	CAPI
Subject. NE. 0a.	a inorning room	8		

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.

Captain, U.S. Coast Guard CG-543
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Original Message From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT Cc: CDR; CDR; LCDR Subject: FW: Gaza flotilla issue
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v/r,
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Thanks, Kevin

SBU This email is UNCLASSIFIED

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

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

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Thanks.

v/r,

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

- Q.

DHSCoastGuard0153

DHSCoastGuard0155

and the second second

	CIV
From: Sent: To: Cc: Subject:	Monday, April 11, 2011 9:40 AM F CAPT 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.

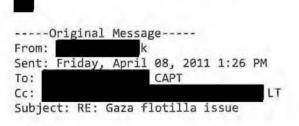
Commandant (CG-5531) Office of Navigation Systems

COMMANDANT (CG-5531) US COAST GUARD 2100 2ND STREET SW STOP 7580 WASHINGTON DC 20593-7580

Tel: (202) 372-1551 Fax: (202) 372-1992

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?



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.

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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.

Commandant (CG-5531) Office of Navigation Systems

COMMANDANT (CG-5531) US COAST GUARD 2100 2ND STREET SW STOP 7580 WASHINGTON DC 20593-7580

Tel: (202) 372-1551 Fax: (202) 372-1992

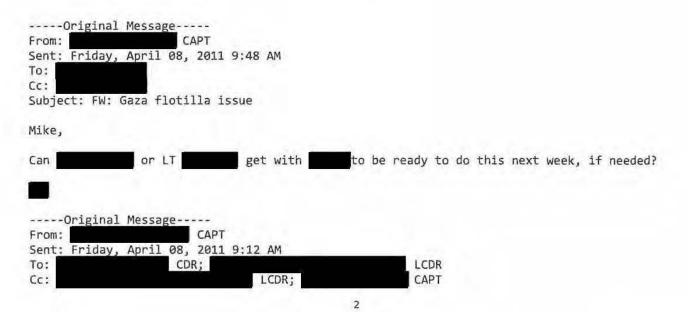
(Driginal	Messag	ge			
From:			FC	APT		
Sent:	Friday,	April	08,	2011	12:33	PM
To:						
Subje	ct: RE: •	Gaza f	loti	lla i	ssue	

Frank,

What's the difference?

	Original	Messa	ge				
From:							
Sent:	Friday,	April	08,	2011	9:57	AM	
To:			CAP	Т;			
Subje	ct: RE:	Gaza f	loti	lla i	ssue		

How is this supposed to go out? NAVAREA IV and Hydrolant? Include the Pacific?



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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original	l Message	
From:	CDR	
Sent: Friday,	, April 08, 2011 8:55 AM	
To:	CAPT;	LCDR
Cc:	LCDR;	CAPT
Subject: RE:	Gaza flotilla issue	
Importance: H	ligh	
importance. I	14611	

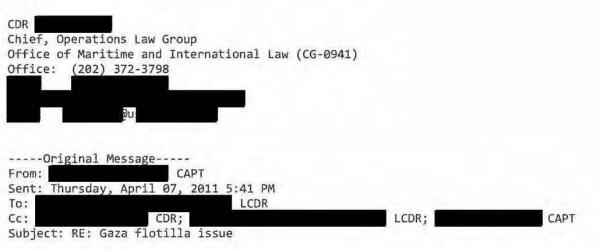
CAPT,

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V/R,

TPC



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.

Captain,	U.S.	Coast	Guard	
CG-543				

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

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

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

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

"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.

Captain, U	.S. Coast Guard		
CG-543			
Onizi	anl Mossage		
From:	LCDR		
Sent: Wedne	esday, April 06, 20	011 3:22 PM	
To:	Eric CAPT		
Cc:		CDR;	LCDR
Subject: Fl	W: Gaza flotilla i	ssue	
CAPT:			

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

Here is all we really need to say:

v/r,

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

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:

[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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: Timothy CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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 **CAPT** 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,

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

	CIV
From: Sent: To: Cc: Subject:	CDR Friday, April 08, 2011 3:33 PM Eric CAPT; LCDR; RE: Gaza flotilla issue
Sir,	
	question - did you make your edits to the one-pager in the document itself? I e sure I accurately reflect them.
V/R,	
.	
CDR Chief, Operation Office of Mariti Office: (202) 3	me and International Law (CG-0941)
To: Cc:	ril 08, 2011 2:40 PM CDR; CDR; CDR; CDR; CDR; CAPT Ca flotilla issue
Tim,	
	on my edits then I am sure either CDR forms or Kevin Baumert at State can pass consideration. I think both the Nav Warning text and one-pager are good to
Captain, U.S. Co CG-543	past Guard
To: Cc: Cc:	cDR oril 08, 2011 2:01 PM CAPT; CAPT; CAPT; CAPT; CAPT a 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.

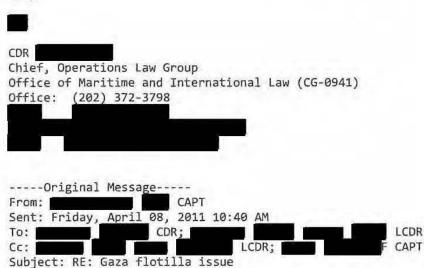
Much discussion down here regarding use of the 835, I'll leave that issue to Alex.

V/R,
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
From: CAPT Sent: Friday, April 08, 2011 1:52 PM To: COMPANY COR; COR; COR; CAPT Cc: CAPT Subject: RE: Gaza flotilla issue
Thanks
A couple comments:
Captain, U.S. Coast Guard CG-543
Original Message From: Content of CDR Sent: Friday, April 08, 2011 1:09 PM To: CAPT; CAPT; CAPT; CAPT Cc: CAPT 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,



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)

Origi	nal Message
From:	CDR
Sent: Frid	y, April_08, 2011 10:35 AM Eastern Standard Time
To:	CAPT; CAPT LCDR
Cc:	LCDR; 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,

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

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

A11,

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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

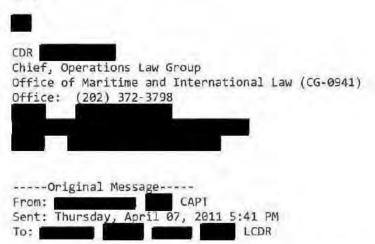
Original Message		
From: CDR		
Sent: Friday, April 08, 201	1 8:55 AM	1
To: Eric CAPT;		LCDR
Cc:	LCDR;	F CAPT
Subject: RE: Gaza flotilla	issue	
Importance: High		

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,



4

Timothy CDR; LCDR; F CAPT Cc: 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. Captain, U.S. Coast Guard CG-543 -----Original Message-----From: Sent: Wednesday, April 06, 2011 4:46 PM LCDR To: CAPT; CDR; LCDR Cc: Subject: RE: Gaza flotilla issue Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC? Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791 ----Original Message-----From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: LCDR CDR; LCDR Cc: 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. Captain, U.S. Coast Guard CG-543 -----Original Message-----From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT Cc: CDR; LCDR Subject: FW: Gaza flotilla issue CAPT:

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

v/r,

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

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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **control** 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 control 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 **CAPT** is 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,

LCDR

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

	CIV
From: Sent: To: Cc: Subject:	CDR Friday, April 08, 2011 3:07 PM Eric CAPT; LCDR; LCDR; RE: Gaza flotilla issue
Sir,	
Roger and th	anks.
V/R,	
	tions Law Group ritime and International Law (CG-0941) 2) 372-3798
From: Sent: Friday To: Cc:	l Message CAPT , April 08, 2011 2:40 PM CDR; Anita LCDR LCDR; CAPT Gaza flotilla issue
	ar on my edits then I am sure either CDR second or Kevin Baumert at State can pass or consideration. I think both the Nav Warning text and one-pager are good to
Captain, U.S CG-543	. Coast Guard

-----Original Message-----From: CDR Sent: Friday, April 08, 2011 2:01 PM To: CAPT; CDR Cc: CAPT; CDR; F 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.

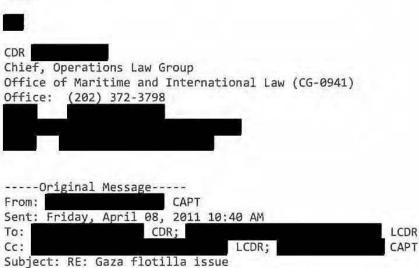
V/R,			
CDR Chief, Operations Law Office of Maritime and Office: (202) 372-37	d International Law (CG-0941)	
Original Message From: Sent: Friday, April Ø To: Cc: Subject: RE: Gaza flo	CAPT 8, 2011 1:52 PM CDR; LCDR; COR;	LCDR CAPT	
Thanks			
A couple comments:			
			÷
Captain, U.S. Coast G CG-543	uard		
Original Message From: Friday, April 0 To: Friday, April 0 Cc:	CDR	LCDR CAPT	

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,



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	l Messa	age					
From:	80 - 1889 		CDR					
Sent:	Friday,	April	08, 2011	10:35	AM	Eastern	Standard	Time
To:	a chain tha that the state of the		CAPT	;				LCDR
Cc:					LCI	DR;		CAPT
Subje	ct: R	E: Gaz	a flotill	a issu	e	A VIENS		11.00

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,

CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 -----Original Message-----From: CAPT Sent: Friday, April 08, 2011 9:12 AM To: CDR; LCDR; LCDR; 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.

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

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

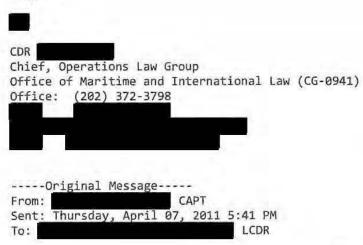
-----Original Message-----From: CDR Sent: Friday, April 08, 2011 8:55 AM To: CAPT; CDR Cc: LCDR; CAPT Subject: RE: Gaza flotilla issue Importance: High

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,



4

Cc:	CDR;	1 1 1 1	LCDR;	F CAPT
Subject: RE:	Gaza flotilla issue	Construction of the second sec		

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.

Captain, U.S. Coast Guard CG-543 ----Original Message-----From: Sent: Wednesday, April 06, 2011 4:46 PM c CAPT; LCDR To: CDR; LCDR Cc: Subject: RE: Gaza flotilla issue Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC? Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791 -----Original Message-----CAPT From: 11 Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time LCDR To: LCDR Cc: CDR; 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.

