[redacted] CIV

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

Sir

FYI on the Gaza issue.

V/R
[redacted]

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

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

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

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

Prem;

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

[redacted]

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

[redacted]

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

Thanks

[redacted]

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

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

[redacted]

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

Thanks and have a great weekend,

[redacted]

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

[redacted] CIV

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

Ahhhhhhh!

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

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

Yea...sorry about that

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

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

Sir,

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

Still waiting for word from State on the notice.

V/R,

[redacted]

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

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

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

Sent with Good (www.good.com)

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

Sir,

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

Also, we should have your one-pager today.

V/R,

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

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

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

Here is all we really need to say:

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

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

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

CAPT:

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

v/r,

[redacted]

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

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

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

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

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

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

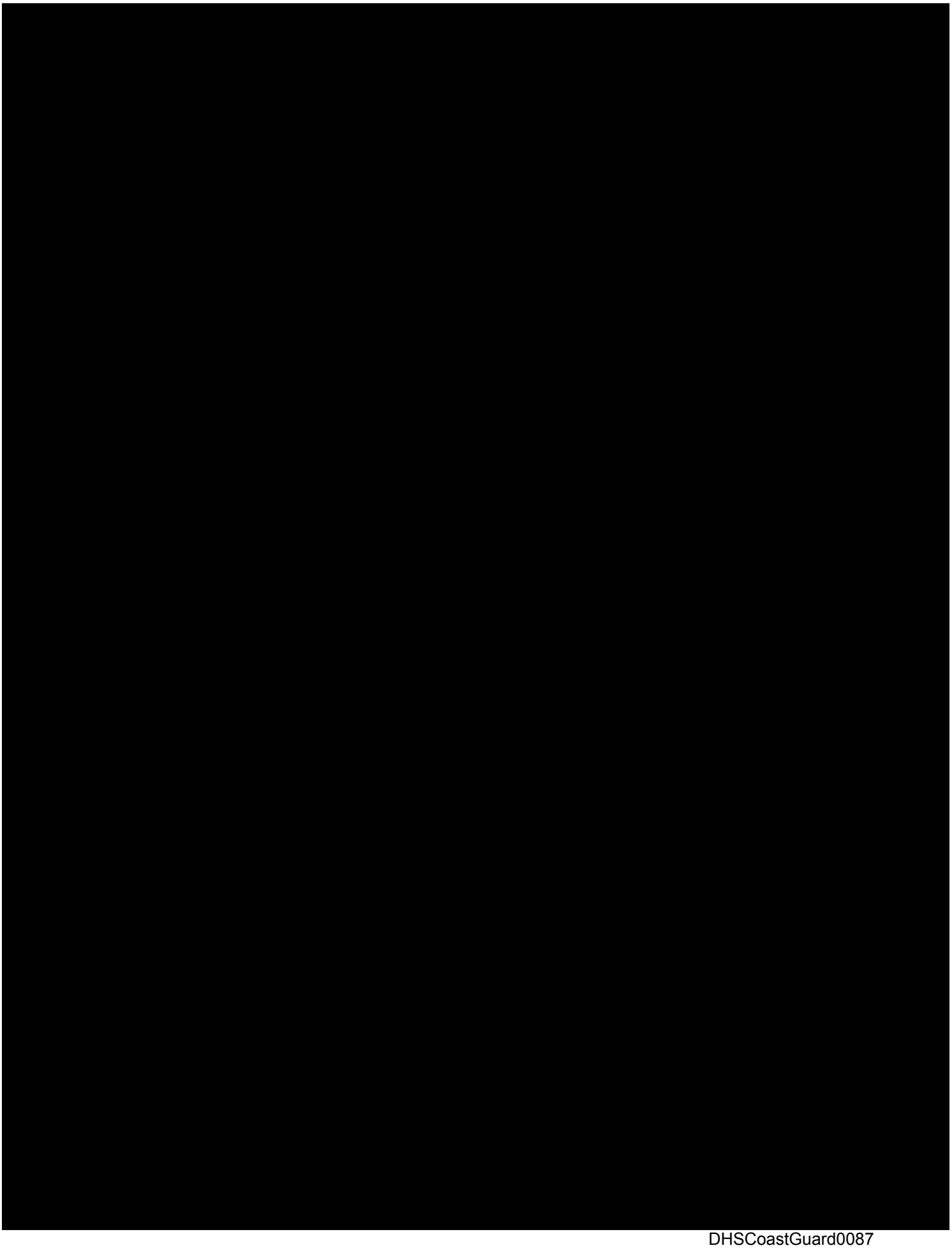
Per CAPT [redacted]'s request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

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



[redacted] CIV

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

[redacted]

FYSA.

[redacted]

Sent with Good (www.good.com)

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

CAPT:

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

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

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

v/r,

[redacted]

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

Kevin:

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

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

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

Thanks.

v/r,

[redacted]

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

[redacted] CIV

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

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

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

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

Full text

PART I : GENERAL PROVISIONS

SECTION I : SCOPE OF APPLICATION OF THE LAW

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

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

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

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

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

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

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

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

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

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

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

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

SECTION IV : AREAS OF NAVAL WARFARE

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

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

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

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

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

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

SECTION V : DEFINITIONS

13. For the purposes of this document:

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

PART II : REGIONS OF OPERATIONS

SECTION I : INTERNAL WATERS, TERRITORIAL SEA AND ACHIPELAGIC WATERS

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

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

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

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

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

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

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

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

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

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

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

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

SECTION II : INTERNATIONAL STRAITS AND ARCHIPELAGIC SEA LANES
General rules

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

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

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

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

Transit passage and archipelagic sea lanes passage

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

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

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

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

Innocent passage

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

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

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

SECTION III : EXCLUSIVE ECONOMIC ZONE AND CONTINENTAL SHELF

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

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

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

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

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

PART III : BASIC RULES AND TARGET DISCRIMINATION

SECTION I : BASIC RULES

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

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

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

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

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

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

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

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

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

SECTION II : PRECAUTIONS IN ATTACK

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

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

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

SECTION III : ENEMY VESSELS AND AIRCRAFT EXEMPT FROM ATTACK

Classes of vessels exempt from attack

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

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

Conditions of exemption

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

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

Loss of exemption

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

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

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

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

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

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

Classes of aircraft exempt from attack

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

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

Conditions of exemption for medical aircraft

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

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

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

Conditions of exemption for aircraft granted safe conduct

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

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

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

Conditions of exemption for civil airliners

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

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

Loss of exemption

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

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

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

SECTION IV : OTHER ENEMY VESSELS AND AIRCRAFT

Enemy merchant vessels

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

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

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

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

Enemy civil aircraft

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

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

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

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

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

Enemy warships and military aircraft

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

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

SECTION V : NEUTRAL MERCHANT VESSELS AND CIVIL AIRCRAFT

Neutral merchant vessels

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

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

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

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

Neutral civil aircraft

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

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

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

SECTION VI : PRECAUTIONS REGARDING CIVIL AIRCRAFT

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

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

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

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

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

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

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

PART IV : METHODS AND MEANS OF WARFARE AT SEA

SECTION I : MEANS OF WARFARE

Missiles and other projectiles

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

Torpedoes

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

Mines

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

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

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

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

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

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

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

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

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

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

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

provided.

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

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

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

SECTION II : METHODS OF WARFARE

Blockade

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Zones

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

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

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

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

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

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

SECTION III : DECEPTION, RUSES OF WAR AND PERFIDY

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

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

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

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

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

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

SECTION I :DETERMINATION OF ENEMY CHARACTER OF VESSELS AND AIRCRAFT

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

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

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

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

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

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

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

SECTION II : VISIT AND SEARCH OF MERCHANT VESSELS

Basic rules

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

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

Merchant vessels under convoy of accompanying neutral warships

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

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

Diversion for the purpose of visit and search

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

Measures of supervision

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

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

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

SECTION III : INTERCEPTION, VISIT AND SEARCH OF CIVIL AIRCRAFT

Basic rules

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

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

126. As an alternative to visit and search:

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

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

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

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

Measures of interception and supervision

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

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

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

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

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

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

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

SECTION IV : CAPTURE OF ENEMY VESSELS AND GOODS

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

136. The following vessels are exempt from capture:

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

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

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

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

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

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

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

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

SECTION V : CAPTURE OF ENEMY CIVIL AIRCRAFT AND GOODS

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

142. The following aircraft are exempt from capture:

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

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

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

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

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

SECTION VI : CAPTURE OF NEUTRAL MERCHANT VESSELS AND GOODS

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

that they:

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

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

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

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

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

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

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

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

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

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

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

SECTION VII : CAPTURE OF NEUTRAL CIVIL AIRCRAFT AND GOODS

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

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

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

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

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

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

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

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

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

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

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

SECTION I : PROTECTED PERSONS

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

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

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

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

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

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

166. Nationals of a neutral State:

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

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

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

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

SECTION II : MEDICAL TRANSPORTS

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

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

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

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

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

SECTION III : MEDICAL AIRCRAFT

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

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

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

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

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

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

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

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

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

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

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

[redacted] CIV

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

Importance: High

CAPT [redacted],

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

Here are the preliminary comments that I offered back:

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

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

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

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

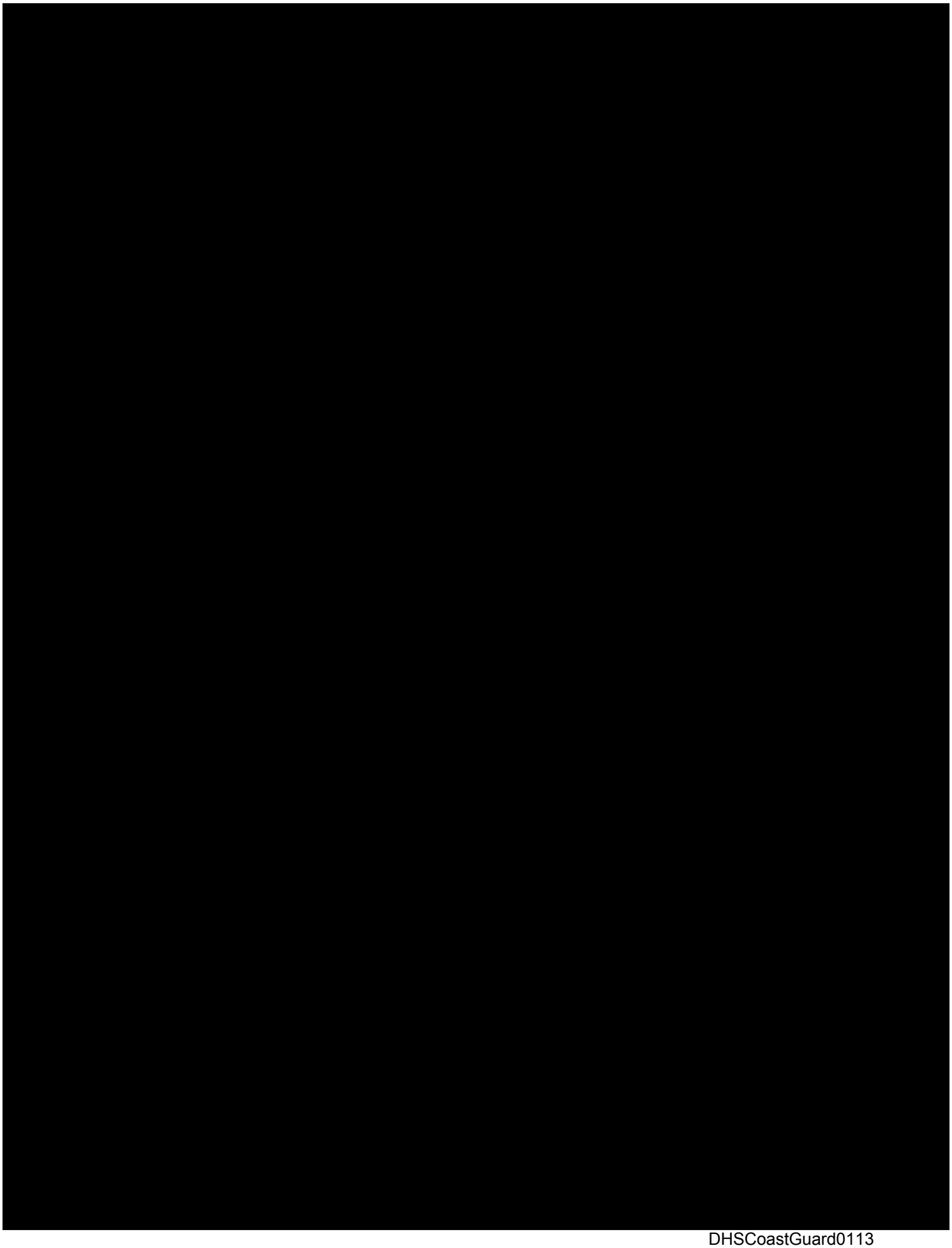
3. You use the term "manifestly unsafe" in the analysis section, not sure if you are referring to manifestly unsafe voyage determination, but we determined it was unlikely we could apply that to the current situation."

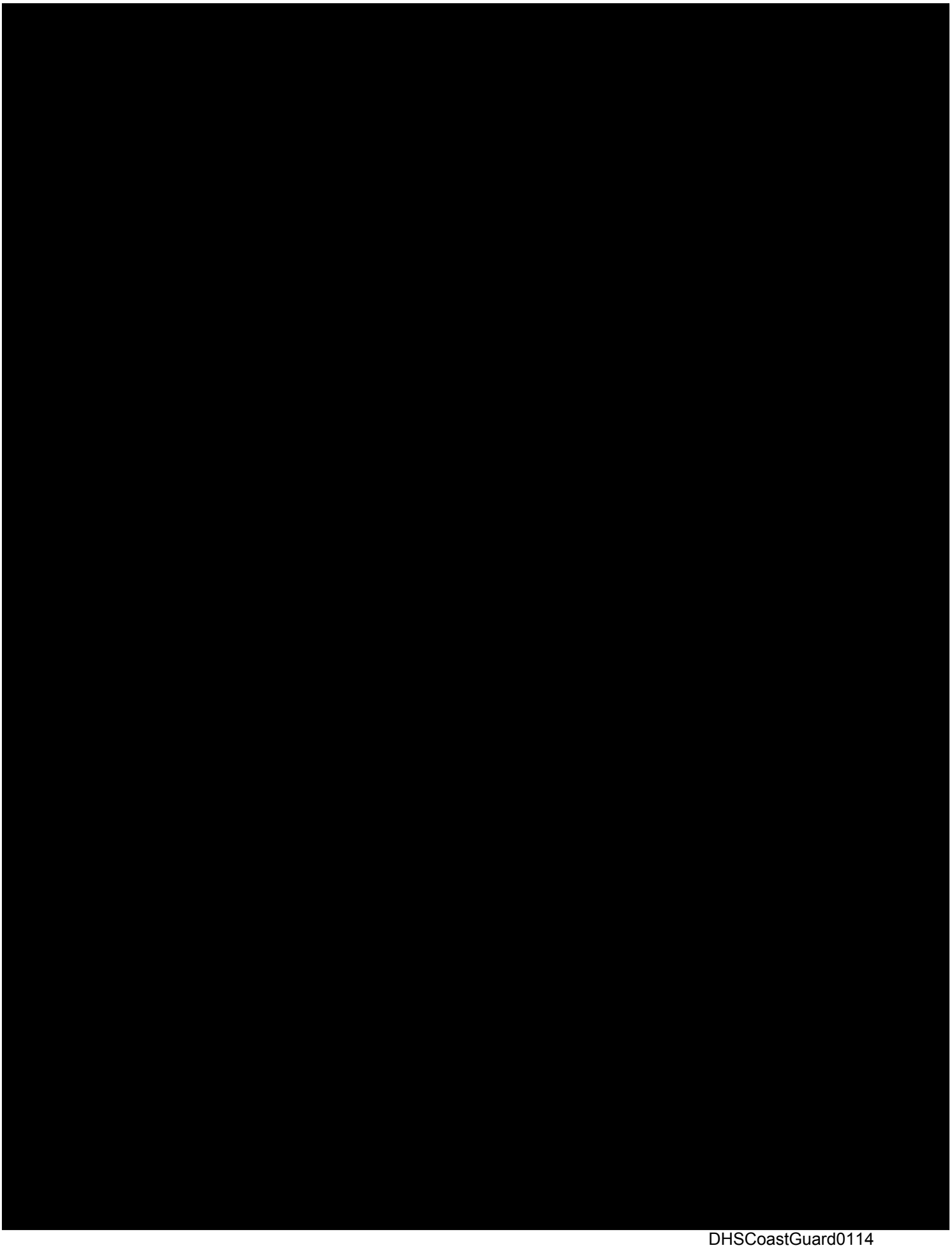
Your thoughts/comments by COB would be greatly appreciated.

