



Security Council

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REPORT OF THE SECRETARY-GENERAL IN PURSUANCE OF
SECURITY COUNCIL RESOLUTION 552 (1984)

1. The Security Council, at its 2546th meeting on 1 June 1984, adopted resolution 552 (1984), the operative part of which reads as follows:

"The Security Council,

"...

"1. Calls upon all States to respect, in accordance with international law, the right of free navigation;

"2. Reaffirms the right of free navigation in international waters and sea lanes for shipping en route to and from all ports and installations of the littoral States that are not parties to the hostilities;

"3. Calls upon all States to respect the territorial integrity of the States that are not parties to the hostilities and to exercise the utmost restraint and to refrain from any act which may lead to a further escalation and widening of the conflict;

"4. Condemns these recent attacks on commercial ships en route to and from the ports of Kuwait and Saudi Arabia;

"5. Demands that such attacks should cease forthwith and that there should be no interference with ships en route to and from States that are not parties to the hostilities;

"6. Decides, in the event of non-compliance with the present resolution, to meet again to consider effective measures that are commensurate with the gravity of the situation in order to ensure the freedom of navigation in the area;

"7. Requests the Secretary-General to report on the progress of the implementation of the present resolution;

"8. Decides to remain seized of the matter".

2. In view of my reporting obligation under operative paragraph 7 of the resolution, I addressed, on 4 June 1984, messages to all States, referring to resolution 552 (1984) and requesting information on any incident or development taking place after 1630 GMT on 1 June 1984 which, in each Government's opinion, was relevant to the preparation of my report.
3. In order to supplement the information received from Governments, I also addressed, on the same date, a telegram to the Secretary-General of the International Maritime Organization (IMO), transmitting the text of resolution 552 (1984) and requesting him to convey to me, on a continuing basis, any relevant information which might officially come to the attention of IMO.
4. In the course of this year, I have received replies from 13 States. Six States - Greece, Japan, Kuwait, Switzerland, Turkey and the United Kingdom - have provided information on specific incidents; three of them have reported more than one incident. Two States - the Lao People's Democratic Republic and Romania - do not refer to specific incidents but elaborate in general terms on the objectives of Security Council resolution 552 (1984) or other aspects of the conflict. The five remaining States - Colombia, Cuba, Pakistan, Paraguay and the Solomon Islands - have replied that their respective Governments have no incidents or relevant information to report.
5. I have also received periodic communications from IMO in response to my request.
6. The substantive information on incidents contained in the replies from the six States and in the communications received from IMO is reproduced in annex I below. The substantive parts of the replies from States other than those incorporated in annex I are reproduced in annex II. Any additional replies that are received will be issued on a periodic basis in addenda to the present report.
7. I also wish to report in this connection that, on 10 October 1984, the General Secretary of the International Transport Workers' Federation (ITF) addressed a telegram to me, whereby he conveyed the deep concern of that organization over the serious escalation of attacks on innocent and neutral merchant ships and their crews in the course of the continuing conflict between Iran and Iraq. According to ITF, as of 10 July 1984, 112 vessels had been hit by missiles since the start of the conflict, resulting in the death of scores of seafarers and the injury of many more. By telegrams dated 18 October 1984, I drew the ITF communication to the attention of the Governments of Iraq and the Islamic Republic of Iran. On the same day, in acknowledging receipt of the ITF communication, I brought Security Council resolution 552 (1984) to the attention of the Federation. On 26 October 1984, the Minister for Foreign Affairs of Iraq addressed a reply to my telegram, in which he stressed that Iraq had conducted itself in accordance with the obligations dictated to it by international law, that the central issue was that of the return to peace and the settlement of the conflict in a peaceful manner and that the message should therefore be addressed to Iran.
8. On 15 November 1984, the Chairman of the International Chamber of Shipping and the President of the International Shipping Federation jointly addressed a telegram

to me, in which they stated that attacks on merchant shipping in the course of the continuing conflict between Iran and Iraq had led to much loss of life and to the destruction and damage of many vessels, and they appealed to the Secretary-General and the United Nations to continue efforts to end the attacks. That communication was brought to the attention of the Governments of Iraq and the Islamic Republic of Iran on 6 December 1984. In acknowledging receipt of the joint communication, I also brought Security Council resolution 552 (1984) to the attention of the two organizations.