Captain, U.S. Coast Guard CG-543

Original Message	
Sent: Wednesday, April 06, 2011 3:22 PM	
CC: COR	
Subject: FW: Gaza flotilla issue	

CAPT:

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

v/r,

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

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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **control**, 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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 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,

LCDR

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

DHSCoastGuard0178

	CIV
From: Sent: To: Cc: Subject:	CAPT Friday, April 08, 2011 2:40 PM CDR: LCDR; LCDR; RE: Gaza flotilla issue
	my edits then I am sure either CDR proven or Kevin Baumert at State can pass sideration. I think both the Nav Warning text and one-pager are good to
Captain, U.S. Coas CG-543	t Guard
Original Messa From: Sent: Friday, Apri To: Cc: Subject: RE: Gaza	CDR 1 08, 2011 2:01 PM CAPT; CAPT; CAPT; CAPT; CAPT; CAPT; CAPT; CAPT; CAPT; CAPT
Sir,	
	d mention of the first two issues because we felt we didn't have facts to t. We tried to limit the field by keeping it at the highest level
Much discussion do	wn here regarding use of the 835, I'll leave that issue to the set
V/R,	
CDR Chief, Operations Office of Maritime Office: (202) 372	and International Law (CG-0941)
Original Mess From: Sent: Friday, Apri To: Cc: Subject: RE: Gaza	CAPT 1 08, 2011 1:52 PM CDR; LCDR; F CAPT

1

Thanks

A couple comments:

	-	E
Captain, U.S. Coast Guard CG-543		
Original Message From: Content of CDR Sent: Friday, April 08, 2011 1:09 PM To: CAPT; Content of CAPT; Cc: CAPT; 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,		
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798		
From: CAPT Sent: Friday, April 08, 2011 10:40 AM To: CDR; CDR; CDR; 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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	-Original	L Messa	ge					
From:			CDR					
Sent:	Friday,	April	08, 2011	10:35	AM	Eastern	Standard	Time
To:	11		CAPT	;				LCDR
Cc:	h +			41.08	LCI	DR;		CAPT
Subjed	ct: R	E: Gaza	flotill	a issu	e			a Antimaria

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,

CDR Contraction Chief, Operations Law Group	
Office of Maritime and International Law (CG-0941)	
Office: (202) 372-3798	
Original Message	
From: CAPT	
Sent: Friday, April 08, 2011 9:12 AM	
To: CDR; CDR;	LCDR
Cc: LCDR;	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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

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

From: CDR Sent: Friday, April 08, 2011 8:55 AM To: CAPT; CAPT; CAPT; CAPT; Cc: CAPT; CAPT; CAPT; 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,
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To: CC: CDR; CDR; Cc: CDR; CDR; 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.
Captain, U.S. Coast Guard CG-543
Original Message From: Sent: Wednesday, April 06, 2011 4:46 PM To: CAPT; CAPT; CAPT LCDR Cc: CDR; CDR; CDR; Subject: RE: Gaza flotilla issue
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791

4

	-Original Message					
From:	CAPT					
Sent:	Wednesday, April 06, 2	011 04:35 PM	Eastern S	Standard	Time	
To:	LCDR					
Cc:		C	DR;			LCDR
Subjed	t: RE: Gaza flotill					

Captain, U.S. Coast Guard

"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.

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

LCDR

CAPT:

CG-543

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

v/r,

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

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:

Here is all we really need to say:

http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no
12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDC CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **requested** 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **received** 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 **Exercises** 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,

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

	CIV
From: Sent: To: Cc: Subject:	CDR Friday, April 08, 2011 2:01 PM CAPT: LCDR; LCDR; 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



Captain, U.S. Coast Guard CG-543

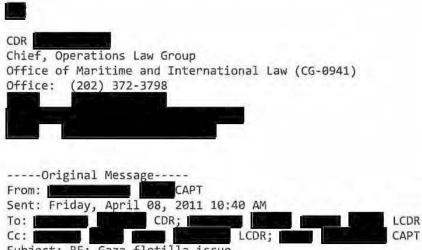
Original	Message	
From:	CDR	
Sent: Friday,	April 08, 2011 1:09 PM	and the second second
To:	CAPT;	LCDR
Cc:	LCDR; LCDR;	CAPT
Subject: RE: G	aza flotilla issue	

Sir,

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

Still waiting for word from State on the notice.

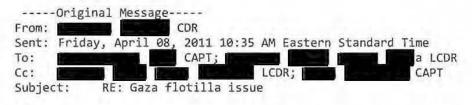
V/R,



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)



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,

CDR CDR	
Chief, Operations Law Group	
Office of Maritime and International Law (CG-0941) Office: (202) 372-3798	
Original Message	
From: CAPT	
Sent: Friday, April 08, 2011 9:12 AM	
To: CDR;	LCDR
Cc: LCDR;	CAPT
Subject: RE: Gaza flotilla issue	

A11,

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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original M	lessage	
From:	CDR	
Sent: Friday, A	April 08, 2011 8:55 AM	
To:	CAPT;	LCDR
Cc:	LCDR;	CAPT
Subject: RE: Ga	aza flotilla issue	
Importance: Hig	gh	

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,

CDR Chief, Operations Law Group

Office of Maritime and International Law (CG-09 Office: (202) 372-3798	941)	
Original Message From: CAPT		
Sent: Thursday, April 07, 2011 5:41 PM To: LCDR		-
Cc: Cc: Subject: RE: Gaza flotilla issue	LCDR;	САРТ

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.

Captain, U.S. Coast Guard CG-543 -----Original Message-----From: Sent: Wednesday, April 06, 2011 4:46 PM CAPT; To: LCDR CDR; Cc: LCDR Subject: RE: Gaza flotilla issue Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC? Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791 -----Original Message-----CAPT From: Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: LCDR Cc: CDR; 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.

Captain, U.S. Coast Guard

CG-543

----Original Message-----From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT CDR: LCDR Cc: Subject: FW: Gaza flotilla issue CAPT: Dos provided the below response to your (narrowed) query. v/r, -----Original Message-----From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM To: LCDR Cc: CDR Subject: RE: Gaza flotilla issue -- 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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue Okay- I think I can narrow our request a bit. After talking with CAPT 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: Composition 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 **Control of the second sec**

The open source into on one of the vessels suggests that its voyage is well known. I can't find anything on the second vsl.

Per CAPT **Exercises**'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,

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

	CIV	
From: Sent: To: Cc: Subject:	CAPT Friday, April 08, 2011 1:52 PM CDR: LCDR; LCDR; LCDR; CAPT RE: Gaza flotilla issue	
Thanks		
A couple comments	32	
Captain, U.S. Coa CG-543	ast Guard	
Original Mes From: Sent: Friday, Apr To: Cc: Subject: RE: Gaza	CDR ril 08, 2011 1:09 PM CAPT; LCDR; LCDR; LCDR;	
Sir,		
Attached is the c	one-pager you requested that has been cleared by TJAG.	
Still waiting for	r word from State on the notice.	
V/R,		
CDR Chief, Operations Office of Maritim Office: (202) 37	me and International Law (CG-0941)	
Original Mes	SSAGE CAPT	
From:	1	

Sent: Friday, A	pril 08, 2011 10	0:40 AM	
To:	CDR;		LCDR
Cc:		LCDR;	CAPT
Subject: RE: Ga	iza flotilla issu	ue	A second se

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)

Origi	nal Message
From:	CDR
Sent: Frida	ay, April 08, 2011 10:35 AM Eastern Standard Time
To:	LCDR.
Cc:	LCDR;
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,

الكل

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



Original	Message	
From:	CAPT	
Sent: Friday,	April 08, 2011 9:12 /	AM
To:	y CDR;	LCDR
Cc:		CDR; 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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original Message		
From: CDR		
Sent: Friday, April 08, 2011 8:55	5 AM	
To: CAPT; CAPT;		LCDR
Cc: Cc:	LCDR;	CAPT
Subject: RE: Gaza flotilla issue		
Importance: High		

CAPT,

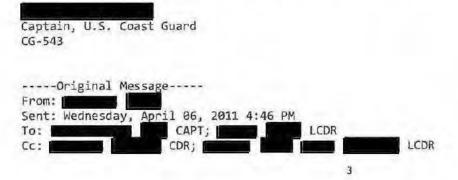
Attached please find latest version of notice after edits by DOS.

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

V/R,

CDR Constant Chief, Operations Law Group
Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message
From: CAPT
Sent: Thursday, April 07, 2011 5:41 PM
Co: CDR; CDR; CDR; CAPT
Cc: CDR; CDR; CAPT Subject: RE: Gaza flotilla issue
Subject, Mt. Oaza (Iotilia 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.



Subject: RE: Gaza flotilla issue

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

Deputy Office Chief	
Office of Maritime and International Law United States Coast Guard - DHS	
Office: 202 372 3791	
Original Message	
From: CAPT	
To: LCDR	
Cc: CDR; CDR;	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.

Captain, U.S. Coast Guard CG-543

Original	Message		
From:	LCDR		
Sent: Wednesd	ay, April 06, 2011 3:2	12 PM	
To:	CAPT		
Cc:		CDR;	LCDR
Subject: FW: 9	Gaza flotilla issue		

CAPT:

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

v/r,

-----Original Message-----From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM To: The state of the state

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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: Composition CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **provident of** 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: The Control of a LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: The Control of 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 **Contraction** 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 **descention**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,

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

	CIV
From: Sent: To: Cc: Subject: Attachments:	CDR Friday, April 08, 2011 1:09 PM CAPT: LCDR; RE: Gaza flotilla issue Issue Paper - enforcement action in foreign waters.FINAL.doc
Sir,	
Attached is the d	one-pager you requested that has been cleared by TJAG.
Still waiting for	word from State on the notice.
V/R,	
CDR Chief, Operations Office of Maritin Office: (202) 33	ne and International Law (CG-0941)
To: Cc: Subject: RE: Gaza	CAPT

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	1 Messa	ige-						
From:				CDR					
Sent:	Friday,	April	08,	2011	10:35	AM	Eastern	Standard	Time
To:				CAPT	;				LCDR
Cc:			-		e	LCI	DR;		CAPT
Subje	ct: R	E: Gaz	a fl	otill	a issu	e	20		6

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.

1

Also, we should have your one-pager today.

and the second se
CDR Chief, Operations Law Group
Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message
From: CAPT
Sent: Friday, April 08, 2011 9:12 AM To: CDR; CDR; LCDI
CC: LCDR; CAP
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.

interagency next week.

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original	1 Message	
From:	CDR	
Sent: Friday	, April 08, 2011 8:55 AM	1
To:	CAPT;	LCDR
Cc:	LCI	DR; CAPT
Subject: RE:	Gaza flotilla issue	
Importance: H	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,

CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To: Company CAPT Cc: Company CDR; CDR 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.
Captain, U.S. Coast Guard CG-543
From: Sent: Wednesday, April 06, 2011 4:46 PM To: CAPT; CAPT; CAPT Cc: CDR; CDR; CDR Subject: RE: Gaza flotilla issue
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
Original Message From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: LCDR Cc: 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. Captain, U.S. Coast Guard CG-543

Origina	al Message				
From:	LCDR				
Sent: Wednes	sday, April 06,	2011 3:22	PM		
To:	CAPT		1		
Cc:			CDR;	, E	LCDR
Subject: FW:	Gaza flotilla				

CAPT:

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

v/r,

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

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:no
12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: Cc: Subject: RE: Gaza flotilla issue Okay- I think I can narrow our request a bit. After talking with CAPT **provident of**, 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Interference** 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 **control of** 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,

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



	CIV
From: Sent: To: Cc: Subject:	CAPT Friday, April 08, 2011 10:40 AM CDR: LCDR; LCDR; 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	l Messa	ige						
From:			(CDR					
Sent:	Friday,	April	08,	2011	10:35	AM	Eastern	Standard	Time
To:				CAPT	;				LCDR
Cc:						LCI	DR;		CAPT
Subje	ct: R	E: Gaz	a fl	otill	a issu	e			

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,

CDR			
Chief, Operations Law Gr	roup		
Office of Maritime and D Office: (202) 372-3798	International	Law (CG-09	41)
Original Message			
From:	CAPT		
Sent: Friday, April 08,	2011 9:12 AM		
To: CDI			LCDR
Cc:	LCDF	ξ ;	CAPT
Subject: RE: Gaza floti	lla issue	and the	

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.

- I assume could put this out once we have concurrence from the interagency next week.
Who will deliver to Interagency?
Thanks,
Captain, U.S. Coast Guard CG-543
From: CDR Sent: Friday, April 08, 2011 8:55 AM To: CAPT; CAPT; CCR Cc: CAPT; CCR; 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,
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
Original Message From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To; CDR; CDR; Cc: CDR; CDR; 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.
Captain, U.S. Coast Guard CG-543

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

From: Sent: Wednesday, April 06, 2011 4:46 PM
To: CAPT; LCDR Cc: CDR; LCDR Subject: RE: Gaza flotilla issue LCDR
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
Original Message From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: LCDR
Cc: CDR; 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.
Captain, U.S. Coast Guard CG-543
From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT Cc: CDR; CDR; CDR; LCDR Subject: FW: Gaza flotilla issue
CAPT:
Dos provided the below response to your (narrowed) query.
v/r,
Original Message From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM To: LCDR Cc: CDR
Subject: RE: Gaza flotilla issue 3

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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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 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,

LCDR

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

	CIV	
From: Sent: To: Cc: Subject:	CDR Friday, April 08. 2011 10:36 AM CAPT: RE: Gaza flotilla issue	LCDR F CAPT

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,

CDF Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 -----Original Message-----From: Constant CAPT Sent: Friday, April 08, 2011 9:12 AM To: CDR; CDR; CDR; 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.