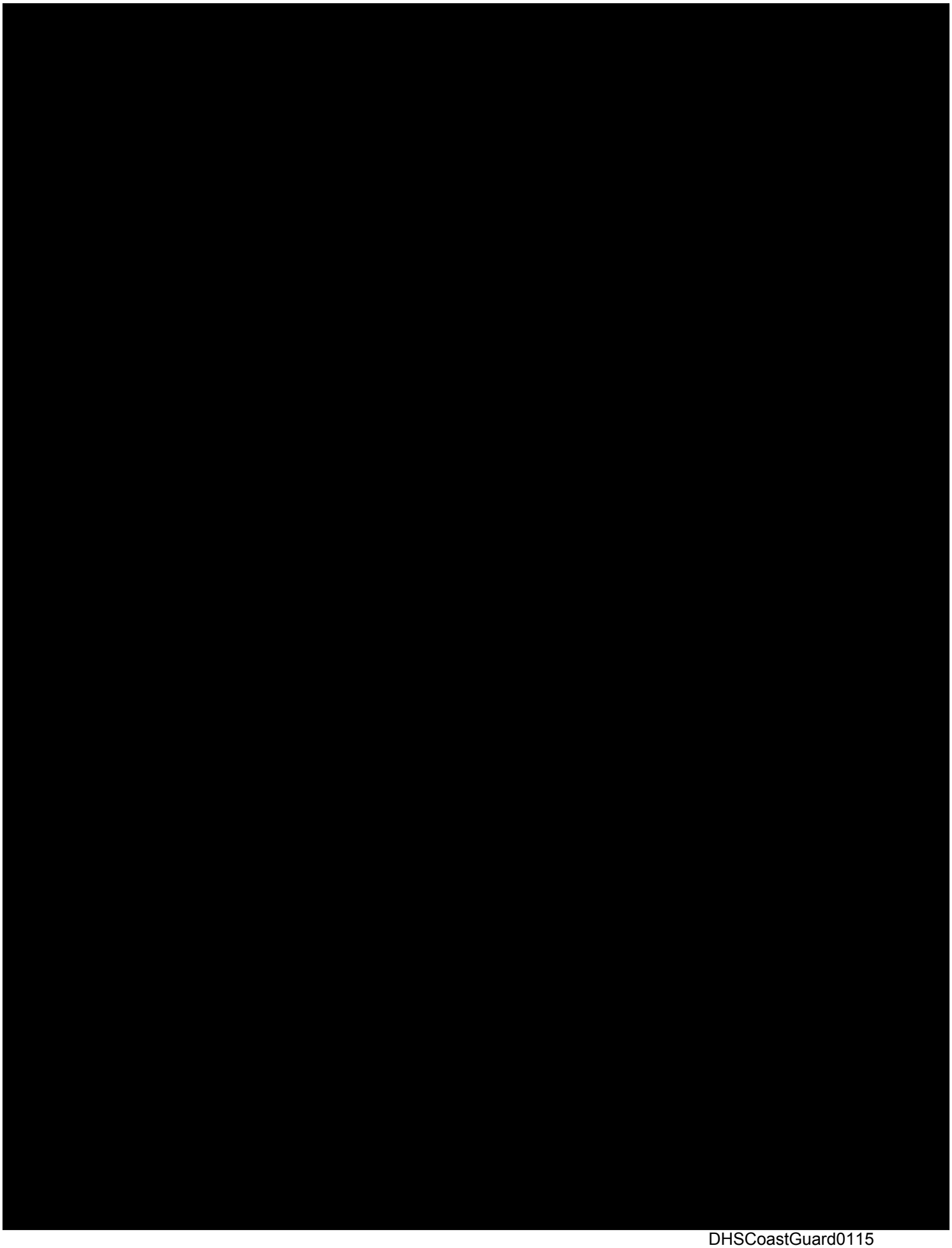
V/R,

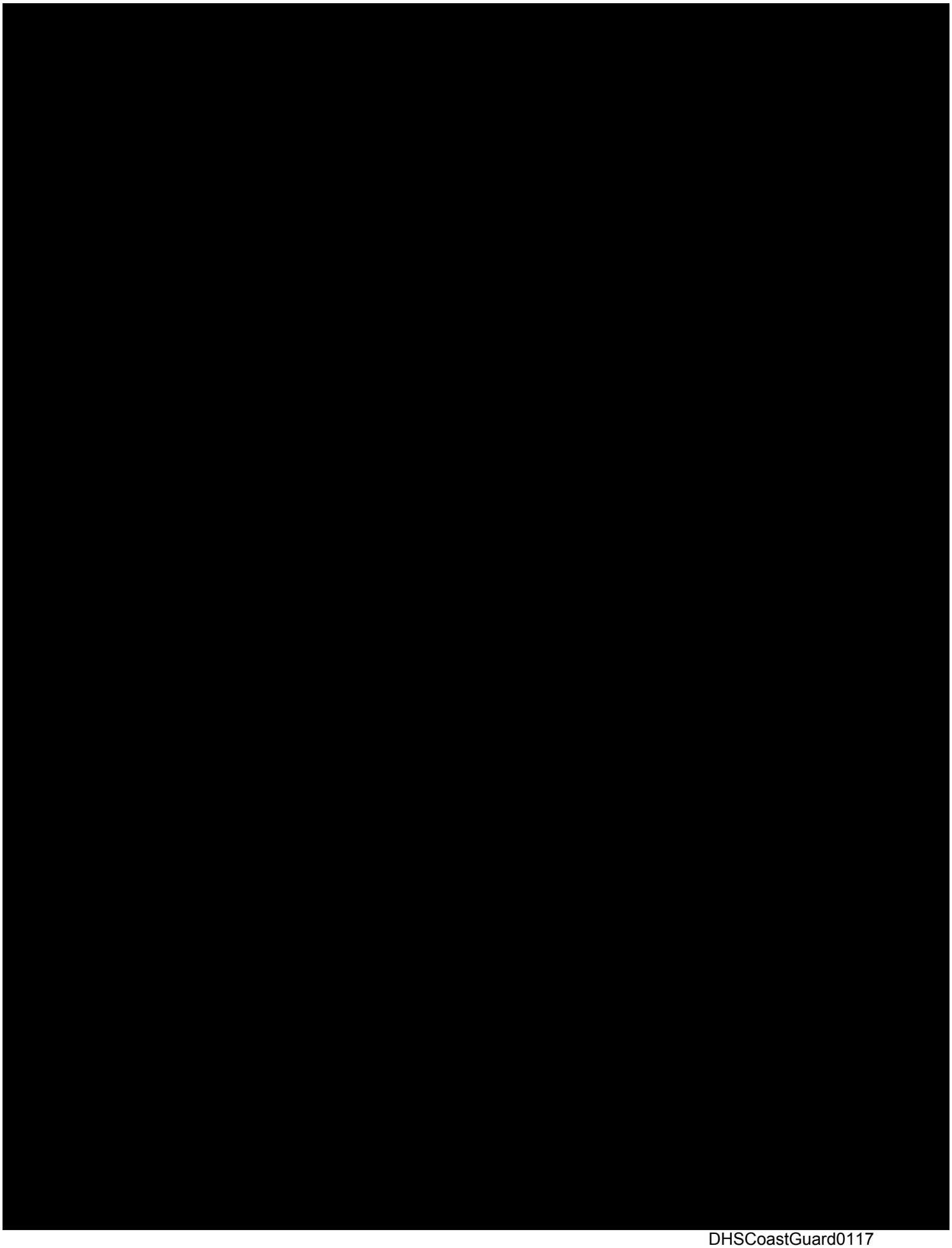
[redacted]

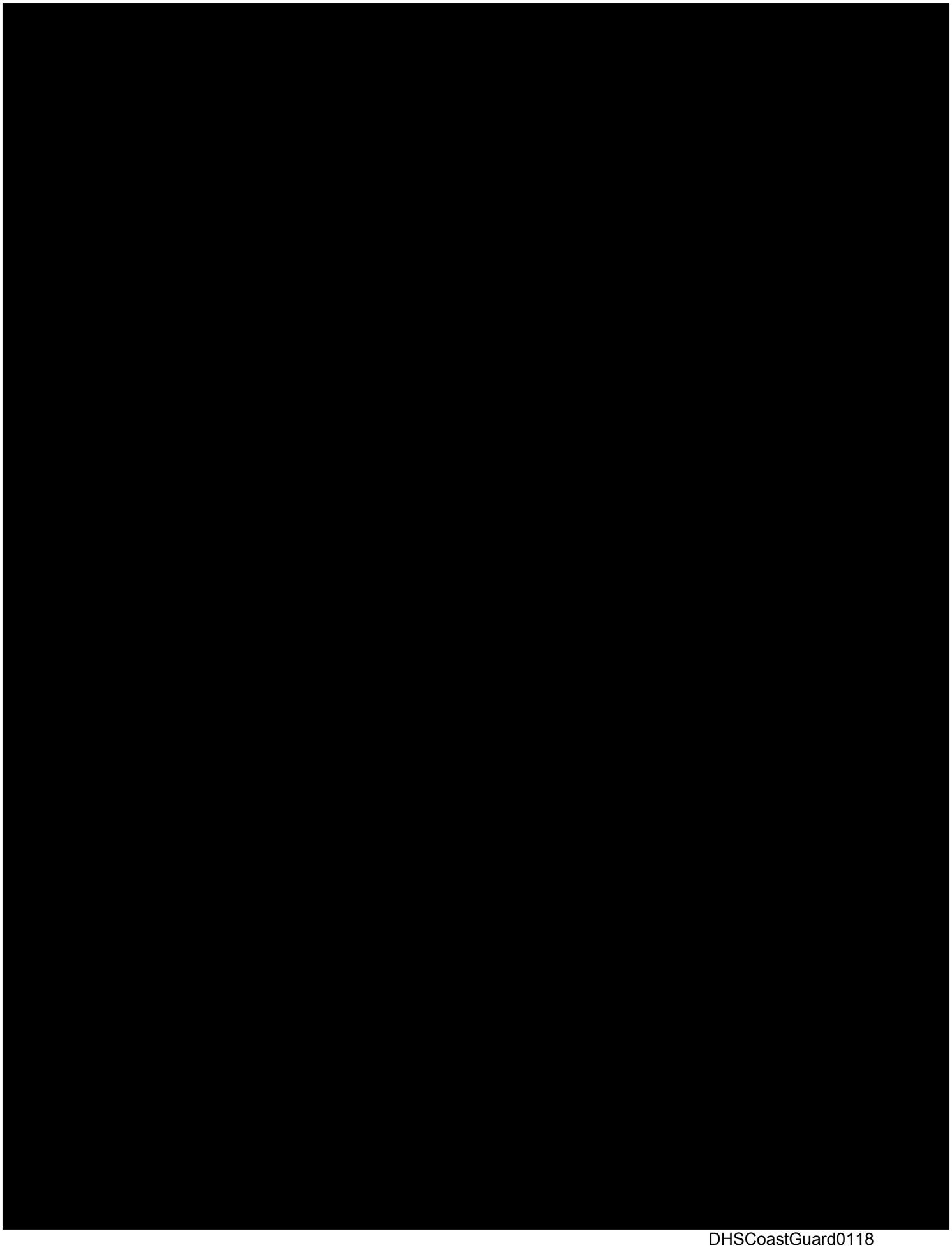
CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