Annex I

INCIDENTS REPORTED BY GOVERNMENTS AND IMO, 1 JUNE-31 DECEMBER 1984

DATE OF INCIDENT	NAME OF VESSEL	TYPE	TONNAGE	NATIONALITY OF OWNER	FLAG OF REGISTRATION	LOCATION AND TIME OF INCIDENT	ADDITIONAL INFORMATION	SOURCE OF REPORT
1, 2 or 3 June	Giantkim	Wood-chip carrier	32 107	Not specified	Panama	39 miles from Kharg Island	Struck by missile; subsequently towed to Bandar Khomeini; reported on July 31 to have been intentionally beached at Bushire; seriously damaged	IMO
3/6/84	Büyük Hun	Tanker	150 000	Turkey	Turkey	Approx. 40 miles south of Kharg Island; lat. 28°36'N, long. 50°54'E; at 1030 h local time	Attacked by Iraqi aircraft (source (a)) 3 members of the crew lost their lives, 2 slightly wounded; vessel towed to Bushire and subsequently to Dubai for repairs	(a) Letter of 8/6/84 from Turkey (b) IMO
6/6/84	Agathon	Not specified	Not specified	Greece	Greece	Harboured at the Iraqi port of Basrah	Hit during bombardment of Basrah by Iranian forces; no human losses; damage to the vessel was reported small	Letter of 14/6/84 from Greece
6/6/84	Dashaki	Bulk carrier	14 334	Not specified	Liberia	4 miles from Sic oilfield, off Lavan Island; lat. 26°04'12N, long. 53°32'18E; at approx. 1600 GMT	Believed to have struck a mine, causing explosion and fire in engine-room; abandoned by most crew; towed to Jebel Ali; main engine-room and No. 6 hold flooded	IMO
10/6/84	Kazimah	Tanker	290 000	Kuwait	Kuwait	Sailing at the Gulf entrance and en route to Kuwait; lat. 26°16'N, long. 52°44'E; at 1355 h local time	Struck by missile; caught fire in tanks Nos. 4 and 5; rapidly extinguished; proceeded to anchor off Bahrain, then sailed for Kuwait	(a) Letter of 11/6/84 from Kuwait (b) IMO
24/6/84	Alexander the Great	Tanker	325 645	Greece	Greece	35 miles south of Kharg Island	Attacked by Iranian Air Force (source (a)) Attacked by Iraqi aircraft (sources (a) and (b)) No casualties; light damage to No. 5 port wing tank	(a) Letter of 29/6/84 from Greece (b) IMO

DATE OF INCIDENT	NAME OF VESSEL	TYPE	TONNAGE	NATIONALITY OF OWNER	FLAG OF REGISTRATION	LOCATION AND TIME OF INCIDENT	ADDITIONAL INFORMATION	SOURCE OF REPORT
27/6/84	Tiburon	Tanker	260 000	Managed by Société Suisse- Outremer, Zurich	Liberia	South-east of Kharg Island; lat. 28°27'N, long. 50°45'E; at 1314 or 1315 h local time	Attack reported to be by Iraqi aircraft (source (b)) 1 crewman dead, 7 missing; some damage to vessel	(a) Letter of 3/7/84 from Switzerland (b) IMO
1/7/84	Sitia Venture	Bulk carrier	15 991	Not specified	Panama	Not specified	While in convoy from Bushire to Bandar Khomeini, convoy came under Iraqi air attack; vessels broke convoy and while bulk carrier <u>Al Kabeer</u> was overtaking <u>Sitia Venture</u> both vessels were in collision, then grounded in Khor Musa area; both subsequently refloated and arrived Bandar Khomeini	IMO
1/7/84	Al Kabeer	Bulk carrier	16 575	Not specified	Panama	Not specified	See under <u>Sitia Venture</u> ; <u>Al Kabeer</u> also in collision with bulk carrier <u>Al Tahir</u> and <u>Five Oaks</u> in Khor Musa same day	IMO
1/7/84	Erne	Bulk carrier	15 178	Not specified	Panama	Not specified	Grounded at entrance to Bandar Khomeini Channel (presumably during Iraqi air attack); subsequently reported to be in tow bound Bushire	IMO
1/7/84	Won Jin	Cargo	6 164	Not specified	Republic of Korea	En route to Bandar Khomeini	Damaged by missile; 4 casualties; crew forced to abandon ship; cargo of vessel - structural steel	IMO
1/7/84	Alexandra Dyo	Bulk carrier	23 924	Greece	Greece	En route to Bandar Khomeini	Attached by Iraqi aircraft (source (a)) 4 crewmen dead; 1 officer seriously injured; ship sunk	(a) Letter of 6/7/84 from Greece (b) IMO
5/7/84	Primrose	Tanker	276 424	Chartered by Japan Lines Company of Japan	Liberia	Cruising towards Strait of Hormuz; attacked at lat. 26°11'N, long. 53°06'E; south of Lavan Island, Iran, at 0930 GMT	Hit by 2 missiles from unidentified aircraft; no casualties; main boiler damaged; proceeded slowly towards Hormuz	(a) Letter of 20/7/84 from Japan (b) IMO