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

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

From: CDR

Sent: Friday	, April 08, 2011 8:55 AM	1
To:	CAPT	LCDR
Cc:	LCDR;	CAPT
Subject: RE:	Gaza flotilla issue	
Importance:	High	
CAPT,		
weeks a state		and the second s

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,

CDR		
Chief, Operations Law Group		
Office of Maritime and International Law (CG-0941)		
Office: (202) 372-3798		
and the state of the		
Original Message		
From: CAPT		
Sent: Thursday, April 07, 2011 5:41 PM		
To: a LCDR		
Cc: CDR;	LCDR;	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.

Captain, U.S. CG-543	. Coast Guard		
24.2.2			
Original	Message		
From:	, isotebe		
Sent: Wednesd	day, April 06, 2011 4:4	16 PM	
To:	CAPT;	LCDR	
Cc:	CDR;		LCDR
Subject: RE:	Gaza flotilla issue		

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

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

Original Message		
From: CAP	T.	
Sent: Wednesday, April 06, 2	2011 04:35 PM Eastern Standard Time	
To: LCDR		- There is
Cc:	CDR;	LCDR
Subject: RE: Gaza flotil	la 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.

Captain, U.S. Coast Guard CG-543 ----Original Message-----From: LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: CAPT Cc: CDR: LCDR Subject: FW: Gaza flotilla issue CAPT: Dos provided the below response to your (narrowed) query. v/r, ----Original Message-----From: baumertka@state.gov [mailto:baumertka@state.gov] Sent: Wednesday, April 06, 2011 3:16 PM LCDR To: Cc: CDR Subject: RE: Gaza flotilla issue -- 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

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Thanks, Kevin

SBU This email is UNCLASSIFIED

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

Okay- I think I can narrow our request a bit. After talking with CAPT Classical provides the 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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,

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

	CIV		
From: Sent: To: Cc: Subject: Attachments:	CAPT Friday, April 08, 2011 9:12 AM CDR: LCDR; RE: Gaza flotilla issue GAZA NOTICE V3 8APR.doc	LCDR CAPT	

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.

- I assume interagency next week.	could put	this o	ut once	we have	concurrence	from	the
Who will deliver to Interagency	?						
Thanks,							
Captain, U.S. Coast Guard CG-543							
Original Message From: CDR							
Sent: Friday, April 08, 2011 8: To: CAPT; Cc: Subject: RE: Gaza flotilla issu	LCDR;			LCDR CAPT			
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,

CDR Chief, Operations Law Group	
Office of Maritime and International Law (CG-0941) Office: (202) 372-3798	10.00

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

From: CAPT		
Sent: Thursday, April 07, 2011 5:41 PM		
To: LCDR	and the second second	
Cc: CDR; CDR;	LCDR;	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.

Captain, U.S. Coast Guard CG-543
From: The state of
Shpould we have reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
Original Message From: Constant CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: Constant COR Cc: Constant COR Subject: RE: Gaza flotilla issue
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"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 ald to Gaza.
Captain, U.S. Coast Guard CG-543
Original Message From: The LCDR Sent: Wednesday, April 06, 2011 3:22 PM To: The LCDR CAPT Cc: The LCDR CAPT

2

Subject: FW: Gaza flotilla issue

CAPT:

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

v/r,

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

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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:

http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no
12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but
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SBU This email is UNCLASSIFIED

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

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I spoke with CAPT **Control today** 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,

LCDR

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

DHSCoastGuard0227

DHSCoastGuard0228

	CIV
From:	CDR
Sent:	Friday, April 08, 2011 8:55 AM
To: Cc:	LCDR; 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.
Blanca lot mo kn	ow if you have any comments/concerns. I'm not certain who we should nut down

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

V/R,

CDR			
Chief, Operations		And the second of the second o	
	e and International Law	(CG-0941)	
Office: (202) 37	2-3798		
4	1		
	23 at 1		
Original Mes	5200		
From:	CAPT		
- 16-01 II. (16-04-18)	pril 07, 2011 5:41 PM		
To:	LCDR		
Cc:	CDR;	LCDR;	CAPT
Subject: RE: Gaza		LCON,	CALL

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.

Captain, U.S. Coast Guard CG-543 -----Original Message-----From: Sent: Wednesday, April 06, 2011 4:46 PM To: CAPT; CC: CC: CDR; CDR; Subject: RE: Gaza flotilla issue

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

Deputy	/ Office Chief					
	e of Maritime and	International	Law United	States C	Coast Guard -	DHS
Office	262 372 3791					
		in the second				
	Original Message					
From:		CAPT				
Sent:	Wednesday, April	06, 2011 04:3	5 PM Easter	n Standar	rd Time	
To:	LCD	R				
Cc:			CDR;			LCDR
Subjed	t: RE: Gaza f	lotilla issue				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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Thanks, Kevin

SBU This email is UNCLASSIFIED

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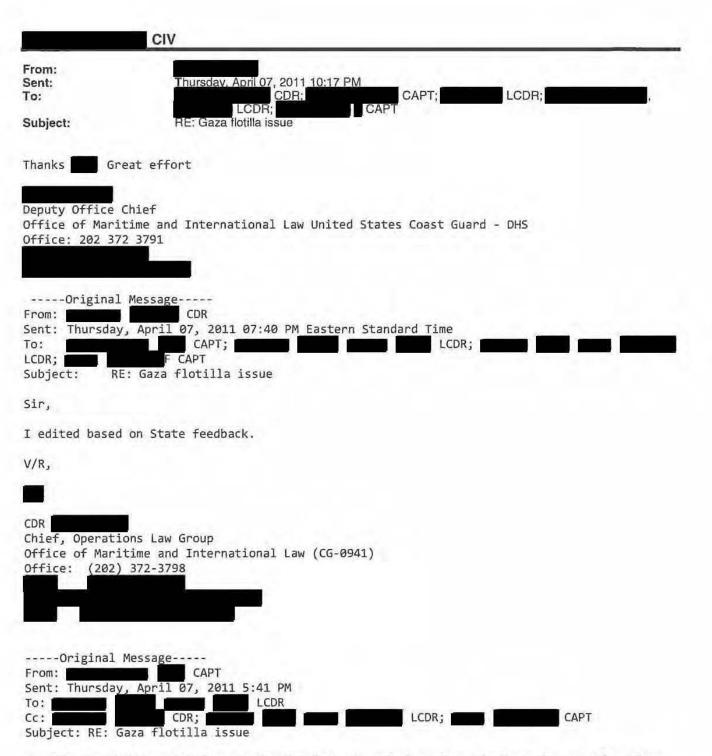
Thanks.

v/r,

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

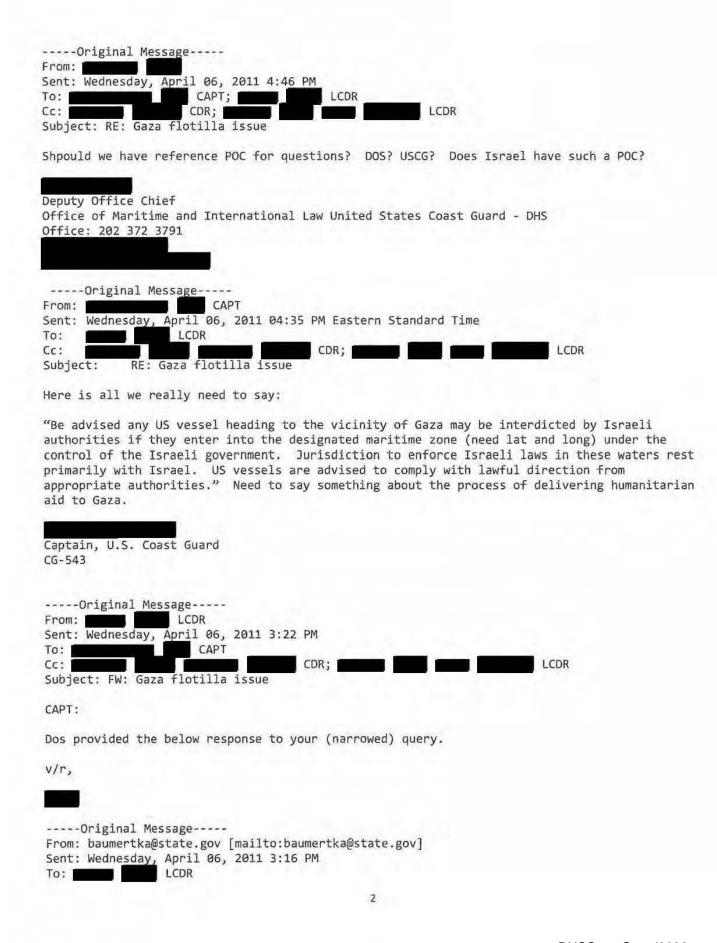


DHSCoastGuard0233



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Captain, U.S. Coast Guard CG-543



Cc: CDR

Subject: RE: Gaza flotilla issue

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[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.

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



-	CIV			
From: Sent: To: Subject:	y CDR Thursday, April 07, 2011 7:40 CAPT; LCDR; RE: Gaza flotilla issue	PM	LCDR;	
Attachments:	GAZA.NOTICE.V1.7APR.doc			
Sir,				
I edited based on	State feedback.			
V/R,				
CDR Chief, Operations Office of Maritim Office: (202) 37	e and International Law (CG-	0941)		
Original Mes From: Sent: Thursday, A To: Cc: Subject: RE: Gaza	CAPT pril 07, 2011 5:41 PM a LCDR CDR;	LC	DR;	т
from the Japanese	le a POC for our Nav Warning. government and that the CG and a reference to the proc	would update	as needed (see attache	
Captain, U.S. Coa CG-543	st Guard			
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Shpould we have r	reference POC for questions?	DOS? USCG?	Does Israel have such	a POC?
Deputy Office Chi Office of Maritin Office: 202 372 3	ne and International Law Unit	ed States Co	ast Guard - DHS	
		1		

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From: CAP	The second secon	
Sent: <u>Wednesday, A</u> pril 06,	2011 04:35 PM Eastern Standard	Time
To: LCDR		
Cc:	CDR;	LCDR
Subject: RE: Gaza flotil	la issue	

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Captain, U.S. Coast Guard CG-543

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CAPT:

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LCDR

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LCDR

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

and the second second

1.00

DHSCoastGuard0243

	CIV				
From: Sent: To: Cc: Subject:			M LCDR;	LCDR F CAPT;	CDR
Sir,					
regarding the	g with the language language of the wa m working right no	arning as it re	gards Isreali		ised some concerns hink the concerns
V/R,					
CDR Chief, Operati Office of Mari Office: (202)	time and Internat:	ional Law (CG-0	941)		
To: Cc:	Message CAPT /, April 07, 2011 ! y CDR; Gaza flotilla issu	LCDR	LCDR;		CAPT
We did not pro from the Japar	ovide a POC for ou nese government an long and a referen	r Nav Warning. d that the CG w	would update as	needed (see a	ttached). Still
Captain, U.S. CG-543	Coast Guard				
To: Cc:	Message ay, April 06, 2011 CAPT; CDR; Gaza flotilla issu	LCDR	LCDR		
Shpould we have	ve reference POC f	or questions?	DOS? USCG? Do	es Israel have	such a POC?