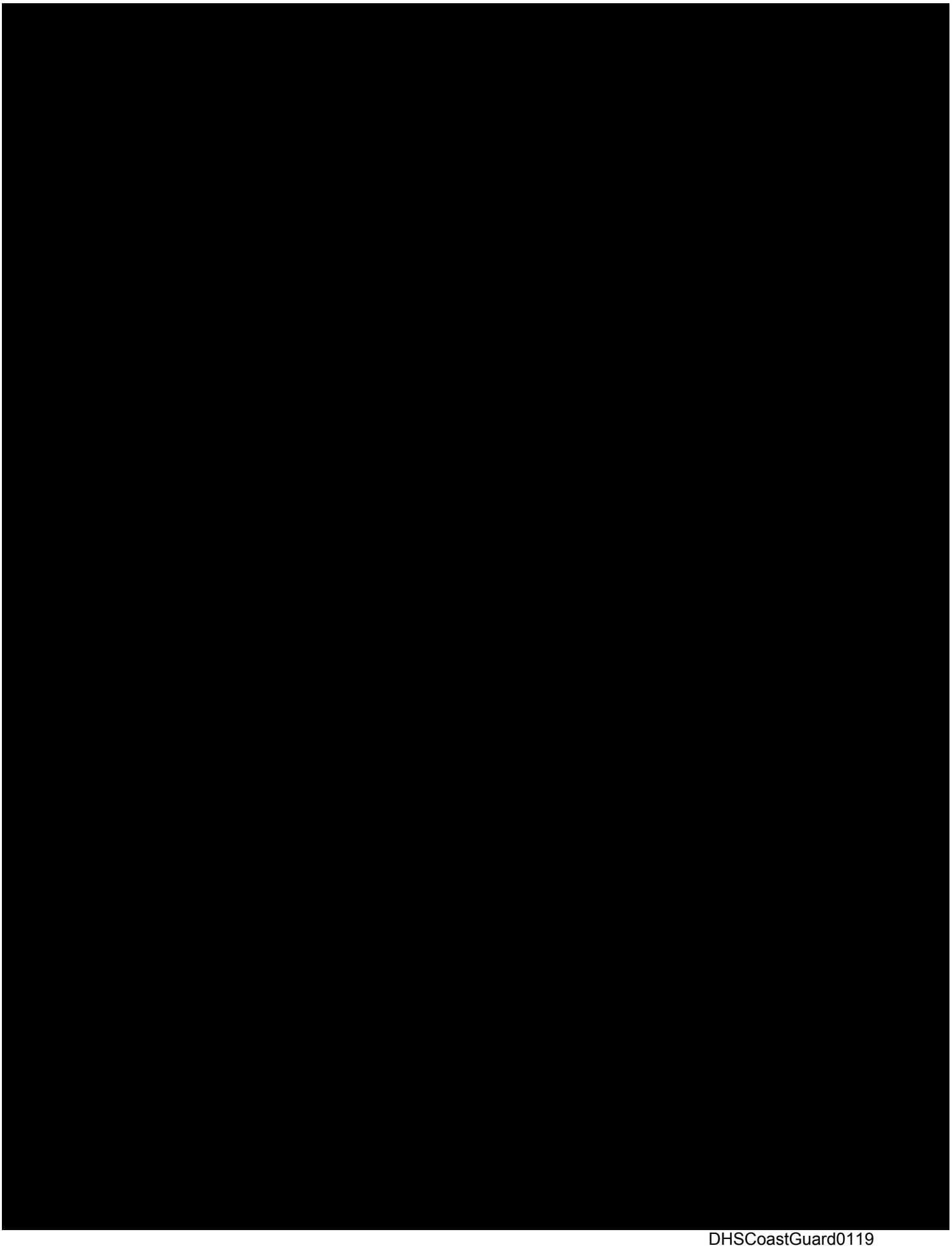






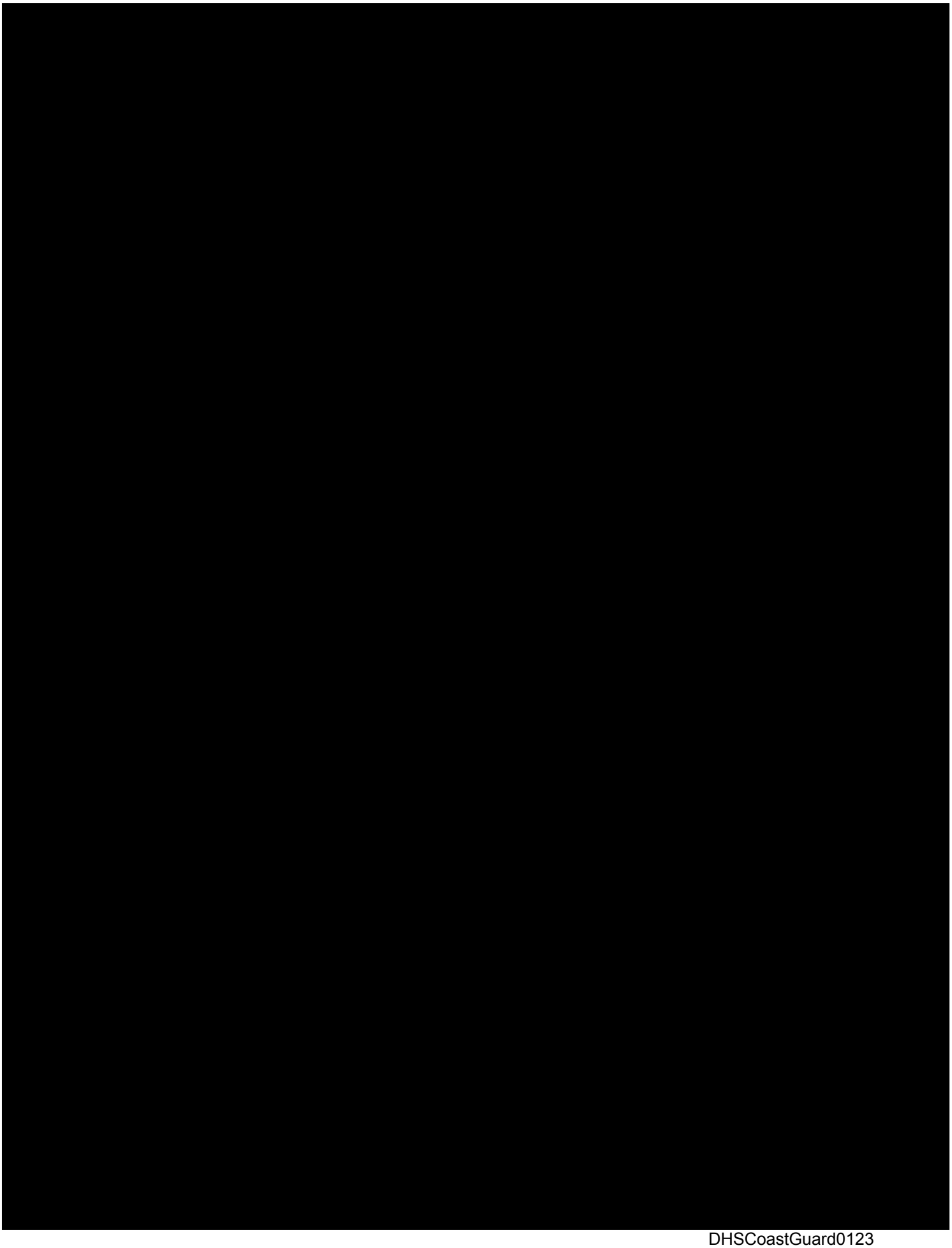


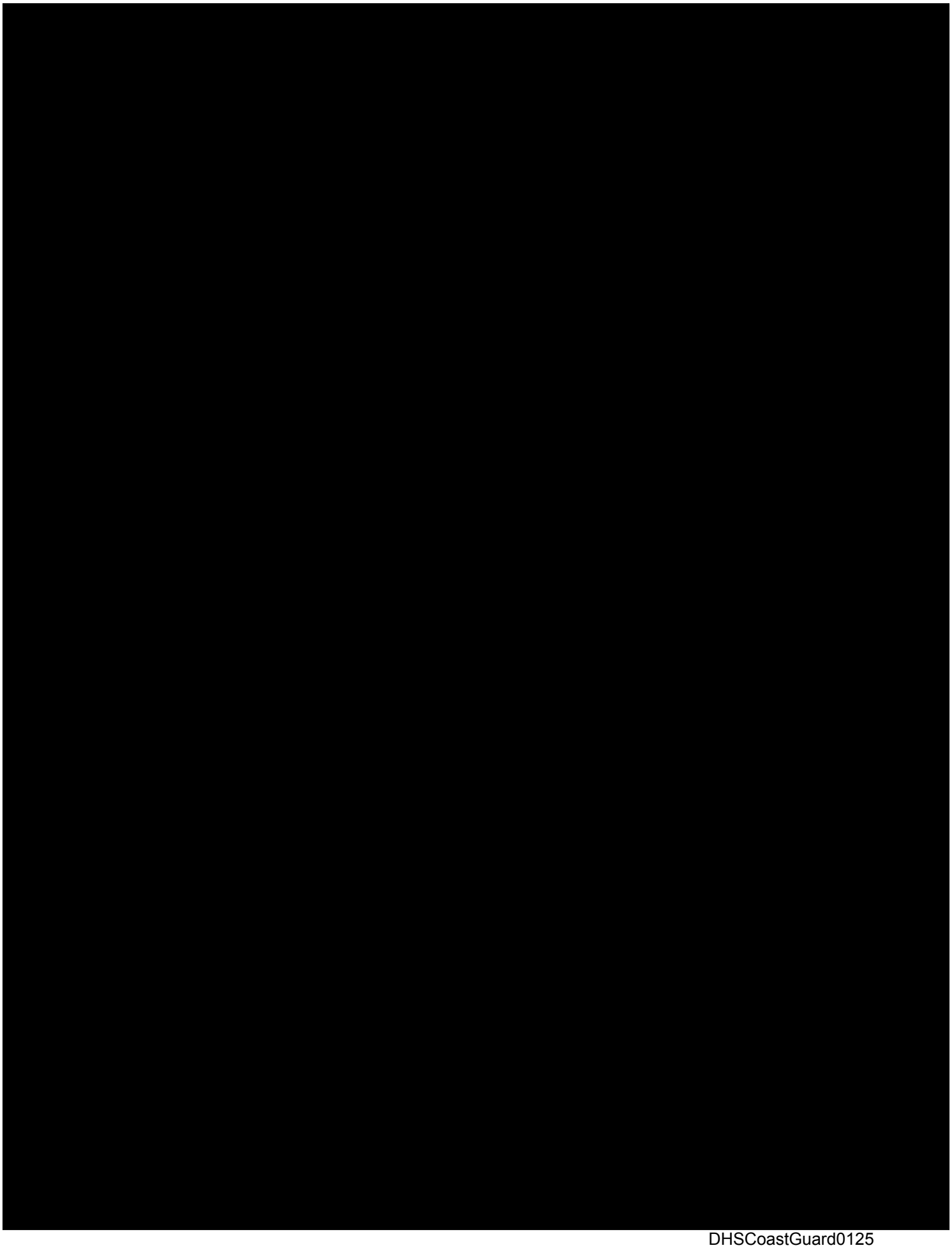


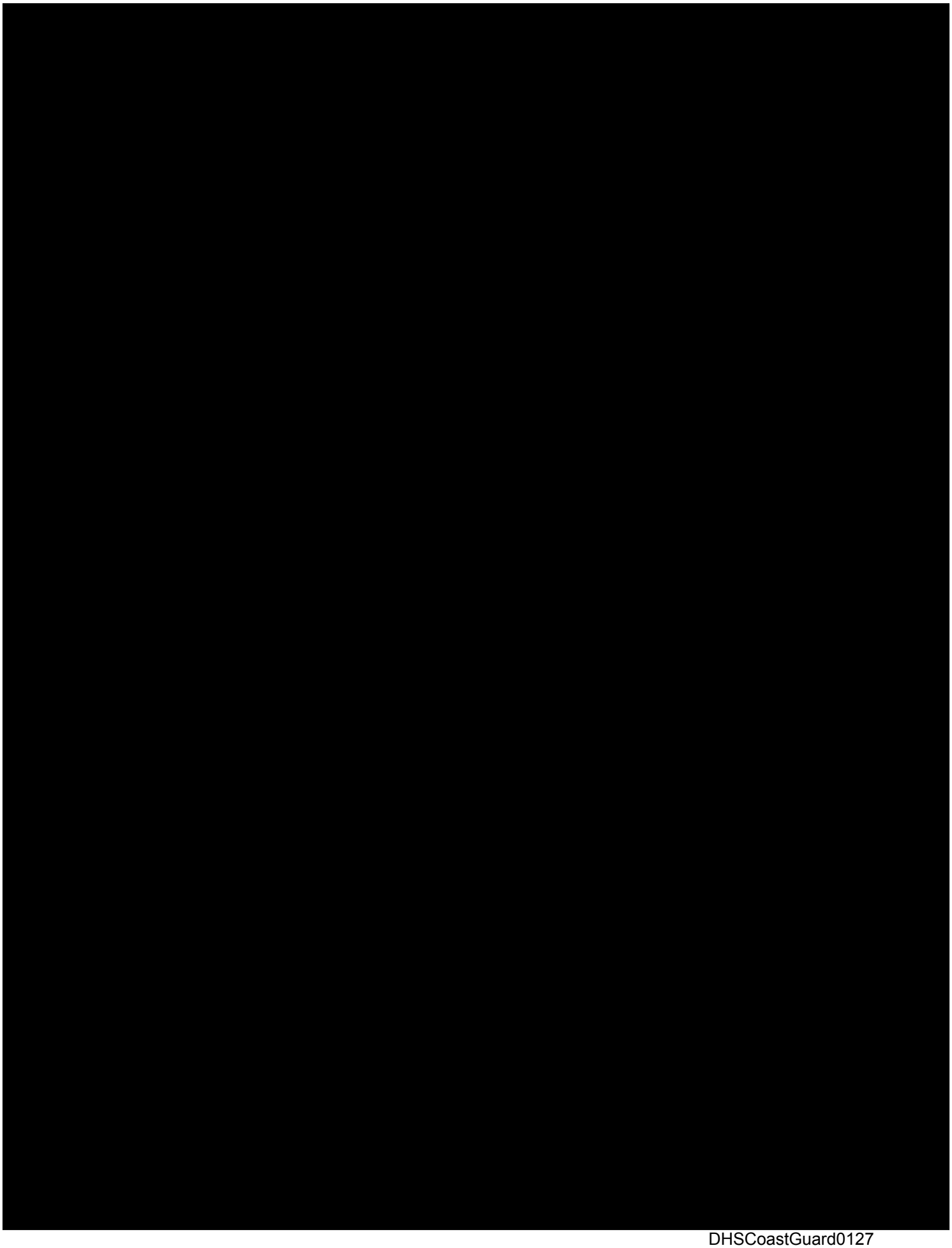


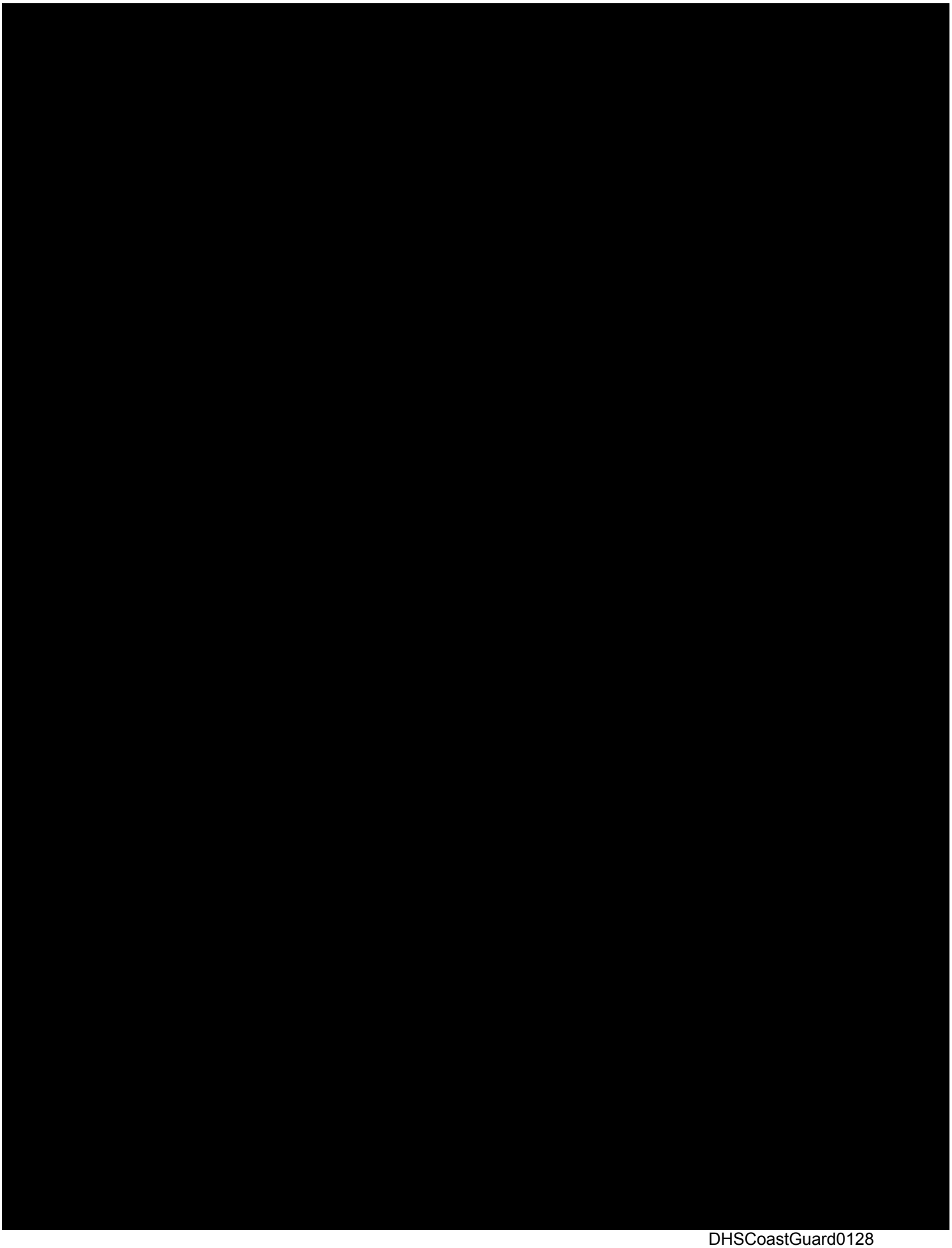
[redacted] CIV

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









[redacted] CIV

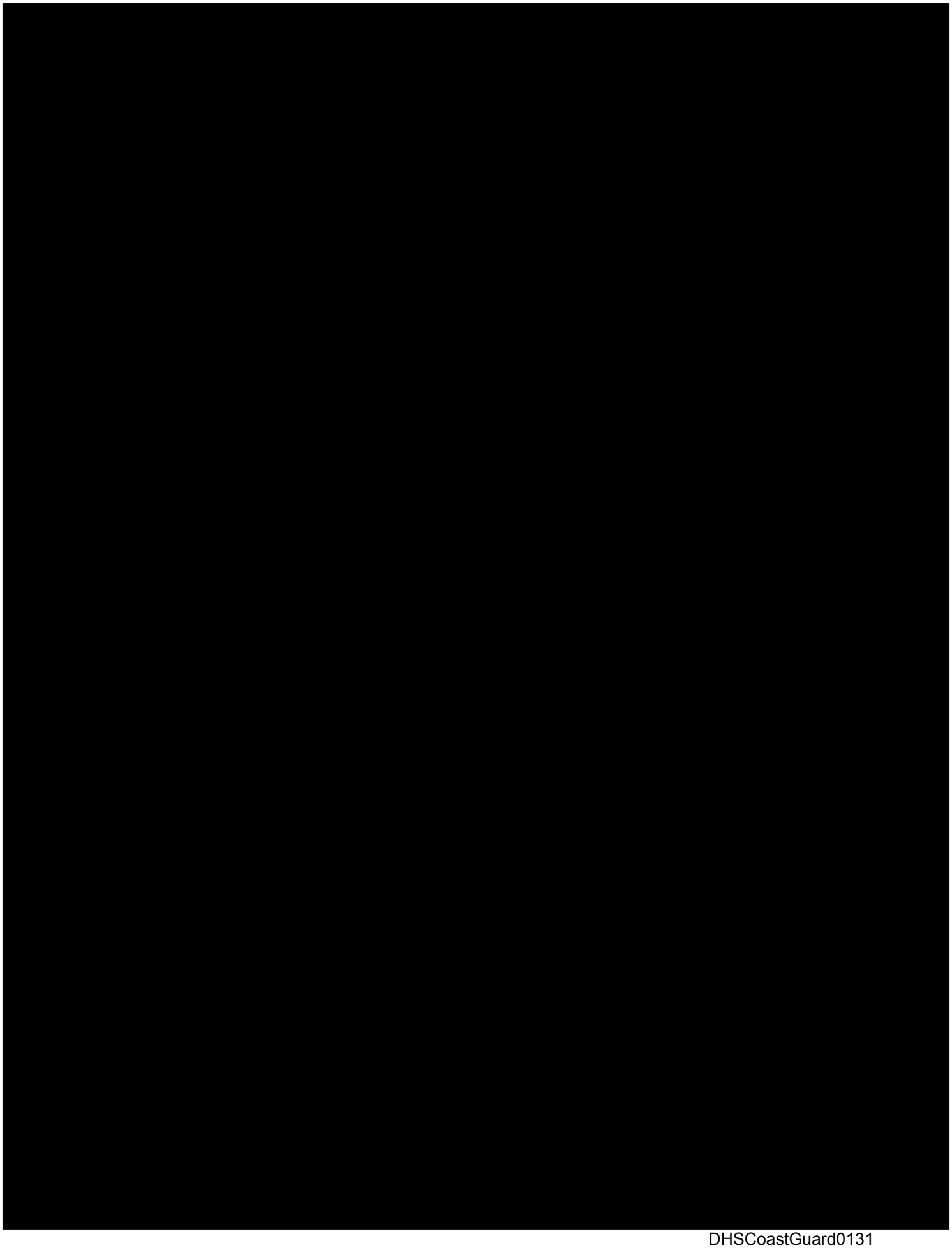
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 6:52 PM
To: [redacted] CDR; [redacted] CDR
Cc: [redacted] LCDR; [redacted]
Subject: Issue Paper - enforcement action in foreign waters V1 7APR
Attachments: Issue Paper - enforcement action in foreign waters V1 7APR.docx

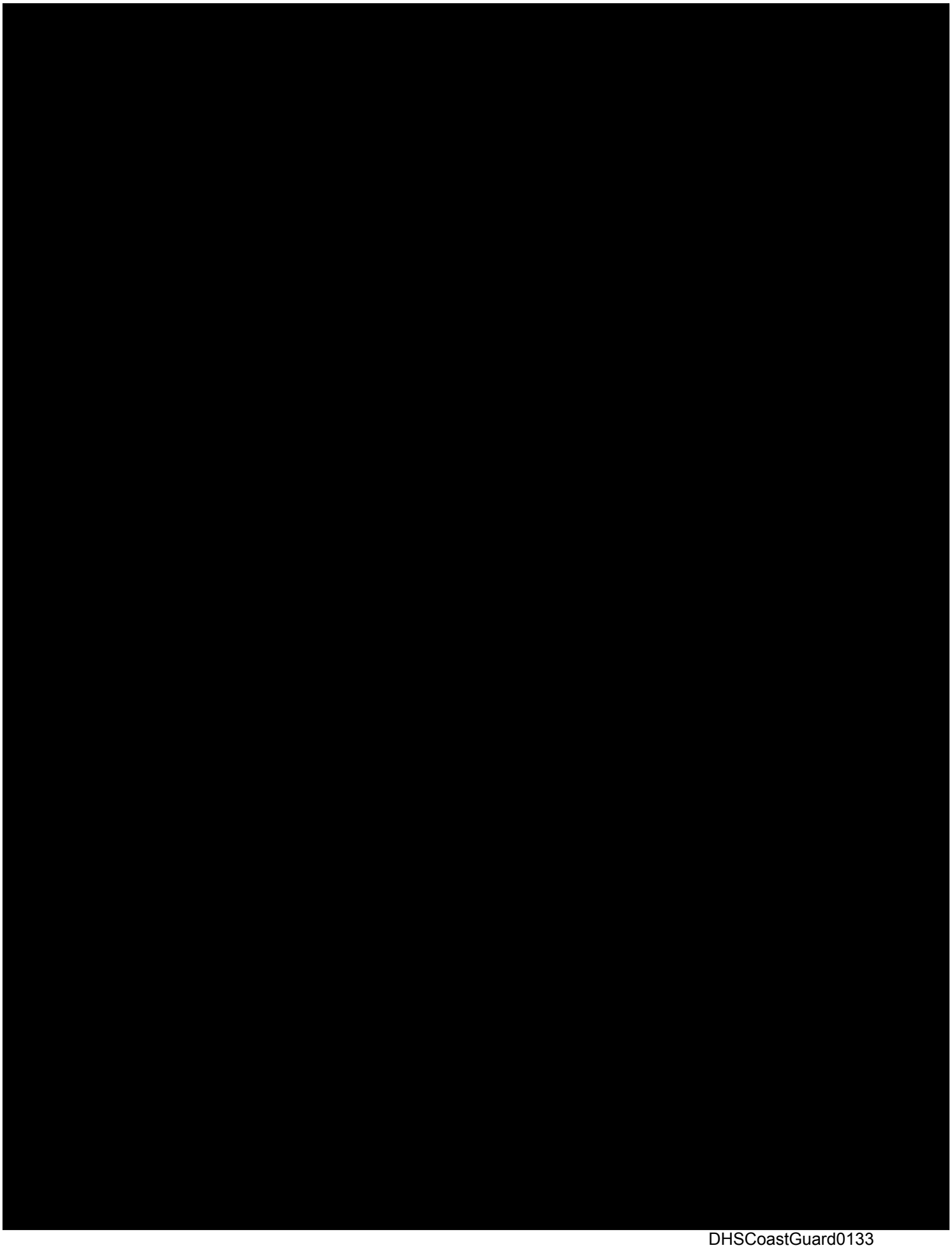
CDRs, et. al.:

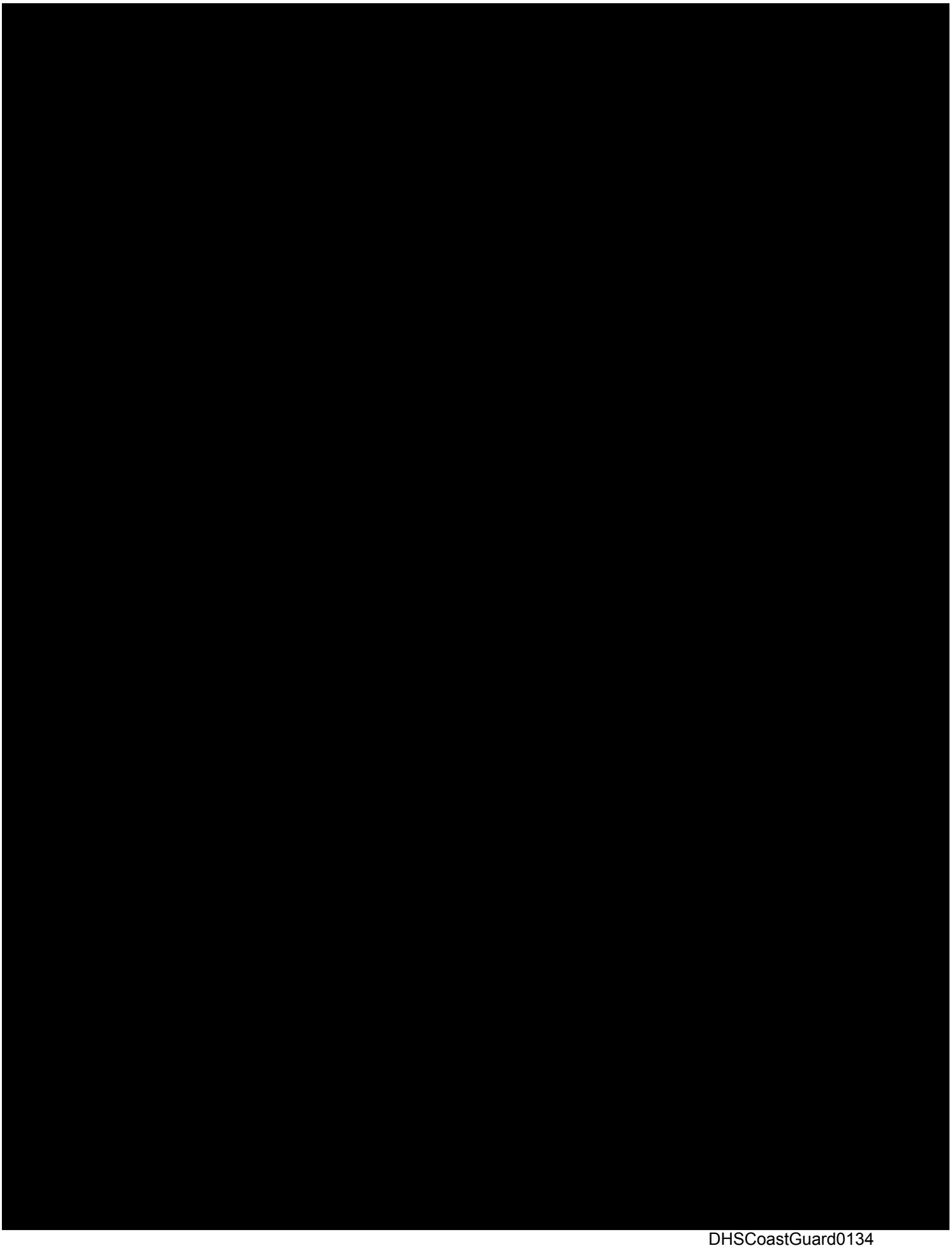
Enclosed is the latest draft of the enforcement action document.

V/r,

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







[redacted] CIV

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

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

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

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

All,

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

V/R,

[redacted]

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

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

Eric,

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

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

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

Here is all we really need to say:

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

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

-----Original Message-----
From: [redacted] LCDR

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

CAPT:

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

v/r,

[redacted]

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

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

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

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

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Cc: [redacted] CDR
Subject: Gaza flotilla issue

Kevin:

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

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

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

Thanks.

v/r,

[redacted]

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

[redacted] CIV

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

[redacted]

We submitted draft text to the IPC for their consideration. Once the IPC decides to go that route we will discuss appropriate dissemination.

Thanks for the assist on this!

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

-----Original Message-----
From: [redacted] CAPT
Sent: Monday, April 11, 2011 9:45 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

Where do you want the NAVTEX sent? Mr. [redacted] is standing by to assist, and here's some info on the options.

NAVTEX Warnings are issued for various NAVAREAs around the world. NAVAREAs IV and XII belong to the U.S. NAVAREA IV covers the North Atlantic to 35°W (middle of Atlantic Ocean). NAVAREA XII covers the North Pacific to 180°W (middle of Pacific Ocean). NGA is the coordinator for NAVAREA IV and XII; however, we actually broadcast the NAVAREA warnings from our COMMSTAs.

Because the U.S. does not want to rely on other countries for the issuance of nav safety info, HYDROLANTs/HYDROPACs are issued by the U.S. in the other NAVAREAs around the world (NAVAREA I (England), II (France), III (Spain), VIII (Russia), etc.). HYDROLANTs cover the eastern North Atlantic, South Atlantic, North Sea, Baltic Sea, English Channel, and Mediterranean Sea. HYDROPACs cover the western North Pacific, South Pacific, South China Sea, Indian Ocean, Red Sea, and Persian Gulf.

CAPT [redacted]

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

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted] F CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

All,

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

V/R,

[redacted]

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

-----Original Message-----
From: Cook, Pauline F CAPT
Sent: Friday, April 08, 2011 5:26 PM
To: Christensen, Eric CAPT; Connors, Timothy CDR; Venckus, Steve; Scott, Anita LCDR
Cc: Weller, Alex; Moon, Youngmee LCDR
Subject: RE: Gaza flotilla issue

Eric,

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

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

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

Here is all we really need to say:

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

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

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

CAPT:

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

v/r,

[redacted]

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

Subject: RE: Gaza flotilla issue

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

[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:
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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

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

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

Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] F CAPT
Sent: Monday, April 11, 2011 9:45 AM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.FINAL.DOC; Issue Paper.GAZA.FINAL.DOC; RE: Gaza flotilla issue

All,

Where do you want the NAVTEX sent? Mr. [redacted] is standing by to assist, and here's some info on the options.

NAVTEX Warnings are issued for various NAVAREAs around the world. NAVAREAs IV and XII belong to the U.S. NAVAREA IV covers the North Atlantic to 35°W (middle of Atlantic Ocean). NAVAREA XII covers the North Pacific to 180°W (middle of Pacific Ocean). NGA is the coordinator for NAVAREA IV and XII; however, we actually broadcast the NAVAREA warnings from our COMMSTAs.

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CAPT [redacted]

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

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted] F CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

All,

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

V/R,

[redacted]

CDR [redacted]
Chief, Operations Law Group

Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
[redacted]

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

Eric,

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

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 8:55 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT

Subject: RE: Gaza flotilla issue
Importance: High

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

-----Original Message-----
From: [redacted] CAPT

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

Here is all we really need to say:

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

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Captain, U.S. Coast Guard
CG-543

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To: [redacted] CAPT
Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

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

v/r,

[redacted]

-----Original Message-----
From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
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[redacted] -- I'm still looking for an answer on your specific question...which is a good one. As a placeholder (subject to review by others), something like the following might work:

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http://travel.state.gov/travel/cis_pa_tw/tw/tw_922.html. Finally, here is the official notice to mariners from the Govt of Israel:
http://en.mot.gov.il/index.php?option=com_content&view=article&id=124:no12009&catid=17:noticetomariners&Itemid=12 (for some reason, I can't get the pdf to open, but the text is here).

Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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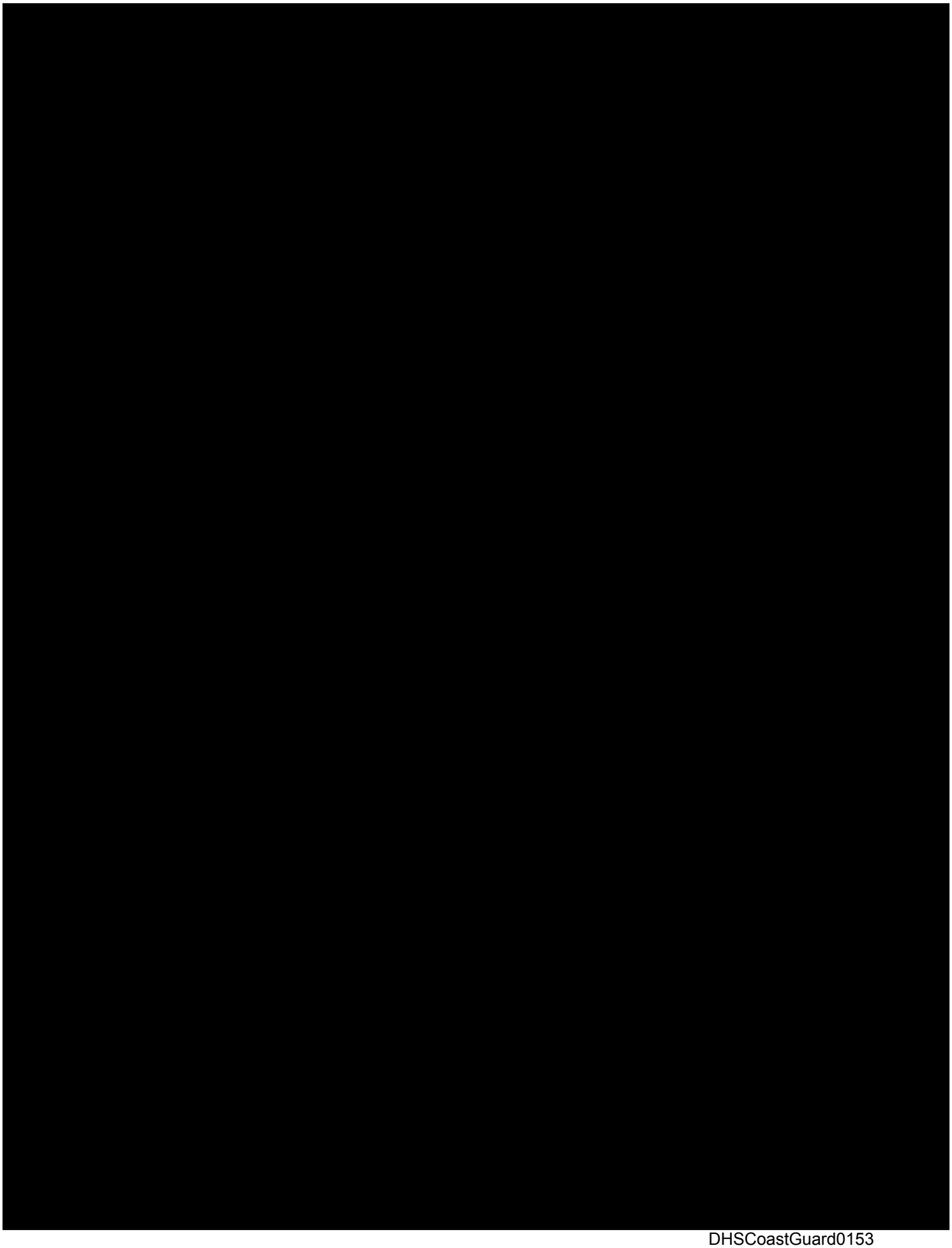
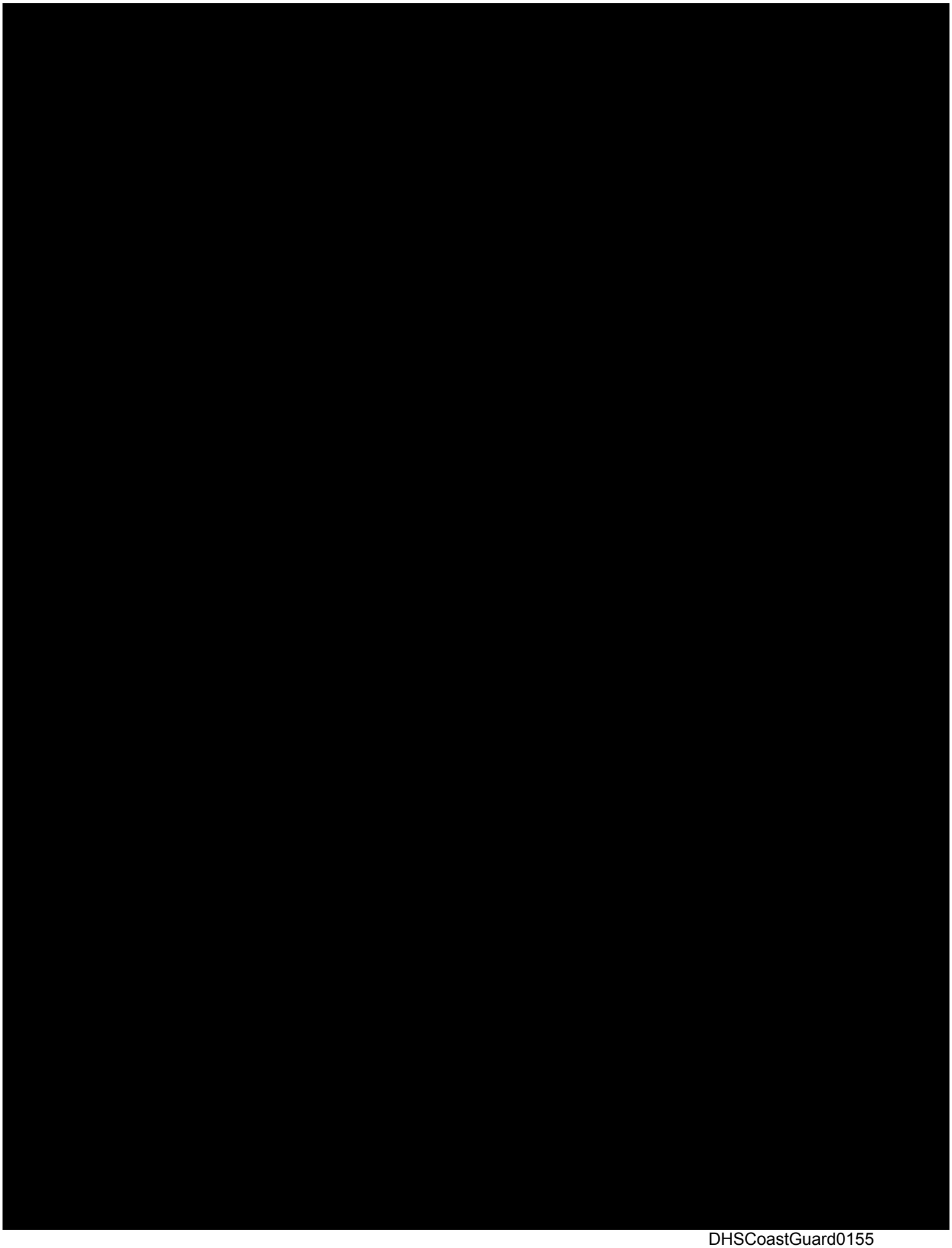
Thanks.

v/r,

[redacted]

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





[redacted] CIV

From: [redacted]
Sent: Monday, April 11, 2011 9:40 AM
To: [redacted] F CAPT
Cc: [redacted] D LT
Subject: RE: Gaza flotilla issue

Yes, but I have not heard from CG-54. Also, we need to decide whether we just go with a Hydrolant/NAVAREA IV or also include the Pacific.