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DATE OF INCIDENT	NAME OF VESSEL	TYPE	TONNAGE	NATIONALITY OF OWNER	FLAG OF REGISTRATION	LOCATION AND TIME OF INCIDENT	ADDITIONAL INFORMATION	SOURCE OF REPORT
7/7/84	Ibn-Shabeed	Commercial vessel	Not specified	Kuwait	Kuwait	Approaching Strait of Hormuz; en route to Kuwaiti and Saudi Arabian ports; at 0100 GMT	Intercepted by Iranian warship; boarded and cargo inspected; ordered to proceed to Iranian port of Bandar Abbas; released at 1650 GMT of 7/7/84	Letter of 10/7/84 from Kuwait
10/7/84	British Renown	Tanker	133 035	United Kingdom	United Kingdom	At lat. 26°31'N, long. 52°04'E; roughly north-east of Bahrain; at approx. 1200 GMT	Hit by two air-to-surface missiles; caused only slight damage; no casualties	(a) Letter of 4/10/84 from United Kingdom
7/8/84	Friendship L.	Tanker	122 945	Not specified	Liberia	24 miles south-east of Kharg Island in lat. 28°43'N, long. 50°27'E; at approx. 0530 h local time	Apparently attacked by Iranian Air Force (source (a))	(b) IMO
12/8/84	Cebu	Bulk carrier	22 708	Not specified	Singapore	Alongside jetty 14 at Bandar Khowsini	Vessel hit by missile; no loss of life; fire in engine-room soon extinguished; proceeded on voyage; stopped in lat. 25°20'N, long. 56°50'E, 13 August, to carry out repairs	IMO
15/8/84	Johar	Tanker	43 430	Not specified	Pakistan	Near Shah Allum Shoal, 32 miles off Bahrain	Explosion in engine-room; fire under control but decks glowing, forcing crew to leave vessel; cause unknown but Master suspects mine explosion	IMO
18/8/84	Endeavour	Tanker	43 310	Not specified	Panama	About 70 miles east of northern tip of Qatar; in lat. 26°20'N, long. 52°30'E	Attacked by two missiles fired from an unidentified aircraft; missiles exploded in water near stern; no damage	IMO
23/8/84	Rana	Oil supply vessel	Not specified	Not specified	Iran	In Darius oilfield near Kharg Island	Hit by missile, causing fire in starboard tanks; no casualties; fire controlled and vessel proceeded to Dubai for repairs	IMO
							Vessel hit by missile; 6 people reported killed, 3 badly injured and 1 missing	IMO

DATE OF INCIDENT	NAME OF VESSEL	TYPE	TONNAGE	NATIONALITY OF OWNER	FLAG OF REGISTRATION	LOCATION AND TIME OF INCIDENT	ADDITIONAL INFORMATION	SOURCE OF REPORT
24/8/84	Amethyst	Tanker	53 425	Not specified	Not specified	South of Kharg Island; lat. 28°20'N, long. 50°30'E; en route from Kharg Island to Aden; at 0630 GMT	Hit by a missile; 1 crew-member missing; ship set ablaze and on fire for 24 hours; later towed to Lavan Island	IMO
27/8/84	Cleo I	Tanker	35 730	Not specified	Not specified	70 miles south-east of Qatar en route from Colombo, Sri Lanka, to Ras Tanura, Saudi Arabia	Hit by missile; no casualties reported; fire under control	IMO
11/9/84	St. Tobias	Tanker	254 520	Not specified	Liberia	Lat. 28°25'N, long. 50°25'E; some 50 miles south of Kharg Island; at approx. 0830 local time	Struck by missile; damage slight; no injuries; vessel proceeded to United Arab Emirates for repair	IMO
12/9/84	Good Wind	Cargo	11 525	Not specified	Panama	While passing through Khor Musa; at about 1100 h local time	Hit by Iraqi missile	IMO
12/9/84	ADIB	Bulk carrier	19 999	Iran	Not specified	Khor Musa Channel	Hit by missile	IMO
13/9/84	Seetrans 21	Supply vessel	97	Not specified	Federal Republic of Germany	South of Kharg Island	Attacked by Iraqi aircraft	IMO
16/9/84	Med Heron	Tanker	123 597	Not specified	Liberia	Bound to Ras Tanura at lat. 26°24'N, long. 52°19'E; at approx. 0600 GMT	6 people dead, 5 survivors, vessel sunk	IMO
16/9/84	Royal Colombo	Tanker	126 998	Not specified	Sri Lanka	60 miles south of Lavan Island; en route from Ras Tanura to Sri Lanka; at approx. 0656 GMT	Struck by aircraft bomb; vessel proceeded to Bahrain under own power	IMO
8/10/84	World Knight	Tanker	258 437	Hong Kong-owned	Liberia	Lat. 28°30'N, long. 50°25'E; in a position some 40 miles south of Kharg Island; at approx. 0820 h GMT	Hit by air missile; no casualties; proceeded to Bahrain under own power	IMO
							Attacked apparently by Iraqi Air Force; hit by an air-to-surface missile, which started fire and caused serious damage (source (a))	(a) Letter of 4/12/84 from United Kingdom (b) IMO
							6 crewmen killed instantly, 3 more died of wounds later	