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

Original Message	
From: Eric CAPT	
Sent: Wednesday, April 06, 2011 04:35 PM Eastern Star To: LCDR	ndard Time
Cc: CDR;	LCDR
Subject: RE: Gaza flotilla issue	

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CG-543

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

4

	CIV
From: Sent: To: Cc: Subject: Attachments:	CAPT Thursday, April 07, 2011 5:41 PM LCDR CDR; RE: Gaza flotilla issue JapanHydroPac.jpg
from the Japane	vide a POC for our Nav Warning. We asked mariners to keep abreast of notices ese government and that the CG would update as needed (see attached). Still ong and a reference to the process of clearing humanitarian aid.
Captain, U.S. (CG-543	Coast Guard
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Captain, U.S. CG-543	Coast Guard

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I spoke with CAPT **Constant** 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 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?

3

Thanks.

v/r,

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

	CIV
From: Sent: To: Cc: Subject:	CDR Thursday, April 07, 2011 5:11 PM CDR; LCDR; LCDR; LCDR RE: Gaza flotilla issue
claims for te under the con	hecking with State as I am not an expert on the status of Gaza and what Israel rritorial sea. An alternative might be to just cut "if they enter into waters trol of the Israeli government. Jurisdiction to enforce Israeli laws in these ith Israel." If we don't hear back from State in time.
From: Sent: Thursda To: Cc:	Message CDR y, April 07, 2011 5:01 PM LCDR; LCDR LCDR Gaza flotilla issue
I'm checking	with Kevin on the status of those watersI'm not familiar
	ions Law Group itime and International Law (CG-0941)) 372-3798
From: Sent: Thursda To: Cc:	Alessage LCDR LCDR CDR; CDR; CDR; CDR; CDR; LCDR Gaza flotilla issue
Gentlemen:	
As discussed, review/consid	, the following is the current proposed language for the NAV WARNING for deration:

"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 The second se

L has the most current draft of the White Paper.

v/r,

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

	CIV		
From: Sent: To: Cc: Subject:	Thursday, April 07, 2011 5:15 LCDR; O LCDR RE: Gaza flotilla issue	PM CDR;	CDR;
Thank you for mo Deputy Office Ch		ted States Coast 1	Guard - DHS
Office: 202 372	3791 essage		
To: Cc:	LCDR April 07, 2011 04:59 PM East CDR; LCDR Gaza flotilla issue	ern Standard Time CDR;	

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 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".

1

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From: Sent: To: Cc: Subject:	CDR Thursday, April 07, 2011 5:01 PM LCDR: CDR; CDR; CDR; CDR; CDR; CDR; CDR; CDR;
I'm checking w:	ith on the status of those watersI'm not familiar
CDR Chief, Operatio Office of Marin Office: (202)	time and International Law (CG-0941)
To: Cc:	Message LCDR , April 07, 2011 5:00 PM CDR; CDR; CDR; CDR; CDR; CDR; CDR; CDR;

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v/r,

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

	CIV
From: Sent: To: Cc: Subject:	Wednesday, April 06, 2011 4:46 PM CAPT; LCDR T CDR; LCDR RE: Gaza flotilla issue
Shpould we have	reference POC for questions? DOS? USCG? Does Israel have such a POC?
Deputy Office C Office of Marit Office: 202 372	ime and International Law United States Coast Guard - DHS
Original (
To: Cc:	CAPT , April 06, 2011 04:35 PM Eastern Standard Time LCDR CDR; Gaza flotilla issue
	really need to say:
authorities if control of the primarily with	US vessel heading to the vicinity of Gaza may be interdicted by Israeli they enter into the designated maritime zone (need lat and long) under the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest Israel. US vessels are advised to comply with lawful direction from horities." Need to say something about the process of delivering humanitarian
Captain, U.S. Co CG-543	oast Guard
Original M	essage LCDR , April 06, 2011 3:22 PM
To: Cc:	CAPT CAPT Za flotilla issue
CAPT:	
Dos provided th	e below response to your (narrowed) query.
v/r,	
	essage @state.gov [mailto:baumertka@state.gov] , April 06, 2011 3:16 PM

To: LCDR Cc: CDR Subject: RE: Gaza flotilla issue

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:no 12009&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: Sent: Wednesday, April 06, 2011 10:10 AM To: Baumert, Kevin A Cc: CDR Subject: RE: Gaza flotilla issue

Okay- I think I can narrow our request a bit. After talking with CAPT **requested**, 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: LCDR Sent: Tuesday, April 05, 2011 4:59 PM To: 'baumertka@state.gov' Cc: 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 **Control** 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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v/r,



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



-	CIV
From: Sent: To: Cc: Subject:	CAPT Wednesday, April 06, 2011 4:36 PM LCDR RE: Gaza flotilla issue
Here is all we r	really need to say:
authorities if a control of the 1 primarily with 1	US vessel heading to the vicinity of Gaza may be interdicted by Israeli they enter into the designated maritime zone (need lat and long) under the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest Israel. US vessels are advised to comply with lawful direction from norities." Need to say something about the process of delivering humanitarian
Captain, U.S. Co CG-543	bast Guard
To: Cc:	essage LCDR , April 06, 2011 3:22 PM CAPT CAPT Za flotilla issue
CAPT:	
Dos provided the	e below response to your (narrowed) query.
v/r,	
Sent: Wednesday To: Cc:	essage @state.gov [mailto:baumertka@state.gov] , April 06, 2011 3:16 PM LCDR LCDR CDR za flotilla issue
	ill looking for an answer on your specific questionwhich is a good one. As subject to review by others), something like the following might work:
has indicated t	coastal area is closed to all maritime traffic] the Government of Israel hat vessels may enter the port of Ashdod for the purposes of delivering pplies to the civilian population in Gaza Strip.
Ales the second	-1 State Dark Arrival additions which be useful to beyond task of an unit

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
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Thanks.

v/r,

2 - 19²

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

	CIV
From: Sent: To: Cc: Subject: Attachments:	CDR Friday. April 08, 2011 1:09 PM CAPT: LCDR; RE: Gaza flotilla issue Issue Paper - enforcement action in foreign waters.FINAL.doc
Sir,	
Attached is the o	one-pager you requested that has been cleared by TJAG.
Still waiting for	word from State on the notice.
V/R,	
CDR Chief, Operations Office of Maritir Office: (202) 37	ne and International Law (CG-0941)
Original Mes From: Sent: Friday, Apr To: Cc: Subject: RE: Gaza	CAPT -il 08, 2011 10:40 AM CDR; LCDR; LCDR; F CAPT

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)

	-Origina	1 Messa	ige-							
From:			9	CDR						
Sent:	Friday,	April	08,	2011	10:35	AM	Eastern	Standard	Time	
To:				CAPT	;				LCDF	\$
Cc:						LCI	DR;		F CAPT	
Subjec	ct: R	E: Gaz	a fl	otill	a issu	e	171.00		- 13	

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.

1

Also, we should have your one-pager today.

V/R,	
CDR Chief, Operations Law Group	
Office of Maritime and International Law (CG-0941) Office: (202) 372-3798	
Original Message	
From: CAPT Sent: Friday, April 08, 2011 9:12 AM	
To: CDR;	LCDR
Cc: LCDR;	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.

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

Who will deliver to Interagency?

Thanks,

Captain, U.S. Coast Guard CG-543

Original Message		
From: C	DR	
Sent: Friday, April 08,	2011 8:55 AM	
To: CA	PT;	LCDR
Cc:	LCDR;	F CAPT
Subject: RE: Gaza flotil Importance: High	la issue	a Opensional

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,

CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798
From: CAPT Sent: Thursday, April 07, 2011 5:41 PM To: Cc: CDR; CDR; 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.
CG-543 Original Message From: Sent: Wednesday, April 06, 2011 4:46 PM
To: CAPT; CAPT; LCDR Cc: CDR; CDR; CDR; CDR; CDR; CDR; CDR; CDR;
Deputy Office Chief Office of Maritime and International Law United States Coast Guard - DHS Office: 202 372 3791
Original Message From: CAPT Sent: Wednesday, April 06, 2011 04:35 PM Eastern Standard Time To: Scott, Anita LCDR Cc: CDR; CDR; 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. Captain, U.S. Coast Guard CG-543

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

CAPT:

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

v/r,

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

a placeholder (subject to review by others), something like the following might work:

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

	CIV
From: Sent: To: Cc: Subject: Attachments:	CDR Friday, April 08, 2011 5:28 PM CAPT: LCDR RE: Gaza flotilla issue GAZA.NOTICE.FINAL.doc; Issue Paper.GAZA.FINAL.doc
All,	
I sent the final	documents as edited by CAPT 📕 forward to the NSS.
V/R,	
CDR Chief, Operation Office of Mariti Office: (202) 3	me and International Law (CG-0941)
Original Me From: Constant Sent: Friday, Ap To: Cc: Constant Subject: RE: Gaz	F CAPT ril 08, 2011 5:26 PM CAPT; CAPT; CAPT CDR; CDR; CAPT; CAPT CAPT CAPT
Eric,	
LT w furlough.	ill be the CG-55 POC (vice control of the set week if there is a
CAPT Deputy Director Marine Transport COMDT(CG-55d) (202)372-1505	ation Systems Management
Original Me From: Sent: Friday, Ap To: Cc: Subject: RE: Gaz	CAPT ril 08, 2011 9:12 AM CDR; LCDR; LCDR; CAPT
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Sent: Friday,	April 08, 2011 8:55 AM	
To:	CAPT;	LCDR
Cc:	LCDR;	F CAPT
Subject: RE: G	aza flotilla issue	
Importance: Hi	gh	

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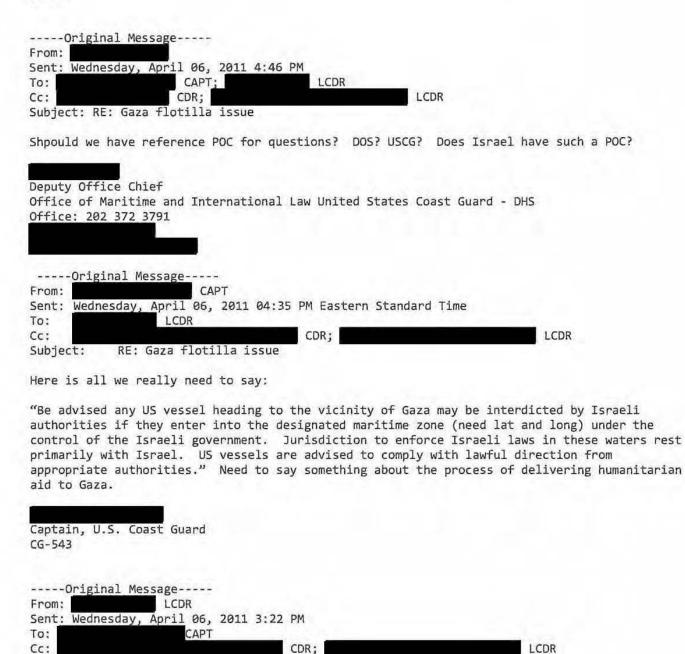
V/R,

CDR			
Chief, Operations Law Group			
Office of Maritime and Intern	ational Law (CG-0941	.)	
Office: (202) 372-3798			
Original Message			
From: CAPT			
Sent: Thursday, April 07, 201	1 5:41 PM		
To:	LCDR		
Cc: CDR;		LCDR;	CAPT
Subject: RE: Gaza flotilla is	sue	a second d	a result of the

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CG-543



CAPT:

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

Subject: FW: Gaza flotilla issue

v/r,

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

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Thanks.

v/r,



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

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
 - <u>CG-835.</u> 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.
 - <u>MARSEC Directive</u>. 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.
 - <u>Suspension and Revocation</u>. 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.
 - <u>Negligent Operations.</u> 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
 - <u>Suspension and Revocation</u>. 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.
 - <u>Negligent Operations.</u> 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>Termination of Voyage</u>. 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.