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
[redacted]
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted] F CAPT
Sent: Monday, April 11, 2011 9:38 AM
To: [redacted]
Cc: [redacted] D LT
Subject: RE: Gaza flotilla issue

[redacted] k,

So it looks like if we issue a HYDROLANT, HYDROPAC and NAVTEX for AREAS IV and XII, we should have it covered. Would you agree?

[redacted]

-----Original Message-----
From: [redacted] k
Sent: Friday, April 08, 2011 1:26 PM
To: [redacted] CAPT
Cc: [redacted] LT
Subject: RE: Gaza flotilla issue

CAPT:

NAVTEX Warnings are issued for various NAVAREAs around the world. NAVAREAs IV and XII belong to the U.S. NAVAREA IV covers the North Atlantic to 35°W (middle of Atlantic Ocean). NAVAREA XII covers the North Pacific to 180°W (middle of Pacific Ocean). NGA is the coordinator for NAVAREA IV and XII; however, we actually broadcast the NAVAREA warnings from our COMMSTAs.

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[redacted]
Commandant (CG-5531)
Office of Navigation Systems

COMMANDANT (CG-5531)
US COAST GUARD
2100 2ND STREET SW STOP 7580
WASHINGTON DC 20593-7580
[redacted]
Tel: (202) 372-1551
Fax: (202) 372-1992

-----Original Message-----
From: [redacted]F CAPT
Sent: Friday, April 08, 2011 12:33 PM
To: [redacted]
Subject: RE: Gaza flotilla issue

Frank,

What's the difference?

[redacted]

-----Original Message-----
From: [redacted]
Sent: Friday, April 08, 2011 9:57 AM
To: [redacted] CAPT; [redacted]
Subject: RE: Gaza flotilla issue

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

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 9:48 AM
To: [redacted]
Cc: [redacted]
Subject: FW: Gaza flotilla issue

Mike,

Can [redacted] or LT [redacted] get with [redacted] to be ready to do this next week, if needed?

[redacted]

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

Subject: RE: Gaza flotilla issue

All,

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

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Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

TPC

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

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
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Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
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Captain, U.S. Coast Guard
CG-543

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

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CG-543

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Cc: [redacted] CDR; [redacted] LCDR
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Dos provided the below response to your (narrowed) query.

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[redacted]

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Cc: [redacted] CDR
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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 3:33 PM
To: [redacted] Eric CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

Thanks, and one question - did you make your edits to the one-pager in the document itself? I just want to make sure I accurately reflect them.

V/R,

[redacted]

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

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 2:40 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Tim,

Once you clear on my edits then I am sure either CDR [redacted] or Kevin Baumert at State can pass to the IPC for consideration. I think both the Nav Warning text and one-pager are good to go.

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

-----Original Message-----
From: [redacted] CDR
Sent: Friday, April 08, 2011 2:01 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Sir,

Thanks. We avoided mention of the first two issues because we felt we didn't have facts to support that as yet. We tried to limit the field by keeping it at the highest level possible.

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

V/R,
[redacted]

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

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 1:52 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted]

A couple comments:

[redacted]

Captain, U.S. Coast Guard
CG-543

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

Sir,

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

Still waiting for word from State on the notice.

V/R,

[redacted]

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

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

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

Sent with Good (www.good.com)

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

Sir,

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

Also, we should have your one-pager today.

V/R,

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

[redacted]

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

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR

Cc: [redacted]Timothy CDR; [redacted] LCDR; [redacted]F CAPT
Subject: RE: Gaza flotilla issue

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

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

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

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

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

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

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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 aid to Gaza.

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Captain, U.S. Coast Guard
CG-543

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

CAPT:

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

v/r,

[redacted]

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

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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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Per CAPT [redacted]'s request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 3:07 PM
To: [redacted] Eric CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

Roger and thanks.

V/R,

[redacted]

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

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 2:40 PM
To: [redacted] CDR; [redacted] Anita LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

[redacted]

Once you clear on my edits then I am sure either CDR [redacted] or Kevin Baumert at State can pass to the IPC for consideration. I think both the Nav Warning text and one-pager are good to go.

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

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From: [redacted] CDR
Sent: Friday, April 08, 2011 2:01 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] 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,
[redacted]

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

-----Original Message-----
From: [redacted] CAPT
Sent: Friday, April 08, 2011 1:52 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted]

A couple comments:

[redacted]

Captain, U.S. Coast Guard
CG-543

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

Sir,

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

Still waiting for word from State on the notice.

V/R,

[redacted]

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

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

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

Sent with Good (www.good.com)

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

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

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

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From: [redacted] CAPT
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To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

All,

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

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Thanks,

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

CAPT,

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

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

-----Original Message-----
From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR

Cc: [redacted] CDR; [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

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

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CG-543

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

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

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

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v/r,

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From: baumertka@state.gov [mailto:baumertka@state.gov]
Sent: Wednesday, April 06, 2011 3:16 PM
To: [redacted] LCDR
Cc: [redacted] CDR
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Thanks,
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From: [redacted]
Sent: Wednesday, April 06, 2011 10:10 AM
To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

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

[redacted] CIV

From: [redacted] CAPT
Sent: Friday, April 08, 2011 2:40 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
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Office: (202) 372-3798
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CG-543

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Cc: [redacted] CDR
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Office of Maritime and International Law (CG-0941)
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Office: (202) 372-3798
[redacted]

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Sent: Friday, April 08, 2011 1:52 PM
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Cc: [redacted] LCDR; [redacted] CAPT
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Thanks [redacted]

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[redacted]

[redacted]

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Captain, U.S. Coast Guard
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To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
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Subject: RE: Gaza flotilla issue

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Sent with Good (www.good.com)

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

Sir,

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

Also, we should have your one-pager today.

V/R,

[redacted]

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

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

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CG-543

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Cc: [redacted] LCDR; [redacted] CAPT
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Importance: High

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

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

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To: Baumert, Kevin A
Cc: [redacted] CDR
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[redacted]

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

[redacted] CIV

From: [redacted] CAPT
Sent: Friday, April 08, 2011 1:52 PM
To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted]

A couple comments:

[redacted]

[redacted]

[redacted]

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

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Sent: Friday, April 08, 2011 10:40 AM
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Office: (202) 372-3799
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Cc: [redacted] LCDR; [redacted] CAPT
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Attachments: Issue Paper - enforcement action in foreign waters.FINAL.doc

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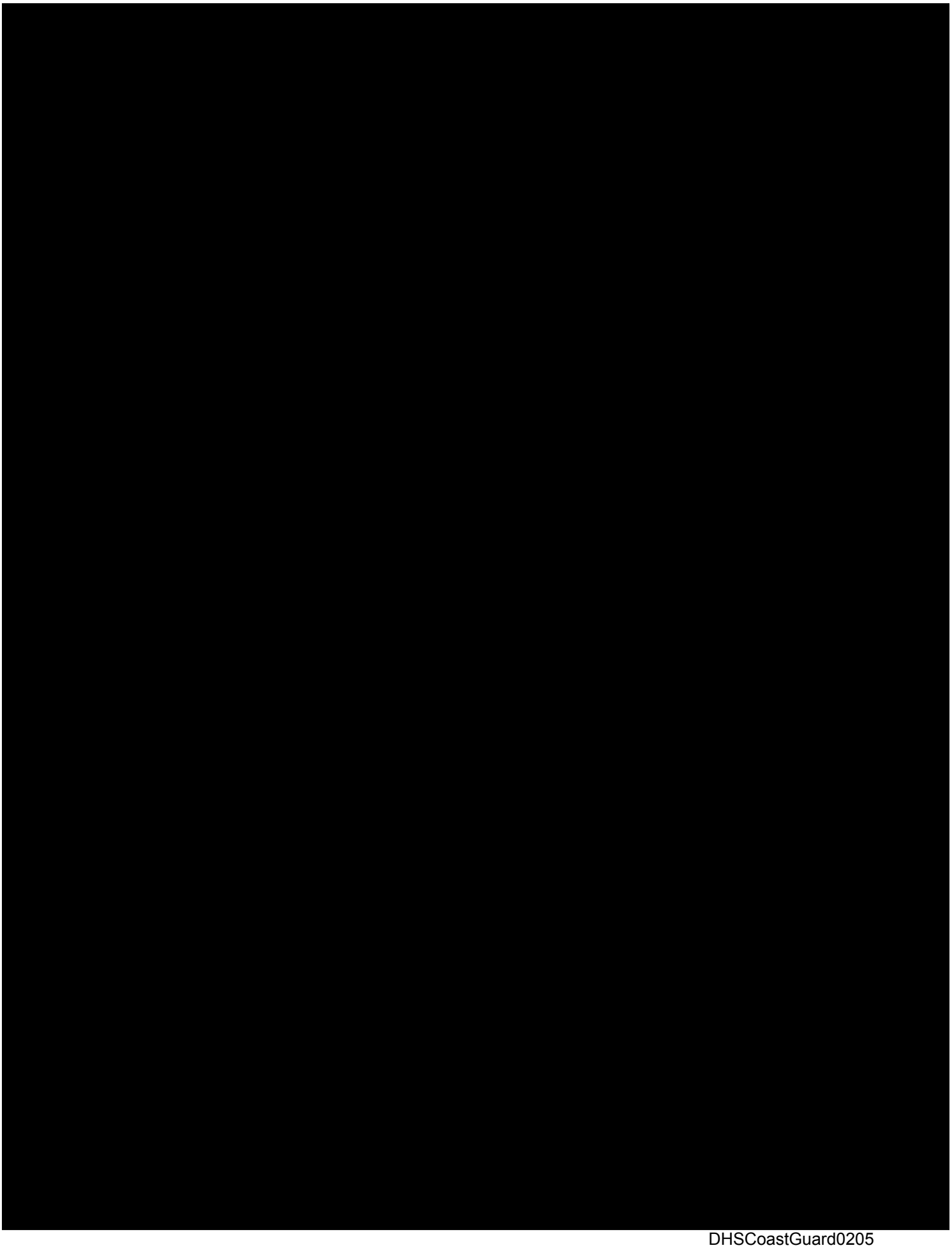

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Dos provided the below response to your (narrowed) query.

v/r,

[redacted]

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

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

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Thanks,
Kevin

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

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

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

Kevin:

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

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 10:36 AM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] e LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

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

Also, we should have your one-pager today.

V/R,

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

-----Original Message-----
From: [redacted] CDR

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

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

-----Original Message-----
From: [redacted] CAPT
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Cc: [redacted] CDR; [redacted] LCDR
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 aid to Gaza.

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

[redacted] CIV

From: [redacted] CAPT
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To: [redacted] CDR; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue
Attachments: GAZA NOTICE V3 8APR.doc

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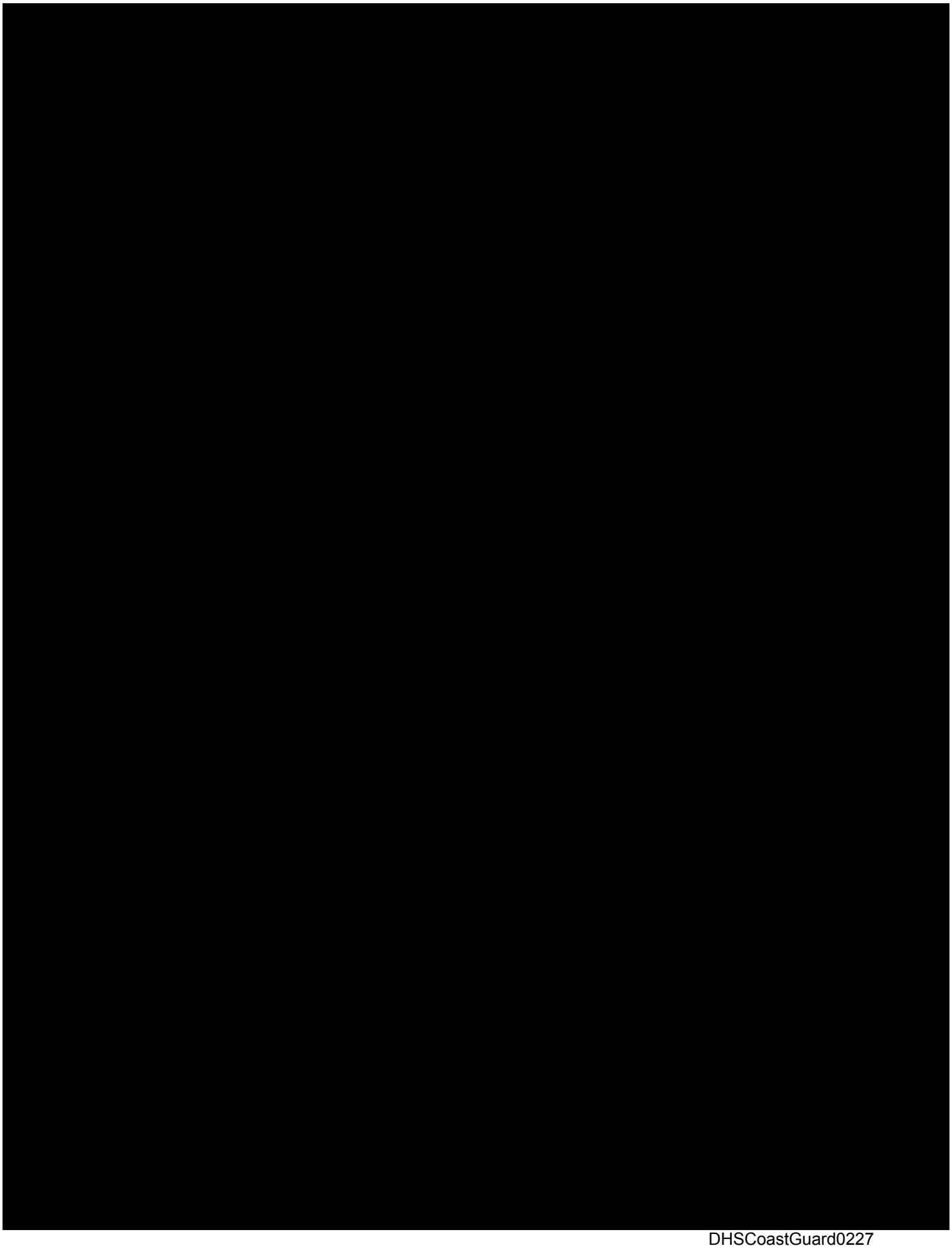
LCDR [redacted]
Deputy Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3799
[redacted]



[redacted] CIV

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Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.V2.7APR.doc

Importance: High

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Office of Maritime and International Law (CG-0941)
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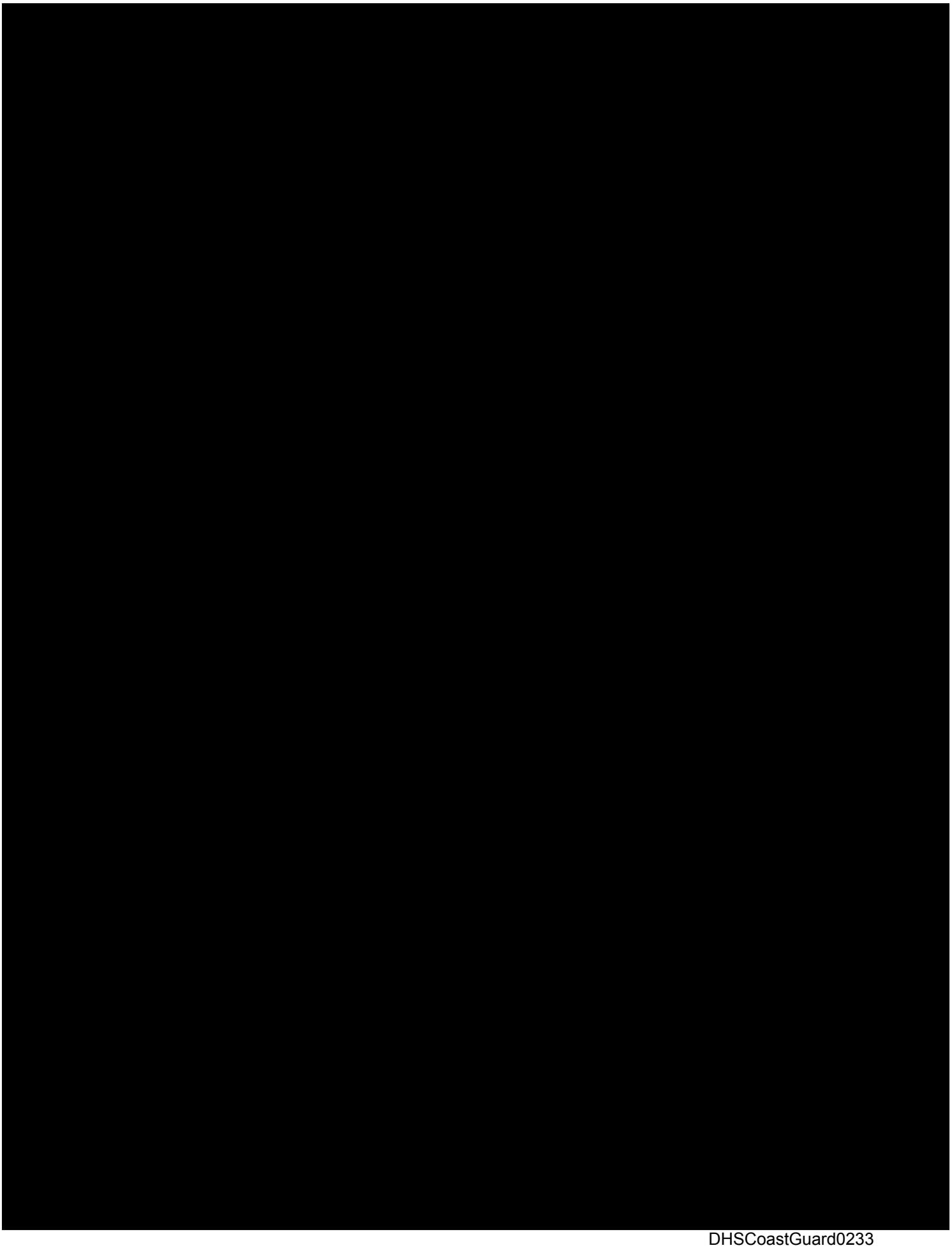

[redacted] CIV

From: [redacted]
Sent: Thursday, April 07, 2011 10:17 PM
To: [redacted] CDR; [redacted] CAPT; [redacted] LCDR; [redacted], [redacted] LCDR; [redacted] CAPT
Subject: RE: Gaza flotilla issue

Thanks [redacted] Great effort

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

-----Original Message-----
From: [redacted] CDR
Sent: Thursday, April 07, 2011 07:40 PM Eastern Standard Time
To: [redacted] CAPT; [redacted] LCDR; [redacted]
LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue

Sir,

I edited based on State feedback.