DATE OF INCIDENT	NAME OF VESSEL	TYPE	TONNAGE	NATIONALITY OF OWNER	FLAG OF REGISTRATION	LOCATION AND TIME OF INCIDENT	ADDITIONAL INFORMATION	SOURCE OF REPORT
11/10/84	Jag Pari	Tanker	29 139	Not specified	India	60 miles north of Bahrain	Vessel hit by bomb from unidentified aircraft; 1 crewman slightly hurt	IMO
12/10/84	Gaz Fontain	Tanker	29 451	Not specified	Panama	Lat. 26°05'N, long. 55°50'E; at approx. 1000 h local time	Vessel hit by missiles	IMO
12/10/84	Sivand	Tanker	218 587	Not specified	Iran	60 miles south of Kharg, near Farsi Island	Reported hit by missiles; vessel thought to be ablaze	IMO
19/10/84	Pacific Protector	Dividing-support vessel	1 530	Hong Kong-owned	Panama	East of Qatar; vessel on way from Aden to Kharg Island; at approx. 0700 h GMT	Attacked and severely damaged, apparently by aircraft of the Iranian Air Force (source (a))	(a) Letter of 4/12/84 from United Kingdom
3/12/84	Minotaur	Tanker	386 343	Not specified	Not specified	Lat. 28°35'N, long. 50°17'E; at approx. 0835 h GMT	3 crew, including Master, killed, 3 injured	(b) IMO
8/12/84	Tariq	Landing craft	Not specified	Kuwait	Not specified	About 70 miles north of Qatar	Hit by Iranian aircraft; no loss of life	IMO
9/12/84	B. T. Investor	Tanker	323 100	Not specified	Not specified	Lat. 28°14'94N, long. 50°45'98E; at 0735 h GMT	Hit by missile; no loss of life	IMO
15/12/84 and 17/12/84	Ninemia	Tanker	240 830	Greece	Not specified	En route to Kharg Island	Struck twice on given dates; 2 crew killed	IMO
17/12/84	Aegis Cosmic	Cargo vessel	12 498	Owned by Greek ship-owner Aegis Shipping	Not specified	Lat. 27°36'N, long. 50°35'E; at approx. 1142 GMT	Struck by missile	IMO

Annex II

SUBSTANTIVE PARTS OF REPLIES RECEIVED FROM GOVERNMENTS
OTHER THAN THOSE INCORPORATED IN ANNEX I

LAO PEOPLE'S DEMOCRATIC REPUBLIC

[Original: French]

[12 June 1984]

1. Faithful to its foreign policy of peaceful coexistence with all countries, without distinction as to political régime, the Lao People's Democratic Republic considers that freedom of navigation in the Gulf region, particularly for commercial ships, should be ensured in accordance with international law.
2. The two belligerents must respect this freedom of navigation and abstain from interfering, in any way whatsoever, with the safety of commercial ships en route to and from the ports of all the littoral countries of the Gulf.
3. In the current circumstances, it is imperative that all countries, particularly those of the Gulf region, do everything possible to bring the two belligerents to the negotiating table and that they avoid any action that might aggravate the existing tension.
4. In this context, the great Powers should cease supplying arms to the belligerent and non-belligerent countries of the region in order to avoid their being used in the conflict. Otherwise, that might further intensify the distrust between those countries and the belligerents and thus contribute to a widening of the conflict.

ROMANIA

[Original: English]

[6 June 1984]

The Government of Romania does not have any incident in the Gulf area to make known in which Romanian ships or crews would have been involved.

Due to the escalation of the conflict, Romanian ships and crews have been obliged to avoid the Gulf zone, which negatively affects the economic relations of our country with the countries of this area.

In our opinion the evolution of the situation in the Gulf is emphasizing even more the need to make all efforts to put an end to the existing conflicts and to solve the problems in dispute only by negotiations.

The President of the Socialist Republic of Romania, Nicolae Ceausescu, is constantly preoccupied with the situation in the area.

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In an address recently delivered, President Nicolae Ceausescu expressed the special preoccupation of our country concerning the events in the Gulf, the extension of the war between Iraq and Iran, which could lead to a generalization of this conflict, to the intervention of other States, with very grave consequences not only for the two countries and peoples but for the whole world.

The head of the Romanian State addressed to the presidents of Iraq and Iran the appeal to cease the military actions in the Gulf, and generally any military action, and to act, through negotiations, for the solution of problems in dispute between the two countries.

We express the hope that this appeal, addressed to the leaders of both States, will be taken into consideration and that reason shall prevail.