MIN OPPORT

Page: 1 Document Name: Untitled

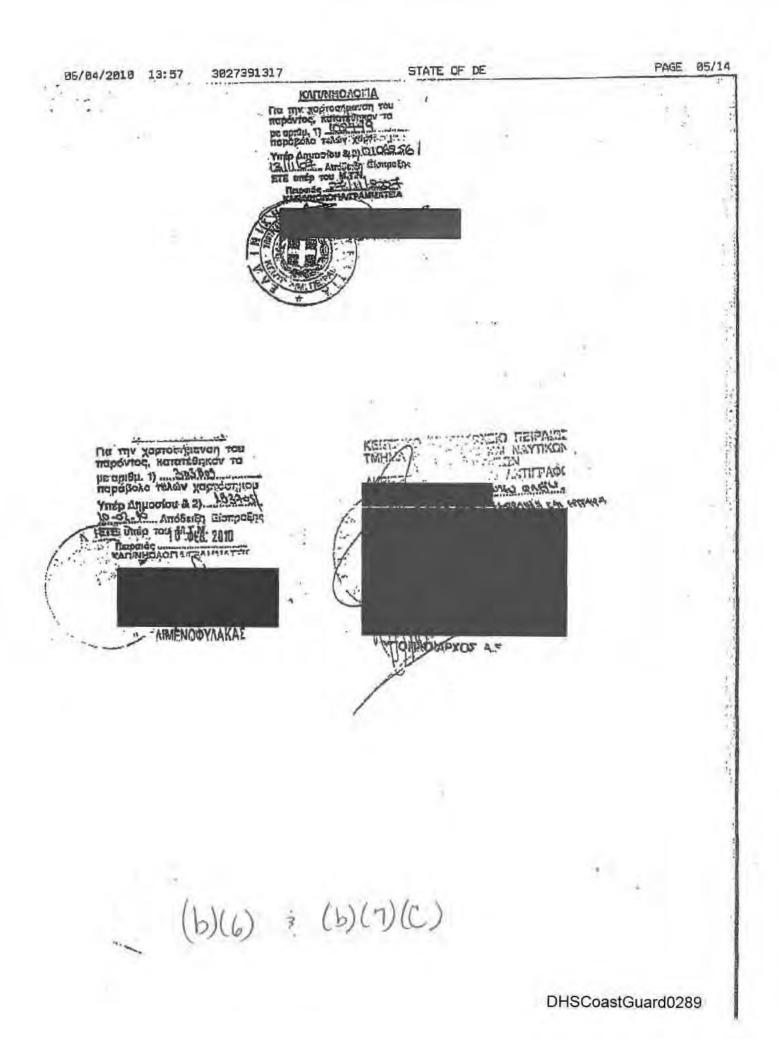
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DO NOT MARK IN THIS SPACE. OFFICE US	TONLY. DL #	\$171AC
PLEASE FILL OUT ENTINE FORM	NIZ 100	54 D710
STATE OF AUNCHALLES DELAVARE	ULEIGA	DY D 110
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HULLS /	PROPULSION	
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HELLENIC 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 A² 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. Piracus, 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. Piraens 26th March 2018 The Official Translators - Langers

> HOL & STEPHANNIS & ASSOCIATES 117. ALKYAADOU STREET PIRASUE 150 48 GREEGE

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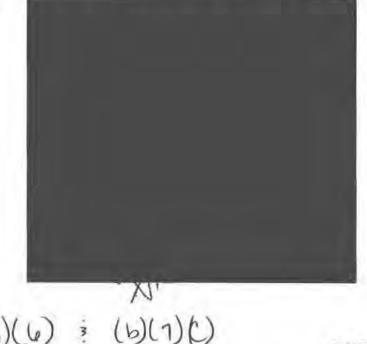
ΤΟΜΕΑΣ ΝΗΟΛΟΓΙΩΝ ΚΑΙ ΝΑΥΤΙΚΩΝ ΥΠΟΘΗΚΟΔΟΓΙΩΝ Арівн.-Прот. : -990-

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΚΥΡΙΟΤΗΤΑΣ ΠΛΟΙΟΥ

* Το Κεντρικό Αιμεναρχείο Παιμαίά

Internet or:

Όπος προκίπται από τα τηρούμενα σε αυτό Νηολόγια Α/Π κλάσης Α' του Λιμένα Πειραιά το Ε/Γ-Τ/Ρ 'ΤΚΟΑΝΤΕΝ ΦΛΕΪΜ'' που έχει εγγραφεί με αριθμό 7024 ολικής χιορητικότητας κόριον 73,47 και καθιερής χωρητικότητας κόριον 58,00 Διεθνούς Διακριτικού Σήματος SX 6969 διαγράφηκε την 23-03-2010 από τα Νηολόγια Υπηρεσίας μας λόγιο 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 Μαρένου και δεν έφερε κανένα βάρος. Πειραιάς, Είκοσι, Τρεις Μαρτίου Δύο Χιλιάδες Δέκα (23-03-2010).



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BILL OF SALE (Body Corporate)

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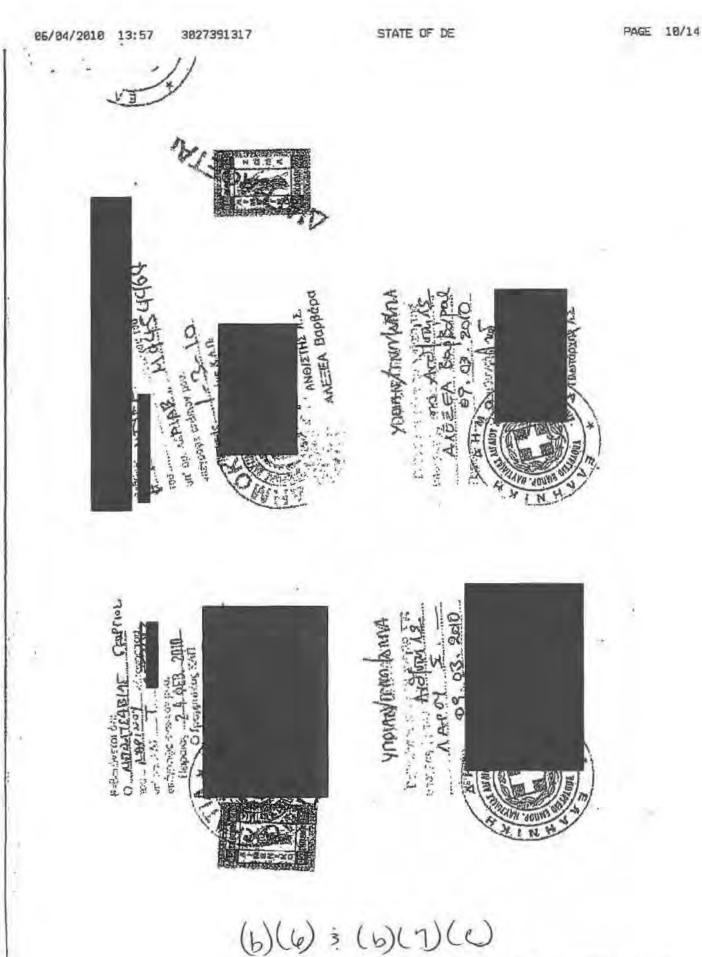
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METAOPAEH EFFPADOY

Χοραχήβησε και του Προϊκάμικο Φόρων και Τελάνδαν με το έγκραση και Υπουργηθ Εξαιορικάν για το Εμπόριο (Scentury of State for Trade

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

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Evergio Alpericoli odijarco (j. 0. 6) Zsporytisu: EAATRNIKH AHMOKRATIA - YIOYPTEIO EAATIOPIKHE: NAYTIAIAD-KENTPAIM.IREPAIA) Belauterco ion: Adminenci ion: Dependent	Aaily 1 025588744 AD1 FM 1150 11	

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BILL OF SALE (Body Corporate)

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aild as described in more detail in the Re	gister Book					
DISTRITO CENTRAL, REP ONLY paid to us by WE Willmington, New Castle C	PING COMPANY S. DE R.L. (lier UBLIC OF HONDURAS, In contrider STERN MEDITERRANEAN TRIPS I County, DELAWARE, USA 19810, p	ation of the sum of PLUS LIMITED hereinefter called *	EURO D LIABILIT	ONE HUI Y COMP	ANY, OF 3511 Silvers	AND (€ 120.000,00) de Road Suite 106,

(100 %) shares in the Ship above particularly described, and in her boats and appurtemances, to the said transferes (s),

Further, we, the sold transferors for ourselves and our successors covenant with the sold transferee(s) and THEIR essigns, that we have power to transfer in memoir aloreceld the premises horelabelors expresses to be transferred, and that the same are free from encurabrances, MORTGAGES, MARITIME LIENS AND/OR ANY OTHER DEBTS OR CLAIM WHATSOEVER.

In witness whereas we have hereunta attized our common seal on THIS 4TH L The Common Seal of the transferore was attized hereunto

4 TH DAY OF MARCH 2010.

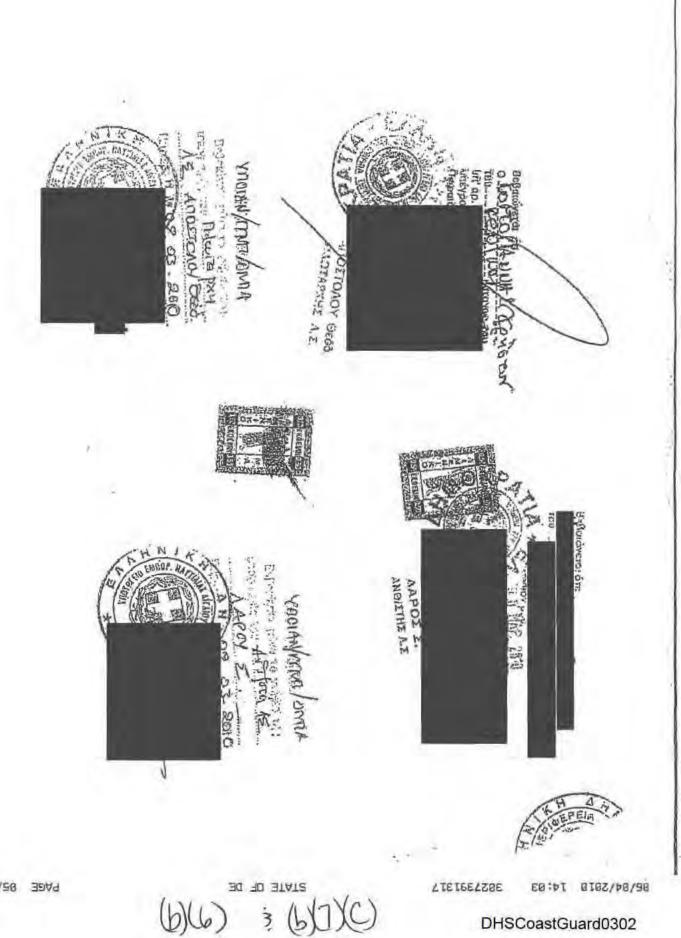
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DHSCoastGuard0302

PAGE 95/11

METAOPASH EFFPADOY

Χορηγήδηκε από τον Προϊστάμενα Φόρων κα Τελανισίων με την έγκριση του Υπουργού Εξωτεραών για το Εμπόριο (Secretary of State for Trade)

-

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσηρος Αριθμός	Ονομα Πλοίου	1.	VINOAGVAR	ZITS	Ισποφόρο, Ατμόπλοιο ή Μηχανοκίνητα	Ιπποδύνομη Μηχανών, αν υπάρχουν
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άς. Α. Το Βεβαμίνεται ότη: Ο Robitoflannhe XPHETOΣ του ΚάιΝΝΟΥ, κάτοχος του υπ' αρίθ. ΑΔΤ΄ ΑΒ θ15136 υπέγραψε ενώπτόν μου. - (Repaylor Evaluikin Almokpatia - Vitoypited Entropikhe Navtiaias-Kentp.am.Jerpaia)

Ο Γραμματέας Κ.Λ.Π. (Σφραγίδα, Υπογραφή) ΑΠΟΣΤΟΛΟΥ ΘΈΟΔ. ΠΛΩΤΑΡΧΗΣ Λ.Σ.)