V/R,

[redacted]

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

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

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

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

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

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

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

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

[redacted]

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

Here is all we really need to say:

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

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

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

CAPT:

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

v/r,

[redacted]

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

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

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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

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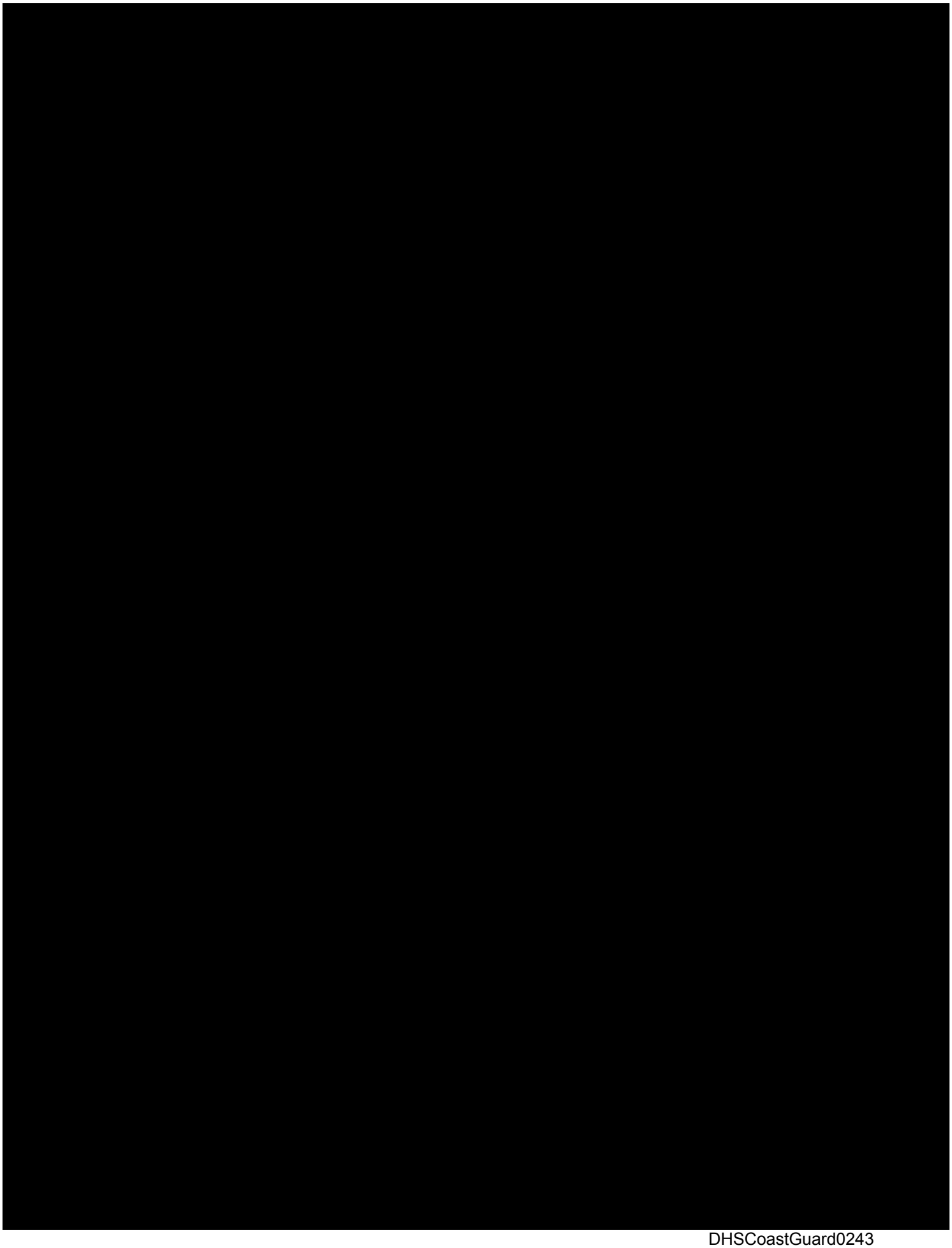
v/r,

[redacted]

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



[redacted] CIV

From: [redacted] CDR
Sent: Thursday, April 07, 2011 6:17 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT; [redacted] CDR
Subject: RE: Gaza flotilla issue

Sir,

We are working with the language of the warning as we speak. State has raised some concerns regarding the language of the warning as it regards Isreali waters and I think the concerns are legit. I'm working right now to change it.

V/R,

[redacted]

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

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

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

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

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

[redacted]

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

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

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Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

CAPT:

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Thanks,
Kevin

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

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From: [redacted] LCDR
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Cc: [redacted] CDR
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Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CAPT
Sent: Thursday, April 07, 2011 5:41 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue
Attachments: JapanHydroPac.jpg

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Captain, U.S. Coast Guard
CG-543

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From: [redacted]
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Subject: RE: Gaza flotilla issue

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

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

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

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

From: [redacted] LCDR
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Cc: [redacted] CDR; [redacted] LCDR
Subject: FW: Gaza flotilla issue

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Thanks,
Kevin

SBU
This email is UNCLASSIFIED

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

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

-----Original Message-----
From: [redacted] LCDR
Sent: Tuesday, April 05, 2011 4:59 PM

To: 'baumertka@state.gov'
Cc: [redacted] [redacted] CDR
Subject: Gaza flotilla issue

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Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CDR
Sent: Thursday, April 07, 2011 5:11 PM
To: [redacted] CDR; [redacted] LCDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

[redacted]
Concur with checking with State as I am not an expert on the status of Gaza and what Israel claims for territorial sea. An alternative might be to just cut "if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel." If we don't hear back from State in time.
V/R
[redacted]

-----Original Message-----
From: [redacted] CDR
Sent: Thursday, April 07, 2011 5:01 PM
To: [redacted] LCDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

I'm checking with Kevin on the status of those waters...I'm not familiar...

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

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 5:00 PM
To: [redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: FW: Gaza flotilla issue

Gentlemen:

As discussed, the following is the current proposed language for the NAV WARNING for review/consideration:

"To U.S. maritime vessels: Be advised any vessel heading to the vicinity of Gaza may be interdicted by Israeli authorities if they enter into waters under the control of the Israeli government. Jurisdiction to enforce Israeli laws in these waters rest with Israel. U.S. vessels are advised to comply with lawful direction from appropriate authorities. Mechanisms exist for the transfer of humanitarian assistance to Gaza by member states and groups that want to do so by delivery of humanitarian cargo to the Israeli port of Ashdod or the Egyptian port of El-Arish where goods can be appropriately screened for illicit materials. Direct delivery by sea is neither appropriate nor responsible, and certainly not effective, under the circumstances."

I'm assuming DoS agrees with the assertion that the water is part of Israeli TTS. CAPT [redacted] has not seen the revised language yet but needs to soonest. Additionally, ICC relayed that ONI reports that they were unable to find any vessels (US or otherwise) by the name "The Audacity of Hope" or "Rosa Parks".

[redacted] has the most current draft of the White Paper.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted]
Sent: Thursday, April 07, 2011 5:15 PM
To: [redacted] LCDR; C[redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue

Thank you for moving this along.

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

-----Original Message-----
From: [redacted] LCDR
Sent: Thursday, April 07, 2011 04:59 PM Eastern Standard Time
To: [redacted] CDR; [redacted] CDR; [redacted]
Cc: [redacted] LCDR
Subject: FW: Gaza flotilla issue

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

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

[redacted]

[redacted] CIV

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

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

[redacted] CIV

From: [redacted] CAPT
Sent: Wednesday, April 06, 2011 4:36 PM
To: [redacted] LCDR
Cc: [redacted] CDR; [redacted] LCDR
Subject: RE: Gaza flotilla issue

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To: Baumert, Kevin A
Cc: [redacted] CDR
Subject: RE: Gaza flotilla issue

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

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

Kevin:

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

I spoke with CAPT [redacted] today and he asked for specific guidance on what to put in the CG NAV WARNING deliverable WRT the names of the vessels and the USG position that he can reference in the text itself.
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Per CAPT [redacted] request, CG-0941 is putting together a 1-pager to address the legal options question but that remains separate from what he should put in the NAV WARNING. Is guidance forthcoming from DOS on what he should include in that IPC deliverable?

Thanks.

v/r,

[redacted]

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

[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 1:09 PM
To: [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR; [redacted] F CAPT
Subject: RE: Gaza flotilla issue
Attachments: Issue Paper - enforcement action in foreign waters.FINAL.doc

Sir,

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

Still waiting for word from State on the notice.

V/R,

[redacted]

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

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

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

Sent with Good (www.good.com)

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

Sir,

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

Also, we should have your one-pager today.

V/R,

[redacted]

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

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

All,

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

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

Who will deliver to Interagency?

Thanks,

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

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

CAPT,

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

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

V/R,

[redacted]

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

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

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

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

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

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

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

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

Here is all we really need to say:

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

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

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

CAPT:

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

v/r,

[redacted]

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

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

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

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

Thanks,
[redacted]

SBU
This email is UNCLASSIFIED

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

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

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

Kevin:

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

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

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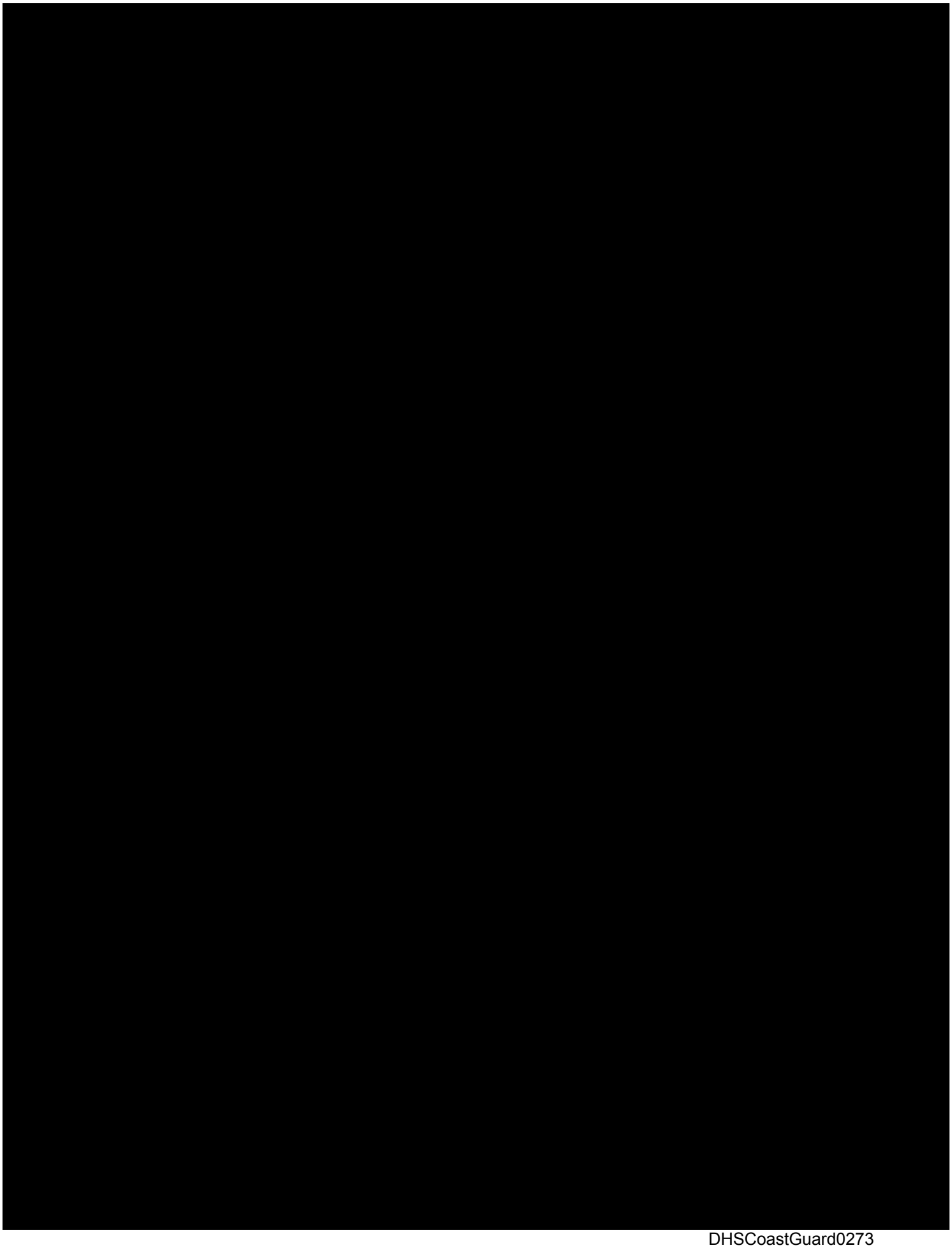
Thanks.

v/r,

[redacted]

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



[redacted] CIV

From: [redacted] CDR
Sent: Friday, April 08, 2011 5:28 PM
To: [redacted] CAPT; [redacted] CAPT; [redacted] LCDR
Cc: [redacted] LCDR
Subject: RE: Gaza flotilla issue
Attachments: GAZA.NOTICE.FINAL.doc; Issue Paper.GAZA.FINAL.doc

All,

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

V/R,

[redacted]

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

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

Eric,

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

[redacted]

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

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

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Importance: High

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Kevin

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Thanks.

v/r,

[redacted]

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

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.

Prepared By: CG-0941

POSSIBLE ENFORCEMENT OVER U.S. VESSELS RELATED TO A BLOCKADE OF A FOREIGN PORT

- U.S. Commercial Inspected/Certificated Vessels
  - CG-835. The cognizant Officer in Charge, Marine Inspection may issue a deficiency on Coast Guard form CG-835 to the master of the vessel upon learning or observing that a condition onboard the vessel does not conform to the requirements of law or regulation, or would cause the vessel to operate in an unsafe manner. Failure to comply could result in a revocation of the certificate of inspection, resulting in significant commercial impact.
  - MARSEC Directive. The Commandant may issue a MARSEC Directive requiring the vessel (or a fleet of vessels) to address security-related concerns. If issued, a notice must be published in the Federal Register. Violations of a MARSEC Directive would result in civil penalties.
  - Suspension and Revocation. On a U.S. certificated vessel there will be at least one credentialed mariner onboard. The Coast Guard can initiate action to revoke or suspend the credentials of a mariner if the mariner has committed an act of misconduct or negligence relating to the operation of a vessel or violates a regulation.
  - Negligent Operations. Negligent operation and gross negligent operation of vessels that endanger the life, limb or property of a person is prohibited by 46 U.S.C. 2302. Violations include criminal and civil penalties.
- U.S. Commercial Uninspected Vessels/Recreational Vessels
  - Suspension and Revocation. On a U.S. commercial vessel, there will likely be at least one credentialed mariner onboard. The Coast Guard can initiate action to revoke or suspend the credentials of a mariner if the mariner has committed an act of misconduct or negligence relating to the operation of a vessel or violates a regulation.
  - Negligent Operations. Negligent operation and gross negligent operation of vessels that endanger the life, limb or property of a person is prohibited by 46 U.S.C. 2302. Violations include criminal and civil penalties.
  - Termination of Voyage. A voyage of a U.S. uninspected or recreational vessel may be terminated by the Coast Guard upon observing or learning of an unsafe condition onboard the vessel that is life threatening, or in which the continued operation of the vessel would constitute a hazardous condition. Continuing to operate after termination may result in civil or criminal penalties.

Current Status / Talking Points

- The vessels are believed to be owned by the "Free Gaza" organization. While some of the individuals onboard these vessels may have paid dues, the dues are not required for passage. Therefore, we consider these vessels to be recreational vessels at this time.
- The above described authorities are based on the facts known at the time of the draft and may be supplemented by additional authorities if new facts support other enforcement actions.

Page: 1 Document Name: Untitled

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

REGNO DL8171AC DECAL NO 24172 FEE 60.00 EXEMPT N COMPANY (Y/N) Y
NAME LAST FIRST MIDDLE / CORP A/O SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS LLC
CHALLENGER I
LIENHOLDER
EMAIL PHONE 302 447 9800
MAIL ADDRESS 3511 SILVERSIDE RD SUITE 105
CITY WILMINGTON ST DE ZIP 19810 COUNTY 1
ADDRESS
CITY ST ZIP COUNTY
INS CODE INSURED BY
MAKE TEC YEAR 1977 LENGTH 6602 HULL 1 PROP 2 USE 1
TYPE 2 FUEL 2 SANIT DEV 3 HULL IDENT DLZ12704D710
ISSUE DATE 4 / 1 / 2010 EXP YR 2010 AGENT ID
PREVIOUS REG# PREVIOUS OWN

ENTER 'N' FOR NO PRINT -or- 'ENTER' TO CONTINUE KWBW
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
HELP MENU QUIT
4-e 1 Sess-1 172.16.16.3 #55/30

Date: 4/1/2010 Time: 8:32:31 AM

$171A

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

PLEASE FILL OUT ENTIRE FORM!

DLZ 1704 D710

STATE OF PRINCIPAL USE: DELAWARE

HULL IDENTIFICATION NUMBER: (12 DIGITS) C66 I8

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

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

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

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

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

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

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

ICV
60 D

LENGTH OF VESSEL 66 FT 27 IN

MAKE OF VESSEL TECNOMARINE CANTIERI YEAR BUILT ITALY 1977

PREVIOUS OWNER (S) [redacted]

NUMBER PREVIOUSLY ISSUED 7024

LIENHOLDER INSURANCE CO.

OWNER (S) NAME WESTERN MEDITERRANEAN TRIPS LLC

MAILING ADDRESS 3511 SILVERSIDE ROAD, SUITE 105

CITY WILMINGTON STATE DE ZIP 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

[redacted]

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

[redacted]

DAYTIME TELEPHONE NUMBER

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

OWNER NAME: WESTERN MEDITERRANEAN TRIPS LLC

(b)(6) & (b)(7)(C)

Κ.Α. 501/2007

ΑΔΕΙΤΕΙ
GRC 204156

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
REPUBLIC OF GREECE

ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ
MINISTRY OF MERCANTILE MARINE

ΕΓΓΡΑΦΟ ΕΘΝΙΚΟΤΗΤΑΣ
CERTIFICATE OF NATIONALITY

ΒΕΒΑΙΩΝΕΤΑΙ
THIS IS TO CERTIFY

μα το παρόν ότι το εμπορικό πλοίο, που περιγράφεται πιο κάτω:
That the merchant vessel described below:

ΟΝΟΜΑ NAME	(α)Δ.Δ.Σ. INTERNATIONAL CALL LETTERS ΚΑΙ/AND (β)Α.Τ.Π. M.M.S.I.	ΑΡΙΘΜΟΣ IMO IMO NUMBER	ΛΙΜΑΝΙ ΝΗΟΛΟΓΗΣΗΣ PORT OF REGISTRY	ΑΡΙΘ. ΝΗΟΛΟΓΙΟΥ REGISTER NUMBER	ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP
"ΓΚΟΛΝΤΕΝ ΦΛΕΪΜ" "GOLDEN FLAME"	(α) SX 6969 (β) 237579300	—	ΠΕΙΡΑΙΑΣ PIRAEUS	7024	ΕΠΙΒ-ΤΙΡ PASSENGER TOURISTIC
ΥΛΙΚΟ ΚΑΤΑΣΚΕΥΗΣ ΣΚΑΦΟΥΣ MATERIAL OF CONSTRUCTION	ΑΡΙΘΜΟΣ ΚΑΙ ΤΥΠΟΣ ΠΡΟΩΣΤΗΡΙΩΝ ΜΗΧΑΝΩΝ NUMBER AND TYPE OF PROPULSION MACHINERY				ΙΠΠΟΔΥΝΑΜΗ HORSEPOWER
ΞΥΛΕΙΑ WOOD	ΔΥΟ (2) ΜΕΚ ΤΥΠΟΥ (ΤΥΠΟΣ) I.C.E. GENERAL MOTORS (GM) V12 71T				2x650 = 1300 BHP

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

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

το πιστοποιητικό καταμέτρησης που εκδόθηκε από την ΔΕΕΠ την 02-06-98
Issued by ΔΕΕΠ on the 02.06.98

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

ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	Ολική (KOX) gross (g.r.t.) 43,47 Καθαρή (KKX) Net (n.r.t.) 58,00
ΔΙΑΣΤΑΣΕΙΣ DIMENSIONS	Μήκος ολικό: Length Overall: 20,20M Μήκος νηολόγησης: Register Length: 19,30M Πλάτος νηολόγησης: Register Breadth: 7,30M Βάθος νηολόγησης: Register depth: 2,25M
ΠΛΟΙΟΚΤΗΤΗΣ OWNER	ΟΝΟΜΑ - ΔΙΕΥΘΥΝΣΗ NAME - ADDRESS [redacted] 100 4/8 100 4/8

Το παρόπανω πλοίο έχει καταχωρηθεί στα Ελληνικά Νηολόγια και επιτρέπεται να φέρει την Ελληνική Σημαία.
The vessel has been registered in the Greek Registry and is permitted to fly the Greek Flag.

ΜΕΤΗ ΜΕΤΑΒΙΒΑΣΗ ΚΥΡΙΟΤΗΤΑΣ.
[redacted]

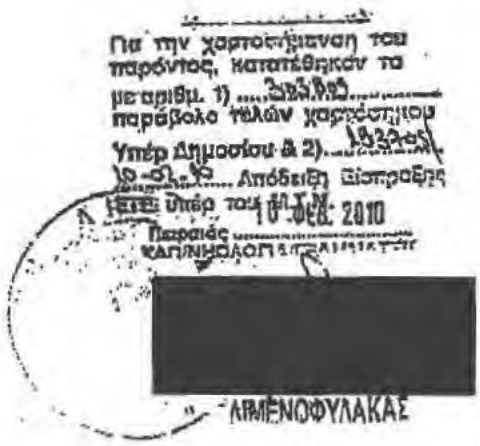
Πειραιάς 21 Νοεμβρίου 200[illegible]
Dated at PIRAEUS on the 21st day of November 20[illegible]

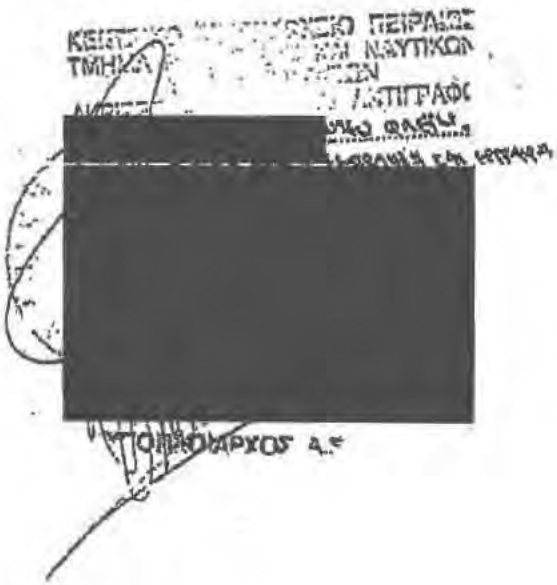
[redacted]
ΛΙΜΕΝΑΡΧΗΣ ΠΕΙΡΑΙΩΣ

[redacted]

(b)(6) & (b)(7)(C)


ΚΑΠΝΗΔΟΜΙΑ
Για την χορτοσήμανση του
παράνομος, κατατέθηκαν τα
με αριθμ. 1) [redacted]
παράβολο τελών χαρτοσήμου
Υπέρ Δημοσίου & 2) [redacted]
Απόδειξη Εισπράξεως
ΕΤΕ υπέρ του Ν.Τ.Ν.
Πειραιάς [redacted]
ΚΑΠΝΗΔΟΜΙΑ ΠΕΙΡΑΙΩΣ
[redacted]


Για την χορτοσήμανση του
παράνομος, κατατέθηκαν τα
με αριθμ. 1) [redacted]
παράβολο τελών χαρτοσήμου
Υπέρ Δημοσίου & 2) [redacted]
Απόδειξη Εισπράξεως
ΕΤΕ υπέρ του Ν.Τ.Ν.
10 ΦΕΒ. 2010
Πειραιάς
ΚΑΠΝΗΔΟΜΙΑ
[redacted]
ΛΙΜΕΝΟΦΥΛΑΚΑΣ


ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΙΚΟ ΠΕΙΡΑΙΩΣ
ΤΜΗΜΑ ΝΑΥΤΙΚΩΝ
ΓΡΑΦΕΙΟ
[redacted]
ΛΙΜΕΝΑΡΧΟΣ Α.Ε

(b)(6) ; (b)(7)(C)

HELLENIC REPUBLIC
PIRAEUS CENTRAL PORT AUTHORITY

Piraeus, 23 March 2010

SHIPS REGISTER AND MARITIME MORTGAGES SECTION

Prot. Number: -990-

CERTIFICATE OF VESSEL OWNERSHIP

**** Piraeus Central Port Authority***

Certifies that:

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

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

-THE SHIPS REGISTRAR-

(SIGNATURE)

Lieutenant Commander of Port Corps VOURIKIS Marios

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

[redacted]

LAW OFFICES
ATH. J. STEPHANAKIS & ASSOCIATES
117, ALKYONIDOU STREET
PIRAEUS 185 33
GREECE

(b)(6) ; (b)(7)(C)

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟ ΠΕΙΡΑΙΑ

ΤΟΜΕΑΣ ΝΗΟΛΟΓΙΩΝ ΚΑΙ ΝΑΥΤΙΚΩΝ ΥΠΟΘΗΚΟΔΟΓΙΩΝ

Πειραιάς, 23 Μαρτίου 2010

Αριθμ.Πρωτ. : -990-

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΚΥΡΙΟΤΗΤΑΣ ΠΛΟΙΟΥ

Το Κεντρικό Λιμεναρχείο Πειραιά

Πιστοποιεί ότι:

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

[redacted]

ΚΑΠ/ Α.Υ. 119-Α1
Κ-1062

(b)(6) ; (b)(7)(C)

(b)(6) ; (b)(7)(C)

Prescribed by the Commissioners of Customs & Excise with the Registrar of the Maritime Administration of the Republic of Marshall Islands

BILL OF SALE (Body Corporate)

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

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

and as described in more detail in the Register Book.

We, [redacted] OF MARINOS (hereinafter called "the transferors") having our principal place of business at 22 AKTI MOUTSOPOULOU, PIRAEUS, GREECE, in consideration of the sum of EURO ONE HUNDRED THIRTY THOUSAND (€ 130.000,00) ONLY paid to us by WESTERN MEDITERRANEAN TRIPS LIMITED LIABILITY COMPANY, OF 3511 Silverside Road Suite 105, Wilmington, New Castle County, DELAWARE, USA 19810, (hereinafter called "the transferee (s)") the receipt whereof is hereby acknowledged, transfer ALL (100 %) shares in the Ship above particularly described, and in her boats and appurtenances, to the said transferee (s).

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

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

The Common Seal of the transferors was affixed hereunto in the presence of MR [redacted]

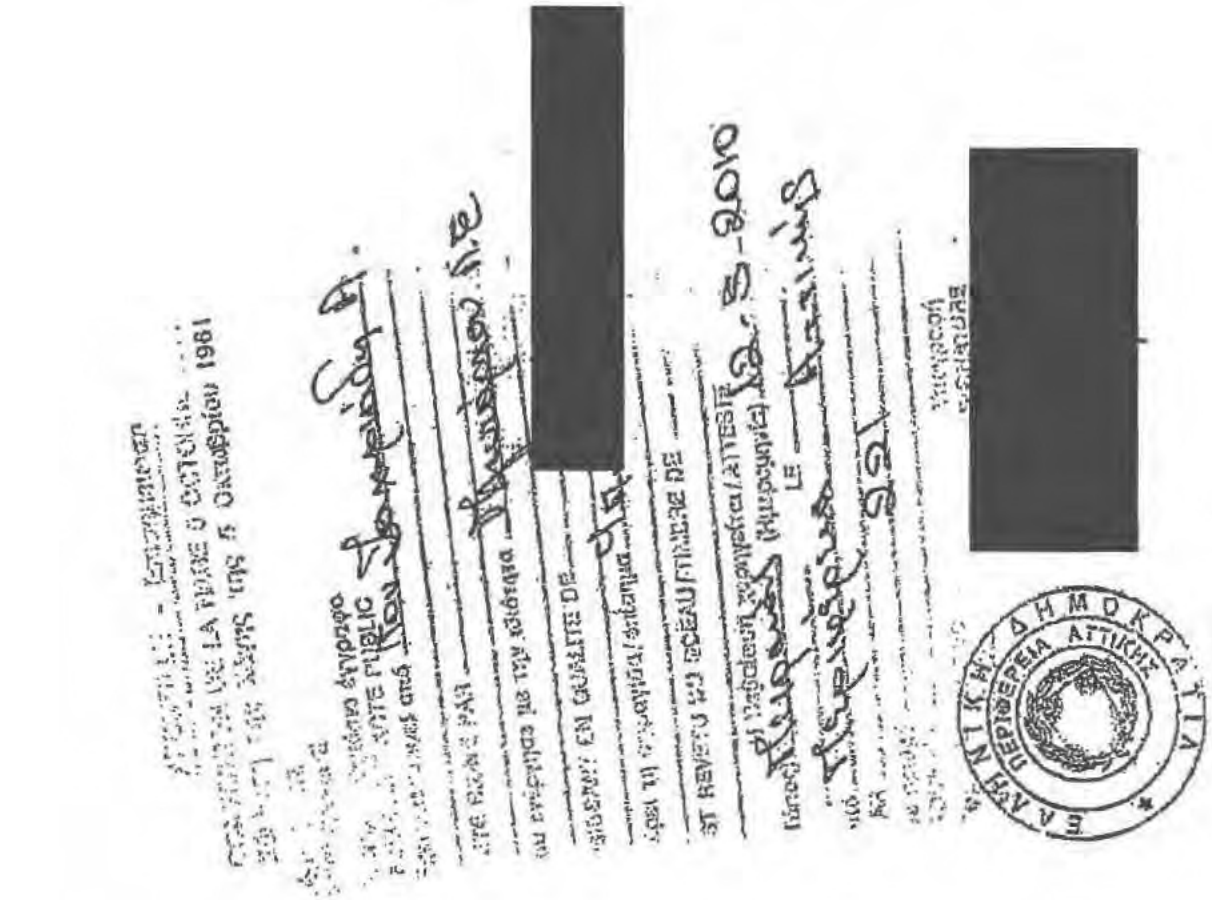
[redacted]

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

[redacted]

(b)(6), (b)(7)(C)

(b)(6) ; (b)(7)(c)



(b)(6) ; (b)(7)(C)

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

Χαραχθήκε από τον Προϊστάμενο Φόρων και Τελωνίων με την άδεια του Υπουργού Εξωτερικών για το Εμπόριο (Secretary of State for Trade

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

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

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

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

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

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

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

Κος ΓΕΩΡΓΙΟΣ ΜΠΑΛΤΣΑΒΙΑΣ
(υπογραφή)

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

(b)(6) (b)(7)(C)

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

Βεβαιώνεται ότι:

ΘΩΜΑΔΑΚΗΣ ΓΕΩΡΓΙΟΣ του ΜΑΡΙΝΟΥ, έτους του υπ' αριθ. ΑΔΤ Τ 055823 υπέγραψε ενώπιόν μου.

Πειραιάς 24 ΦΕΒ 2010

Ο Γραμματέας Κ.Λ.Π.

(Σφραγίδα Υπογραφή)

ΛΑΡΟΣ Σ. - ΑΝΘΥΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

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

Βεβαιώνεται ότι:

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

Πειραιάς 1-3 - 2010

Ο Γραμματέας Κ.Λ.Π.

(Σφραγίδα Υπογραφή)

ΑΛΕΞΑ Βορβόρα-

ΑΝΘΥΣΤΗΣ Λ.Σ.)

Ένσημο λιμενικού σώματος 0,50 €)

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

Πειραιάς ...2.../...3.../...2010...

Ο διορισμένος στον Άρειο Πάγο

Μεταφράστας Δικηγόρος

[redacted]

Α.Μ.Δ.Σ.Α. 9439

(b)(6) ; (b)(7)(C)

Page: 1 Document Name: Untitled

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

REGNO DL8172AC  DECAL NO  24173  FEE  60.00 EXEMPT N  COMPANY (Y/N)  Y
NAME LAST FIRST MIDDLE / CORP          A/O            SOCIAL-SECURITY-NO
WESTERN MEDITERRANEAN TRIPS_____       __             __ - __ - ____
PLUS LLC_____________________________  __             __ - __ - ____
_____________________________          __             __ - __ - ____
LIENHOLDER _____________________________________
EMAIL ____________________________________________ PHONE ___ ___ ____
  MAIL ADDRESS  CHALLENGER II_____    3511 SILVERSIDE RD__
          CITY  WILMINGTON____ ST DE  ZIP 19810        COUNTY 1
       ADDRESS  _________________     _________________
          CITY  _________________ ST __ ZIP _____     COUNTY _
INS CODE _____  INSURED BY
MAKE CANT  YEAR 1977  LENGTH 6608_  HULL 1     PROP 2  USE 1
TYPE 2   FUEL 2    SANIT DEV 3   HULL IDENT  DLZ12705D710____
ISSUE DATE  4_ / 1_ / 2010    EXP YR 2010   AGENT ID _____
PREVIOUS REG# _____ PREVIOUS OWN _____________________________

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

Date: 4/1/2010 Time: 8:57:11 AM

DO NOT MARK IN THIS SPACE. OFFICE USE ONLY. DL #. 81 72AC

PLEASE FILL OUT ENTIRE FORM:

STATE OF PRINCIPAL USE: DELAWARE DE 12705D710

HULL IDENTIFICATION NUMBER: (12 DIGITS) ON 373316

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

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

MARINE SANITATION DEVICE:
1. ☐ TYPE I - NOT ABLE SOLID WASTE
2. ☐ TYPE II - SUSPENDED SOLID WASTE
3. ☑ TYPE III - HOLDING TANK
4. ☐ PORTABLE - PORTA POTTIE

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

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

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

MANUFACTURED:
1. ☑ FACTORY BUILT
2. ☐ HOMEMADE

LWL 60'0"

LENGTH OF VESSEL: 66 FT. 80 IN

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

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

NUMBER PREVIOUSLY ISSUED: RHL - 04392

LIENHOLDER: _____ INSURANCE CO. _____

OWNER (S) NAME: WESTERN MEDITERRANEAN TRIPS PLUS LLC

MAILING ADDRESS: 3511 SILVERSIDE ROAD, SUITE 105

CITY: WILMINGTON STATE: DE ZIP: 19810

X [redacted] X

OWNER (S) SIGNATURE (S) IN INK

SOCIAL SECURITY # FOR EACH OWNER OR TAX # FOR COMPANIES OR PASSPORT NUMBER [redacted]

([redacted]

DAYTIME TELEPHONE NUMBER

THE VESSEL'S NEW NAME IS "CHALLENGER II"

CHALLENGER II

OWNER NAME: WESTERN MEDITERRANEAN TRIPS PLUS LLC

(b)(6) ; (b)(7)(C)

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

BILL OF SALE (Body Corporate)

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

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

and as described in more detail in the Register Book.