Ένσημο λειενικού σώματος 0,50 6)

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

Ένσημο λημενικού σώματος 0,50 €)



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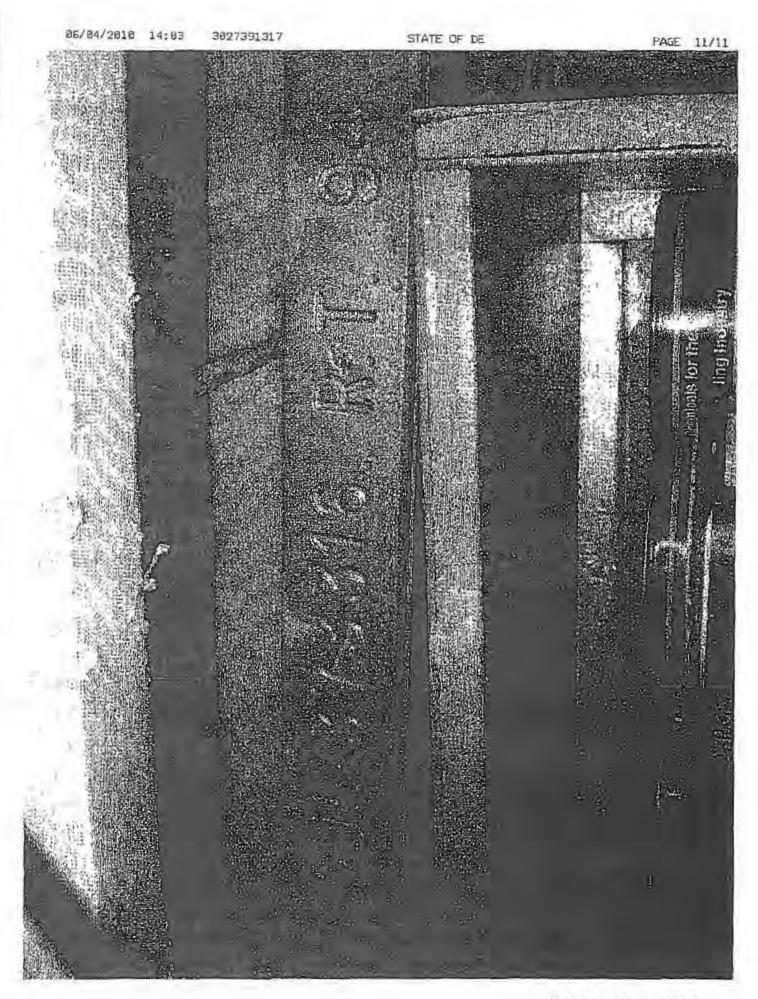
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	CIV
From: Sent: To: Cc: Subject: Attachments:	CDR Tuesday, May 24, 2011 11:46 AM SindleJM@state.gov LT; CAPT; CA
-	
IPC, so I'm not cert	version of the notice that cleared through State and here in the building. I wasn't at the n what MARAD has planned. I think State has already issued a warning on the issue, a otice is synchronized with the State warning. Included Jim Sindle on this e-mail to confir
V/R,	
CDR Chief Operations	A Group

Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 Cell: (Unclas: @@uscg.mil SIPR: @@uscg.smil.mil

----Original Message-----From: Sent: Tuesday, May 24, 2011 7:27 AM To: CDR Cc: CLT; CDR Cc: LT; CCR Subject: RE: NOTMAR on Gaza

Cdr

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?

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: Commence Constraint SIPRNET: Commence Constraint Tel: (202) 372-1551 Fax: (202) 372-1992

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

All redactions made pursuant to FOIA Exemption B6

From:	CAPT	
Sent: Tues	day, May 24, 2011 7:20 AM	
To:	CDR	
Cc:	LT;	CAPT
Subject: RI	E: NOTMAR on Gaza	

here also. If we have a text to go out please pass to the planet of the planet radiation advisory, so he can assist

Captain, U.S. Coast Guard CG-543

From: CDR Sent: Monday, May 23, 2011 4:51 PM To: CAPT Cc: 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

CDR

Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 Cell: (202) 441-4971 Unclas: Control Con

-----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: __________ CDR; SindleJM@state.gov; _______ LT; ______ 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

All redactions made pursuant to FOIA Exemption B6

Fax: 202-456-9120 Email: pkumar@nsc.eop.gov

Original Message From: The second general general [mailto: The second general general general]
Sent: Monday, May 23, 2011 3:30 PM To: SindleJM@state.gov; LT; LT; CDR; Baumert, Kevin A Cc: Kumar, Prem G. Subject: RE: NOTMAR on Gaza
Our understanding is that the request from NSS never came.
Thanks
CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 Cell: (Constant Constant Unclas: Constant Constant Constant SIPR: Constant Constant Constant Constant Constant SIPR: Constant Const
Original Message From: SindleJM@state.gov [mailto:SindleJM@state.gov] Sent: Monday, May 23, 2011 3:27 PM To: The sector of LT; The sector of CDR; Baumert, Kevin A Cc: CDR; Kumar, Prem G. Subject: RE: NOTMAR on Gaza
Lt
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: The second group of the second gr

All redactions made pursuant to FOIA Exemption B6

To: Sindle, James M; Polizzotto, Susan; Baumert, Kevin A Cc: CDR Subject: RE: NOTMAR on Gaza

Mr. Sindle,

The latest on this is that it has not been sent out.

Very respectfully,

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

(NCC for duty matters 24/7) 202-372-2100 E-Mail: @uscg.mil SIPR: @uscg.smil.mil

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-----Original Message-----From: SindleJM@state.gov [mailto:SindleJM@state.gov] Sent: Monday, May 23, 2011 11:00 AM To: Content Content CDR; Baumert, Kevin A; Content Content CDR; Baumert, Kevin A; Content Content CDR; Baumert, Kevin A; Content C

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

. .

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

8 -

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.

	LCIV
From: Sent: To: Cc: Subject:	CDR Wednesday, May 25, 2011 8:15 AM SindleJM@state.gov; Parker, Frank LT; Concentrate RE: NOTMAR on Gaza
The NOTMAR h	has been submitted an should be going out shortly.
CDR Chief, Operation Office of Maritin Office: (202) 37 Cell: Unclas: SIPR:	ne and International Law (CG-0941)
Sent: Wednesd To: Cc:	ssage l@state.gov [mailto:SindleJM@state.gov] ay, May 25, 2011 7:45 AM LT; CDR LT; CDR LT; CDR DTMAR on Gaza
Colleagus,	
understood at ti Several principa	se a press statement in early June shortly before the flotillas prepare to leave. But it seemed he IPC that USCG was going to get the cleared NOTMAR out in April (the IPC was APR 4). als, including SecState, have already referenced it as already being transmitted. Anything that o expedite this would be appreciated.
Thanks,	
Jim Sindle NEA/IPA	
To: Cc: <mike.m.sollos< td=""><td>[mailton r@uscg.mil] May 24, 2011 12:07 PM CDR < CDR s@uscg.mil> LT < y@uscg.mil>; CAPT < @uscg.mil>; CAPT @uscg.mil>; Sindle, James M; Sollosi, Mike</td></mike.m.sollos<>	[mailton r@uscg.mil] May 24, 2011 12:07 PM CDR < CDR s@uscg.mil> LT < y@uscg.mil>; CAPT < @uscg.mil>; CAPT @uscg.mil>; Sindle, James M; Sollosi, Mike
CDR:	

There is a process in place to issue these types of notices. I have attached a 2-page extract from our Alds 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.

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: @uscg.mil
SIPRNET:
Tel: (202) 372-1551
Fax: (202) 372-1992
Original Message

From: Tuesday, May 24, 2011 11:46 AM Sent: Tuesday, May 24, 2011 11:46 AM To: SindleJM@state.gov Cc: LT; From F CAPT; Constant CAPT; Constant CAPT; CA

,

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,

CDR Constitution Law Crown
Chief, Operations Law Group Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell:
Unclas: uscg.mil
SIPR: @uscg.smil.mil
Original Message
From:
Sent: Tuesday, May 24, 2011 7:27 AM
To: CDR
Cc: LT; CAPT; CAPT; CAPT
Subject: RE: NOTMAR on Gaza
Cdr

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?

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: SIPRNET: SIPRNET: Tel: (202) 372-1551 Fax: (202) 372-1992

From: CAPT Sent: Tuesday, May 24, 2011 7:20 AM To: Connors, Timothy CDR Cc: LT; LT;

F CAPT

Subject: RE: NOTMAR on Gaza

here also. If we have a text to go out please pass to **second**

Captain, U.S. Coast Guard CG-543

From: CDR Sent: Monday, May 23, 2011 4:51 PM To: CAPT Cc: 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

CDR Chief, Operations Law Group Office of Maritime and International Law (CG-0941) Office: (202) 372-3798 Cell: Unclas: SIPR: Comparison Comparison Comparison SIPR: Comparison Comparison

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

All redactions made pursuant to FOIA Exemption B6

From: prvs=1174c06b8=Prem_GKumar@nss.eop.gov
[mailto:prvs=1174c06b8=Prem_GKumar@nss.eop.gov] On Behalf Of Kumar, Prem G. Sent: Monday, May 23, 2011 4:42 PM
To: CDR; SindleJM@state.gov; LT; CDR; Baumert, Kevin
Α
Subject: RE: NOTMAR on Gaza
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Prem G. Kumar
Director for Israell and Palestinian Affairs National Security Council
Tel: 202-456-9121
Fax: 202-456-9120
Email: pkumar@nsc.eop.gov
Original Message
From: @uscg.mil @uscg.mil [mailto: Sent: Monday, May 23, 2011 3:30 PM
To: SindleJM@state.gov; Lot Sidd LT; Lot CDR; Baumert, Kevin A
Cc: Kumar, Prem G.
Subject: RE: NOTMAR on Gaza
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Our understationing is that the request norm was never came.
Thanks
CDR T Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: Unclas: @usca.mil
Unclas: @uscg.mil SIPR: @uscg.smil.mil
Original Message
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
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To: LT; CDR; Baumert, Kevin A Cc: CDR; Kumar, Prem G.
Subject: RE: NOTMAR on Gaza
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Thanks,

All redactions made pursuant to FOIA Exemption B6

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

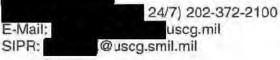
-----Original Message-----From: Content of Content of

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Very respectfully,

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



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-----Original Message-----From: SindleJM@state.gov [mailto:SindleJM@state.gov] Sent: Monday, May 23, 2011 11:00 AM To: CDR; Baumert, Kevin A; CDR; Baumert, Kev

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?

All redactions made pursuant to FOIA Exemption B6

Thanks,

 \times $^{-16}$

-

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: To: 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 tomorrow at 1100 to talk about NAV 56. 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 @uscg mil -----Original Message-----From: Sent: Tuesday, July 06, 2010 9:29 AM To: Cc: Subject: FW: Israel/Turkey Freedom Flotilla Dispute at IMO We probably need to have an intervention ready for on this, but I have no visibility on the issue since this E-mail went around. Any news?