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

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

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

The Common Seal of the transferors was affixed hereunto

In the presence of MR [redacted]

[redacted]

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

[redacted]

Form No. 10A X.S. 794 F.2058 (August 1975) 449611 6/76 E.P.

(b)(6) v. (b)(6)

DHSCoastGuard0302

ΜΕΤΑΦΡΑΣΗ ΕΓΓΡΑΦΟΥ

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

ΠΩΛΗΤΗΡΙΟ ΕΓΓΡΑΦΟ

Επίσημος Αριθμός	Όνομα Πλοίου	Αριθμός, έτος και λιμάνι υπολόγισης		Ιστιοφόρο, Ατμόπλοιο ή Μηχανοκίνητο	Ιπποδύναμη Μηχανών, αν υπάρχουν
RHL - 04392	NITTA II	RHL – 04392, 2008, SAN LORENZO		ΜΗΧΑΝΟΚΙΝΗΤΟ ΣΚΑΦΟΣ ΑΝΑΨΥΧΗΣ	IVEKO AIFO MOTORS 2 X 1200 = 2400 H.P
		Μέτρα	Εκατοστά	Τόνοι (όπου αναφέρονται διπλές αξίες σε τόνους θα πρέπει να αναγράφονται οι μεγαλύτερες)	
Μήκος από το ισόδοτημα της πλώρης ως την πρυμναία πλευρά της κεφαλής του πρυμναίου ισοδοτήματος τοποθετημένα πλευρά του άξονα του πηδαλίου		20	38	Ολική χωρητικότητα πλοίου	Καθαρή χωρητικότητα πλοίου
Κύριο πλάτος προς το εξωτερικό περίβλημα του πλοίου		5	85	128,41	94,93
Βάθος από το κατάστρωμα καταμετρήσεως ως την εσωτερική επένδυση στο μέσον του πλοίου		3	04		

Και όπως περιγράφεται λεπτομερέστερα στο βιβλίο Νηολογίου.

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

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

Σε μαρτυρία του συαίου έχάμε επιθέσει εδώ την υπογραφή μας την 4η ΗΜΕΡΑ ΤΟΥ ΜΑΡΤΙΟΥ 2019.

Οι υπογραφές των Πωλητών τέθηκαν στο παρόν αυτοπροσώπως

[redacted] (υπογραφή)

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

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

Βεβαιώνεται ότι:

Ο ΚΩΝΤΟΓΙΑΝΝΗΣ ΧΡΗΣΤΟΣ του ΚΩΝΝΟΥ, κάτοχος του υπ' αριθ. ΑΔΤ ΑΒ θ15136 υπέγραψε ενώπιόν μου.

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

Ένσημο λιμενικού σώματος 0,50 €)

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

Βεβαιώνεται ότι:

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

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

Ένσημο λιμενικού σώματος 0,50 €)

Βεβαιώνεται ότι έγινε από εμένα, κατά το άρθρο 53 του Ν.Δ. 3026 της 5/8 Οκτωβρίου 1954 «Περί Δικηγόρων», πιστή και ακριβής μετάφραση του ὑπογραφή μου με σχετική βεβαίωση που φέρει την σημερινή ημερομηνία.

Πειραιάς, ...9...1...3.../...2010...
Ο διορισμένος στον Άρειο Πάγο
Μεταφράσας Δικηγόρος

[redacted]

ΑΦΜ 026582745 ΔΟΥ: Α' ΠΕΙΡΑ

REPÚBLICA DE HONDURAS
REPUBLIC OF HONDURAS

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

DGMM/PD Nº 005339

REGISTRO NUM.: RHL-04392

NUM. OMI: _____

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

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

GENERALIDADES DE LA NAVE
General Ship's Data

Nombre de la Nave: **NITTA 11** ex **ANMAR**
Ship's Name

Tipo de la Nave: PLAGER
Type of Vessel

Nacionalidad Actual: HONDUREÑA
Present Nationality

Lugar y Fecha de Construcción: ITALIA, 1977
Place and Year of Built

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

HONDURAS
Domicilio: C/O 10, EIMARI STREET, ATHENS-GREECE
Address

Representante: ABOG. [redacted]
Representative

Construido por: CANTIERI DI LIVORNO
Builder's Name

CARACTERISTICAS PRINCIPALES
Main Particulars

Número de Cubiertas: UNA (1)
Number of Decks

Mástiles: UNO (1)
Masts

Chimeneas: [redacted]
Funnels

Puentes: [redacted]
Bridges

Material del Casco:
Hull Material

Acero: _____
Steel

Madera: X
Wood

Fibra de Vidrio: _____
Fiberglass

Aluminio: _____
Aluminum

Otros: _____
Others

Dimensiones:
Dimensions

Eslora: 65.8 PIES
Length

Manga: 19.2 PIES
Breadth

Puntal: 10.00 PIES
Depth

Calado: [redacted]
Draft

Tonelaje:
Tonnage

Bruto: 120.41
Gross

Neto: 94.93
Net

SISTEMA DE PROPULSION
Propulsion System

Num. y Clase de Motores: TWO (2) IVECO AIFO TYPE, 8291 SRM 12
Number and Type of Engine S.N. 513 2 S.N. 3141 X 1,900 HP.

Velocidad de la Nave: 25 NUDOS
Ship's Speed

SISTEMA DE ESTACION DE RADIO
Radio Station System

Clase de Radio: _____
Type of Radio

Indicativo de Llamada: HO30-7
Call Sign Letters

Frecuencias: _____
Frecuencies

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

Permiso de Navegación
Núm.: DGMM PD 005339
Definitive Navigation Permit Nº

Fecha de Emisión: 14 DE OCTUBRE DEL 2008
Dated Emitted

Registro de Matrícula
Núm.: RHL-04392
Definitive Ship's Register Certificate Nº

Fecha de Expiración: 14 DE OCTUBRE DEL 2012
Date of Expiration

Extendido en Tegucigalpa, M.D.C., a los CATORCE DIAS DEL MES DE OCTUBRE DEL AÑO DOS MIL OCHO.
Issued at Tegucigalpa, M.D.C. Republic de Honduras, C.A.

PROPIEDAD DEL ESTADO
DIRECCION GENERAL DE LA MARINA MERCANTE

[redacted]
Director General de la Marina Mercante
General Director of Merchant Marine

Original Papel seguridad Verde 1ra Copia Verde 2da Copia Rosada

MERCANCIA

(b)(6) ; (b)(7)(C)

[redacted]

REPUBLICA DE HONDURAS
REPUBLIC OF HONDURAS

DIRECCION GENERAL DE LA MARINA MERCANTE
GENERAL DIRECTORATE OF THE MERCHANT MARINE

CERTIFICADO DE CANCELACION DE REGISTRO
REGISTRY CANCELATION CERTIFICATE

RESOLUCION No. 23MM/031/2010
RESOLUTION No.

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

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

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

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

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

No. OMI
IMO No.

No. de Registro: RHL-04391
Registration No.

Nombre Actual de la Nave: **NITTA II**
Vessel's Name

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

Tipo de Nave: PLACER
Vessel Type

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

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

Apoderado Legal: ABOG. [redacted]
Representative

Eslora: 68.8 PIES
Length

Manga: 19.2 PIES
Breadth

Puntal: 10.00 PIES
Depth

Tonelaje Bruto: 128.41
Gross Tonnage

Tonelaje Neto: 98.93
Net Tonnage

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

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

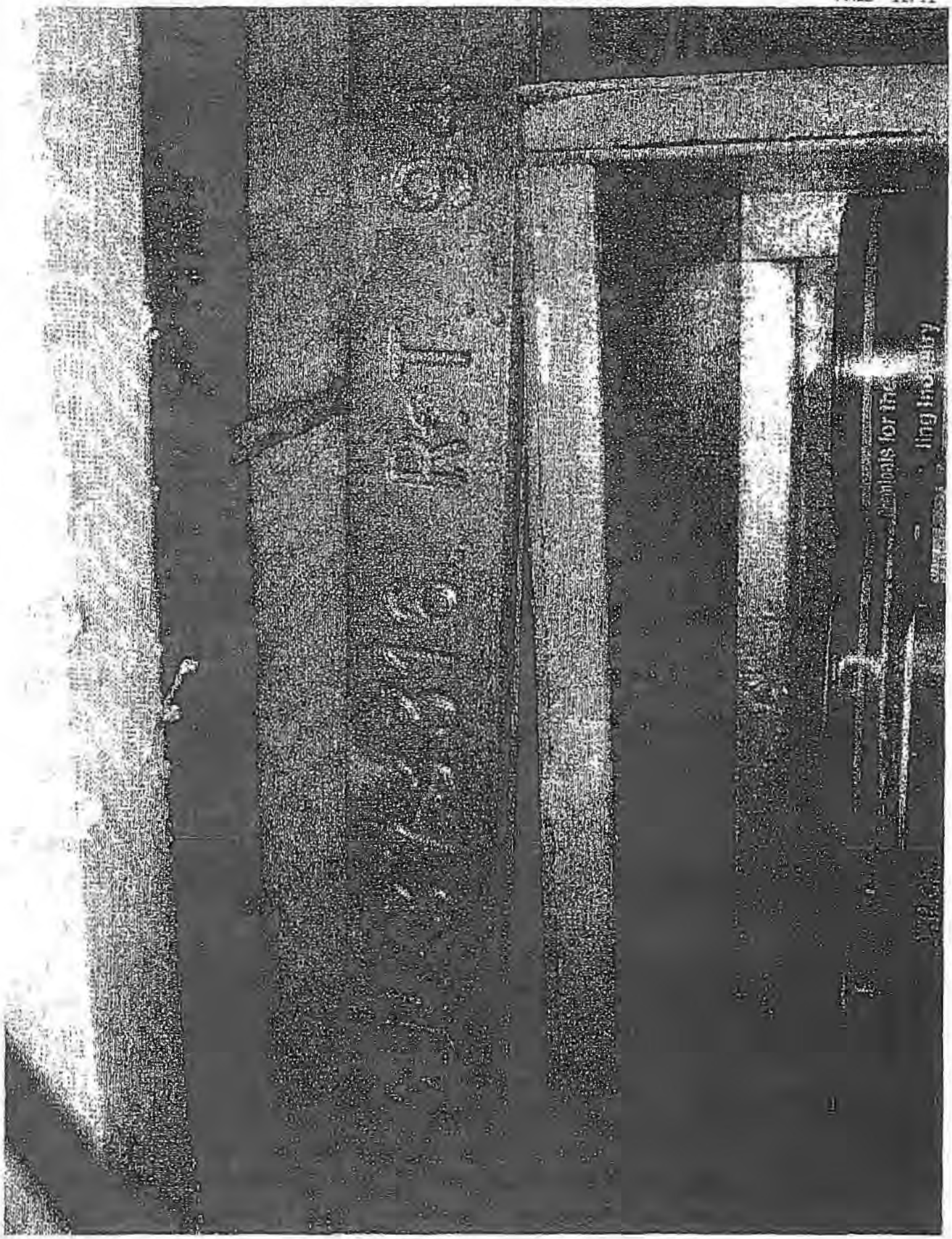
Expedido: Tegucigalpa, Honduras el 18 de MARZO de 20 10

[redacted]

Director General
Nombre y Firma

Sello

(b)(6) ; (b)(7)(C)



[redacted] CIV

From: [redacted] CDR
Sent: Tuesday, May 24, 2011 11:46 AM
To: [redacted]; SindleJM@state.gov
Cc: [redacted] LT; [redacted] CAPT; [redacted] CAPT; [redacted] CDR
Subject: RE: NOTMAR on Gaza
Attachments: GAZA.NOTICE.FINAL.doc

[redacted],

Attached is the final version of the notice that cleared through State and here in the building. I wasn't at the IPC, so I'm not certain what MARAD has planned. I think State has already issued a warning on the issue, and the language of the notice is synchronized with the State warning. Included Jim Sindle on this e-mail to confirm that.

V/R,

[redacted]

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

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

Cdr [redacted]

I haven't seen a copy of the notice, but I can push one through to the districts and NGA. Do you know whether MARAD is going to issue anything? Should the notice go through State and be issued as a Special Warning?

[redacted]
Commandant (CG-5531)
Office of Navigation Systems

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

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

From: [redacted] CAPT
Sent: Tuesday, May 24, 2011 7:20 AM
To: [redacted] CDR
Cc: [redacted] LT; [redacted]; [redacted] CAPT
Subject: RE: NOTMAR on Gaza

[redacted]

[redacted] in CG-553 was the coordinator for the release of the Japan radiation advisory, so he can assist here also. If we have a text to go out please pass to [redacted]

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

-----Original Message-----
From: [redacted] CDR
Sent: Monday, May 23, 2011 4:51 PM
To: [redacted] CAPT
Cc: [redacted] LT
Subject: FW: NOTMAR on Gaza

Sir,

Appears as if there was some disconnect on the NOTAM. Not sure who would send the NOTAM, but it appears as if it has cleared and is ready to go.

V/r

[redacted]

CDR [redacted]
Chief, Operations Law Group
Office of Maritime and International Law (CG-0941)
Office: (202) 372-3798
Cell: (202) 441-4971
Unclas: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov
[mailto:prvs=1174c06b8=Prem_G._Kumar@nss.eop.gov] On Behalf Of Kumar, Prem G.
Sent: Monday, May 23, 2011 4:42 PM
To: [redacted] CDR; SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Subject: RE: NOTMAR on Gaza

Can we release it now? We at NSS thought it would go out per the IPC several weeks ago.

Thanks,

Prem G. Kumar
Director for Israeli and Palestinian Affairs National Security Council
Tel: 202-456-9121

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

-----Original Message-----
From: [redacted]@uscg.mil [mailto:[redacted]@uscg.mil]
Sent: Monday, May 23, 2011 3:30 PM
To: SindleJM@state.gov; [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

[redacted]

Our understanding is that the request from NSS never came.

Thanks

[redacted]

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

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 3:27 PM
To: [redacted] LT; [redacted] CDR; Baumert, Kevin A
Cc: [redacted] CDR; Kumar, Prem G.
Subject: RE: NOTMAR on Gaza

Lt. [redacted],

Why wasn't the NOTMAR sent out? I understand that it was supposed to have been sent out in response to a request by the NSS.

Thanks,

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State
Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov
202-647-4386 (office)

SBU
This email is UNCLASSIFIED

-----Original Message-----
From: [redacted]y@uscg.mil [mailto:[redacted]@uscg.mil]
Sent: Monday, May 23, 2011 3:24 PM

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

Mr. Sindle,

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

Very respectfully,

[redacted]
Lieutenant, USCGR
Operations Law Group
Commandant (CG-09412)
U.S. Coast Guard Headquarters
2100 Second St., SW Stop 7121
Washington, DC 20593-7121
(w) 202-372-3795
[redacted]
(NCC for duty matters 24/7) 202-372-2100
E-Mail: [redacted]@uscg.mil
SIPR: [redacted]@uscg.smil.mil

-----Original Message-----
From: SindleJM@state.gov [mailto:SindleJM@state.gov]
Sent: Monday, May 23, 2011 11:00 AM
To: [redacted] CDR; Baumert, Kevin A; [redacted] LT
Subject: NOTMAR on Gaza
Importance: High

Colleagues:

Does anyone know if this NOTMAR has gone out yet? If so, when was it sent out and can I please get a final version?

Thanks,

Jim Sindle
Pol-Mil Officer
Office of Israel and Palestinian Affairs U.S. Department of State

Unclassified: SindleJM@state.gov
Classified: SindleJM@state.sgov.gov

202-647-4386 (office)

This email is UNCLASSIFIED

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

31-35.71N/34-29.46E
31-46.80N/34-10.01E
31-19.39N/34-13.11E
31-33.73N/33-56.68E

U.S. vessels and mariners intending to enter the area are likely to face enforcement action by the Israeli Navy. The Department of State has also advised against travel by U.S. citizens to Gaza by any means, including by sea. Previous attempts to enter Gaza by sea have resulted in violent incidents and the detention and deportation those involved. U.S. mariners are also reminded that procedures exist for the delivery of humanitarian cargo to Gaza via the Israeli port of Ashdod or the Egyptian port of El-Arish, where cargo can be screened.