Best regards,

From: LCDR Sent: Tuesday, June 15, 2010 9:06 AM

Ce:

Subject: Israel/Turkey Freedom Flotilla Dispute at IMO

Attached is an e-mail string from DOS (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)

b(5) Deliber ative 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,

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: E-Mail Address: j Website: www.useg 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.

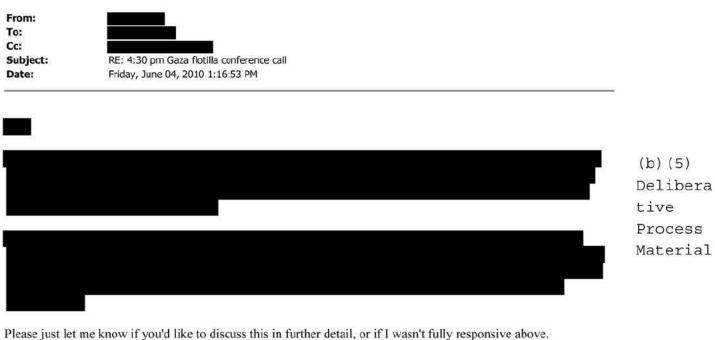
IO Press Guidance - NOT FOR PUBLIC DISTRIBUTION

Drafted: IO/PAO: K Cooper, 7-7938

Approved: IO/FO: S Nossel ok EUR/FO: T Kaidanow ok NEA/FO: M Connelly ok

Cleared:

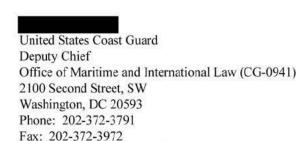
IO/PAO: M Schlachter info IO/HR: A Ostermeier ok NEA/IPA: J Giauque ok NEA/PPD: A Sayles ok EUR/Press: B Ellis ok EUR/SE: J Baily ok SEMEP: P Knopf ok S/WCI: S Coughlin info USUN/W: W Bass ok USUN/W: W Bass ok USUN/NY: M Kornblau info DRL/MLGA: K McGeeney ok DRL/NESCA: J Lieberman ok L/HRR: K Gorove ok P: J Littlejohn ok S/P: C Powell ok D(S): M Ashraf ok NSC: S Busby ok



Please just let me know if you d like to discuss this in further detail, of it I wasn't fully respons

Best Regards,

SIPR



-----Original Message-----From: Sent: Friday, June 04, 2010 1:04 PM To: Subject: FW: 4:30 pm Gaza flotilla conference call

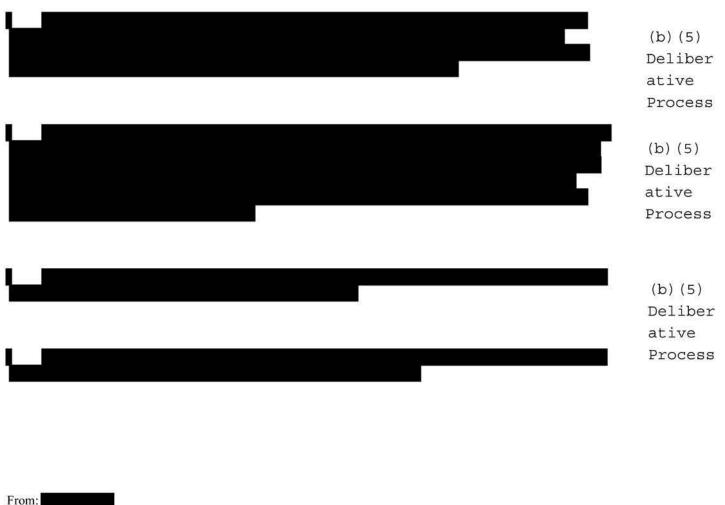
has asked me about the authority to conduct the two bullets below and each were discussed before I joined yesterday's call. For the first bullet, are we referring to 18 U.S.C sections 2339A and 2339 B? I am not sure where to look for blockade running. Can you point me in the right direction?

Thanks,

1	(b) (5)
	Deliberati ve Process
	Material
U.S. Department of Homeland Security	
Assistant General Counsel for Operations	
Office: 202-447-3544	
Cell:	
e-mail:	
From: prvs=763f9b62e= @mss.eop.gov [mailto:prvs=763f9b62e m@m@nss.eop.gov] On Behalf Of	
Ce:	
Subject: RE: 4:30 pm Gaza flotilla conference call	
Adding from DHS.	
From: Sent: Thursday, June 03, 2010 5:47 PM	
To:	S
Cc: Subject: RE: 4:30 pm Gaza flotilla conference call	
an an an an an an the state of the second states of the second states of the second states of the second states	

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 be taken related to a US flagged vessel.





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

Deputy Legal Adviser

National Security Staff

202/456-9116

All redactions on this page are per (b) (6)

From:	Concession of the local division of the loca	
To:		
Cc:		
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?

Director, Maritime Security Policy	,
and International Border Programs	
The White House	
National Security Staff	

202 456 1009 (office)

SIPR:	
WICS:	

Original Message	
From:	
Sent: Friday. June 04, 201	0 12:47 PM
To:	1
Cc:	and the second second
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

Director, Maritime Security Policy and International Border Programs The White House

National Security Staff

202 456 1009 (office)

SIPR: JWICS

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

From: Sent: Wednesday, June 02, 2010 4:51 PM To:

Subject: RE: PC on Gaza Flotilla Thursday evening

Roger, will do.-

Chief, Office of Maritime and International Law U.S. Coast Guard (CG-0941) 2100 Second St SW Stop 7121

Washington,	DC	20593-7	121

Phone: (202) 372-3785 Cell:

Original Message	
From: prvs=762ab5b8	3d=
On Behalf Of	
Sent: Wednesday, Jur	ie 02, 2010 4:50 PM
To:	
Subject: RE: PC on G	aza 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.

2	V	T	٩,

Director, Maritime Security Policy and International Border Programs The White House National Security Staff

202 456 1009 (office)

SIPR: JWICS:

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

From: Sent: Wednesday, June 02, 2010 4:41 PM To: Subject: FW: PC on Gaza Flotilla Thursday evening

(b)(5) Delibera tive Process

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)

	02) 372-37	85		
Cell: (v.		
Sipr:				
Origin	al Message	e		
ongin				
From:				
From:	nesday, Jur	ne 02, 2010	4:13 PM	
From:	nesday, Jur	ne 02, 2010	4:13 PM	

Particularly in light of the email I just sent, seems that USCG should be involved on bullet 1.

From:	
Sent: Wednesday, June 02, 2010 3:41 PM	
To:	
	8.
Cc:	
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:

- o Handling the next Gaza-bound ship (State and DOD)
- o Options for ensuring a credible investigation (State)
- o 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 them 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 approximately 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:	v on behalf of
To:	
Cc:	
Subject:	RE: PC on Gaza Flotilla Thursday evening
Date:	Friday, June 04, 2010 12:46:06 PM

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202 456 1009 (office)

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Phone: (202) 372-3785

Sipr:

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To:

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		675 °	
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SIPR: JWICS: Original Message From: Sent: Wednesday, June 02, 2010 4:41 PM	ľ		
To: Subject: FW: PC on Gaza Flotilla Thursday evening			(b) (5)
			Deliberat ive Process

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Phone: (202) 372-3785

Sipr

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To:

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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:	
To:	
Cc:	
	CAPT
Subject:	RE: M/V Challenger I and II - My Recommendation
Date:	Friday, June 04, 2010 12:33:09 PM

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.

Original	Message	
From:	I Wiessage	
	June 04, 2010 11:27 AM	
To:		
10:		

Subject: RE: M/V Challenger I and II - My Recommendation

÷ +

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. It 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.

Origina	Message				
From:	Thressage				
Sent: Friday	, June 04, 20	10 11:06 AM			
To:		ALL RECORD PORT			
Cc:					

Subject: RE: M/V Challenger I and II - My Recommendation

Thanks 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 the been providing and we have been passing on to them.

Best Regards.

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:

-----Original Message-----From: Sent: Friday, June 04, 2010 10:54 AM To: Cc:

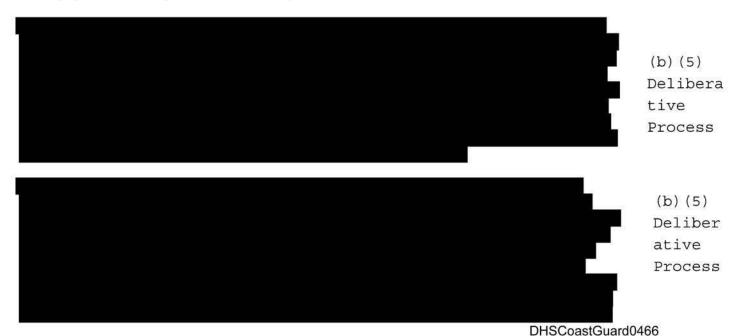
Subject: RE: M/V Challenger I and II - My Recommendation

Thanks 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: Sent: Friday, June 04, 2010 9:35 AM To: Cc:

Subject: RE: M/V Challenger I and II - My Recommendation

Thanks **1**. 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.



Best Regards,

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:

Original Message	
From:	
Sent: Friday, June 04, 2010 6:54 AM	
To:	
Cc:	
Subject: RE: M/V Challenger I and II	I - My Recommendation



(b) (5) Delibera tive Process

-----Original Message-----From: Sent: Thursday, June 03, 2010 5:54 PM To: Cc:

Subject: RE: M/V Challenger I and II - My Recommendation

We have actually been in touch with them today and also in consultation with (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).

United States Coast Guard

Deputy Chief	
Office of Maritime and International La	w (CG-0941)
2100 Second Street, SW	a surround of
Washington, DC 20593	
Phone: 202-372-3791	
Fax: 202-372-3972	
SIPR:	

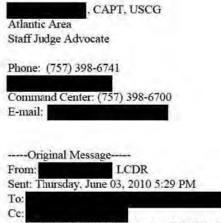
-----Original Message-----From: Sent: Thursday, June 03, 2010 5:45 PM To: Cc:

Subject: RE: M/V Challenger I and II - My Recommendation

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.

made a good point about the timing of the registration being linked to the politics of the operation.

R.



Subject: RE: M/V Challenger I and II - My Recommendation

		(b) (5)
		Deliber
		ative
		Process
It may be worth giving Chief	at the Delaware Enforcement Division a call at (302) 739-9913 to find	

VR LCDR BHP

out if that is a possibility.

From:		
To:		
Cc:	A CONTRACTOR OF	
Subject:	FW: Challenger 1, 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."

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:

From: LCDR Sent: Friday, June 04, 2010 12:15 PM

Subject: Challenger I, II and III Particulars

Cc:

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*)

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 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.

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-listdignity-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)

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

Inboard 2400 hp (2 X 1200 MDE)

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.

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-listdignity-has-left-cyprus

Hull NumberDimensionsDLZ12705D710 (sequential hull number to
CHALLENGER I)Length Overall: 69 ftBreadth: 19 ft
Depth: 10 ftBreadth: 19 ftConstruction
Cantieri Di Livorno, Italy 1977Gross Tons: 128Wood HullNet 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*)

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 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.

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/fat hi-jaouadi.html

http://www.freegaza.org/en/boattrips/passenger-lists/67-eighthtrip-to-gaza/932-fathi-jaouadi

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

From:	
To:	
Cc:	
Subject:	RE: 4:30 pm Gaza flotilla conference call
Date:	Thursday, June 03, 2010 6:18:26 PM

I think 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?

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

From: Sent: Thursday, June 03, 2010 6:15 PM To: Subject: RE: 4:30 pm Gaza flotilla conference call

Do you think we need to point out to the point of the host nation? ∇/r



U.S. Department of Homeland Security Assistant General Counsel for Operations Office: 202-447-3544

e-mail:

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

From: Sent: Thursday, June 03, 2010 6:11 PM To: Subject: FW: 4:30 pm Gaza flotilla conference call

Please see below. Sorry, but I commented on the version prior to you getting looped in.



----Original Message-----From: Sent: Thursday, June 03, 2010 6:10 PM To: Cc:

Subject: RE: 4:30 pm Gaza flotilla conference call



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.



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:

Original Message From:	
Tom.	
Brian J.	
Sent: Thursday, June 03, 2010 5:47 PM	
Го:	
Cet	

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.



(b)(5) Deliberative
Process

(b)(5) Deliberative
Process

(b)(5) Deliberative
Process

(b) (5) Deliberative Process

Cc: 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,



Deputy Legal Adviser

National Security Staff

202/456-9116

From: To: Cc:		
Subject: Date:	RE: 4:30 pm Gaza flotilla conference call Thursday, June 03, 2010 6:09:49 PM	

Thank you for a very productive call earlier. Our only comment is that the second bullet should include the squarebracketed 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 USflagged 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,

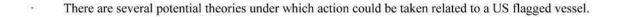


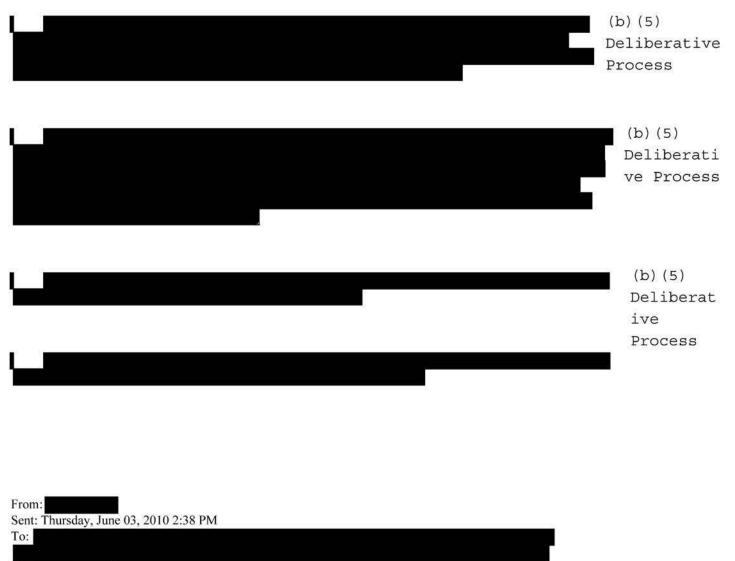
United States Coast Guard Deputy Chief Office of Maritime and International Law (CG-0941) 2100 Second Street, SW Washington, DC 20593 Phone: 202-372-3791 Fax: 202-372-3972 SIPR:

From:] On
Behalf Of	percent of the	
Sent: Thursday, June 03, 201	0 5:47 PM	
To:		
Ce		

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.





Cc:

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,

Deputy Legal Adviser

National Security Staff

202/456-9116

From:	
To:	
Cc:	
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 **state boating** (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).



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:

----Original Message----From: CAPT Sent: Thursday, June 03, 2010 5:45 PM

To: Cc:

Subject: RE: M/V Challenger I and II - My Recommendation

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.

made a good point about the timing of the registration being linked to the politics of the operation.

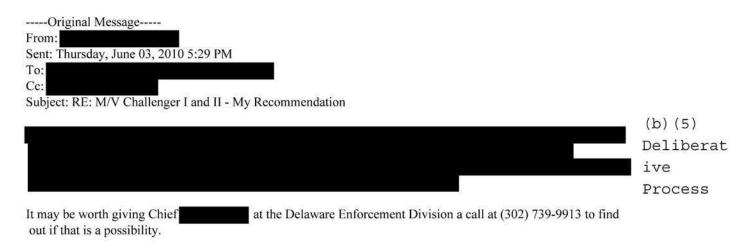
R.

, CAPT, USCG Atlantic Area Staff Judge Advocate Phone: (757) 398-6741

Command Center: (757) 398-6700 E-mail:

DHSCoastGuard0480

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)



VR LCDR BHP

From		
To:		
Cc:		
Subject:	RE: M/V Challenger I and II - Delaware Registration Information	
Date:	Thursday, June 03, 2010 5:46:02 PM	

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,



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:

Sent: Thursday, June 03, 2010 5:16 PM To:	
Ce;	

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:	
To: Cc:	
cc.	
Subject:	RE: SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus
Date:	Thursday, June 03, 2010 3:28:05 PM
was just sen	ding an e-mail with the same "info" (attributed to a Captain (sp?), USN, at State).
i nuo juot sen	(sp.), cori, a same into (autoace to a cuptain (sp.), cori, a state).
Office of Ves	sel Activities
	mpliance Division (CG-5431)
202.372.1221	
Original N	Message
From:	
Sent: Thursda	iy, June 03, 2010 3:26 PM
To:	
Cc:	

Subject: SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus

Once again, a very fluid set of facts. If this is true, we may no longer have the opportunity to work via the Cypriots.

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:

-----Original Message-----From: Sent: Thursday, June 03, 2010 3:08 PM To: Subject: FW: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

FYI

From:

Sent: Thursday, June 03, 2010 2:24 PM

To: Cc:

(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

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:

From: Sent: Thursday, June 03, 2010 1:54 PM To:

Subject: HEADS UP Navy reports Challanger II has departed Limassol Cyprus

From: Sent: Thursday, June 03, 2010 10:58 AM

To:

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.

Thanks,	
L/OES	
From: Sent: Thursday, June 03, 2010 10:33 AM To:	
Subject: Challenger II and Gaza	
Thanks	

From: Sent: Wednesday, June 02, 2010 10:10 PM To: Subject: U.S. flagged vessels	
etal, great job, thanks!!!	
Worth the read from bottom to top!!	
Best	
From: Sent: Wednesday, June 02, 2010 8:24 PM To:	

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, 1'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,

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 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.

- 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:

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.

- 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	possible violations of U.S. law:
--------------	----------------------------------

From: Sent: Wednesday, June 0 To: Cc:	2, 2010 12:12 PM			
Subject: RE: U.S. flagged	d vessels in the second way	e of the GAZA Flotilla	n	
As we continue to procee	ed, I think it would be helpf	iul to know		
	the Cypriot government no		er II to leave the port o	f Limassol? What

2) If we wanted to have a U.S. ship (USCG or USN) do a permissive boarding, what justification can we use?

Thanks,

Pol-Mil Officer

Office of Israel and Palestinian Affairs

U.S. Department of State

Unclassified:	
Classified	

DHSCoastGuard0489

202-647-4386 (office)

From:	
Sent: Wednesday, June 02, 2010 11:59 AM To:	
Ce:	
Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla	
- 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,	
From:	
Sent: Wednesday, June 02, 2010 11:49 AM To:	
Ce:	a L;
Subject: FW: U.S. flagged vessels in the second wave of the GAZA Flotilla	
, thanks!	
Now what? Do we need to ask the USCG to tell the Challenger II not to proc how the USG will respond to a GOI request for permissive boarding?	eed to GAZA? Do we need to decide
Best	
From:	
Sent: Wednesday, June 02, 2010 9:36 AM To:	
Subject: RE: US flagged vessels	
Subject. RE. US Hagged vessels	

Just to keep this group on the same page, where the sum of the same page 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: Sent: Wednesday, June 02, 2010 12:08 AM To:

Subject: US flagged vessels

 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).

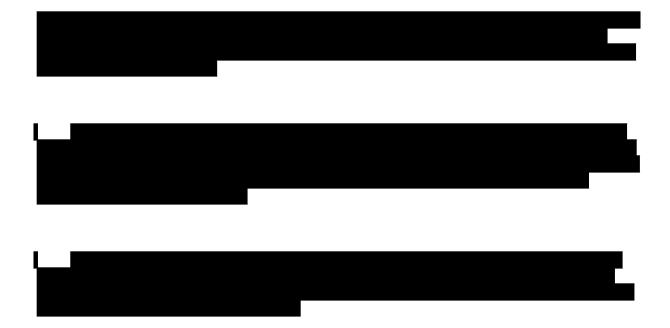
We are not certain that the vessels are properly registered in the United States. Greek port authority documentation showed both vessels as having Delaware registration numbers. Coast Guard is still checking whether those registrations are still valid; we should know tomorrow. IDF reported at various 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.



- 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,

DHSCoastGuard0492

A11	redactions	on	this	page	are	per	(b)	(6)	
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From:	
Subject: Date:	SBU - HEADS UP Navy reports Challanger II has departed Limassol Cyprus Thursday, June 03, 2010 3:26:19 PM
Once again, a	very fluid set of facts. If this is true, we may no longer have the opportunity to work via the Cypriots.
United States Deputy Chief Office of Mar 2100 Second Washington, 1 Phone: 202-3 Fax: 202-372 SIPR:	itime and International Law (CG-0941) Street, SW DC 20593 172-3791
To:	Message ay, June 03, 2010 3:08 PM HEADS UP Navy reports Challanger II has departed Limassol Cyprus
To:	iy, June 03, 2010 2:24 PM 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

CAPT USN

All redactions on this page are per (b)(6) but for the ones marked per (b)(5)

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		
From:		
Sent: Thursday, June 03, 2010 1:54 Pl To:	M	
Cc:		
Subject: HEADS UP Navy reports Ch	allanger II has departed Limassol Cyprus	
	(b)(5) Deliberative Process	
	(b)(5) Deliberative Process	
From:		
Sent: Thursday, June 03, 2010 10:58 / To:	AM	
Subject: RE: Challenger II and Gaza		
	d we should not dismiss the possibility that we'll need to answer this	
question.		
		(1) (-)
		(b)(5) Deliberativ
		e Process

All redactions on this page are per (b)(6) but for ones marked per (b)(5)

Thanks,		
L/OES		
From: Sent: Thursday, June 03, 2010 10:33 AM To: ; Subject: Challenger II and Gaza		
	(b)(5) Deliberative Process	
	(b)(5) Deliberative Process	
		(b)(5) Deliberative Process
	(b) (5)	Deliberative
	Proces	S
Thanks		
From: Sent: Wednesday, June 02, 2010 10:10 PM To: Subject: U.S. flagged vessels		
etal, great job, thanks!!!		
Worth the read from bottom to top!!		
Best		

From: Sent: Wednesday, June 02, 2010 8:24 PM To: Cc:

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,



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 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.

 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:

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.

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.

(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.

- With respect to possible violations of U.S. law:

Challenger II at sea:

(b) (5) Deliberative Process

(b) (5) Deliberative Process

To: Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

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,

Pol-Mil Officer

Office of Israel and Palestinian Affairs

U.S. Department of State

Unclassified:

Classified:

Cc:

202-647-4386 (office)

From: Sent: Wednesday, June 02, 2010 11:59 AM To:

Subject: RE: U.S. flagged vessels in the second wave of the GAZA Flotilla

- 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,	
From: Sent: Wedne To:	esday, June 02, 2010 11:49 AM
Subject: FW:	U.S. flagged vessels in the second wave of the GAZA Flotilla
thank	s!
	Do we need to ask the USCG to tell the Challenger II not to proceed to GAZA? Do we need to decide G will respond to a GOI request for permissive boarding?
Best	
-	
From:	sday, June 02, 2010 9:36 AM
To:	US flagged vessels
vessel is val	this group on the same page, second has confirmed that the relevant USCG's database shows that the idly registered in Delaware. We can now be comfortable in concluding that the vessel is properly d as U.S. flagged.
	sday, June 02, 2010 12:08 AM
To: Subject: US :	flagged vessels
— in case	e this comes up tomorrow, here is the situation as I understand it regarding the apparently US flagged

All redactions on this page are per (b)(5) Deliberative Process

vessels.

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In terms of the law -

