

**** REGISTERED ****

[Redacted]

I think someone needs to do some further button pressing over there. I can't see FCO advice as yet. It still appears to be outstanding with MOD by the way, so I don't think it will going anywhere today!

[Redacted]

From: [Redacted]

Sent: 25 June 2014 09:21

To: [Redacted]

Cc: [Redacted]

Subject: RE: Nigeria: [Redacted] OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE
[OFFICIAL-SENSITIVE] OFFICIAL_SENSITIVE

The FCO has classified this message as OFFICIAL-SENSITIVE. Please ensure you handle it appropriately.

[Redacted]

Thanks for your input. As far as I'm aware, our Embassy in Oslo have not received any further media enquiries regarding this matter. If we do need to provide further lines, we'll use the ones you've suggested below (noting [Redacted] comment on the last sentence).

I should make you aware that I've assessed the export licence application for the Horten and, when measured against the Consolidated Criteria and taking into consideration available open sources and advice from our colleagues in Human Rights Directorate, I am content to recommend approval ([Redacted] – I've uploaded this recommendation to Spire, so you can see the full text).

Any further questions, please let me know.

Best wishes for now

[Redacted]

From: [Redacted]

Sent: 17 June 2014 14:46

To: [Redacted]

Subject: RE: Nigeria: [Redacted]

**** REGISTERED ****

Thanks, [Redacted]

That's all really helpful, especially the para about the MMSI numbers.

I'll be keeping copies of those e-mails that [Redacted] sent around regarding this case. I think that provides enough contacts at MCA should I ever need them!

I'm hoping that I'll pick more of this up in due course! Thanks again for your help and advice!

[Redacted]

From: [Redacted]

Sent: 17 June 2014 14:39

To: [Redacted]

Subject: RE: Nigeria: [Redacted]

[Redacted]

It's a good question! I just spent a bit of time digging in Spire and then having a poke through Google. It helps that I used to work in a maritime-related industry though!

[Redacted] Nice and simple!

The MMSI numbers for 3 of the vessels are mentioned in the attachments of one of the cases. An MMSI number is an identification tag that's in the public domain and reports vessel location over radio (much like AIS but different applications), and a simple Google search of the MMSI number will give you a number of services that will tell you where the vessel was when it last reported, as well as related information. IMO numbers are also good if you can find them, but Google is all-powerful either way. It's always worth noting that the accuracy of information like this can be pretty poor but it's a useful first check.

As for MCA contacts, I have no idea! I could certainly link you up with the guy who deals with PMSCs/Maritime Security from DfT, as he works very closely with the MCA, but other than that not sure. Also asked Chris and he hasn't dealt with the MCA as part of his work.

Cheers

[Redacted]

From: [Redacted]
Sent: 17 June 2014 14:19
To: [Redacted]
Subject: RE: Nigeria: [Redacted]

Afternoon, [Redacted]

Hope all's well.

How do you know all this!? Seeing e-mails like yours below reminds me that I've a lot to learn in this job! I appreciate that a lot of the information is all on Spire if you know how and where to look for it, but this MMSI thing you speak of is new to me (but looks handy to know!!) And, pardon my ignorance, do we have any contacts at the MCA with whom we would usually liaise on these cases?

Anyway, looks like an interesting one! We'll see how it plays out!

Cheers

[Redacted]

From: [Redacted]
Sent: 17 June 2014 14:07
To: [Redacted]
Cc: [Redacted]
Subject: RE: Nigeria: [Redacted]

[Redacted], thanks. [Redacted]. We should keep the new licence on hold for the moment.
[Redacted]

[Redacted] | Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129 | Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH [Redacted]

From: [Redacted]
Sent: 17 June 2014 12:15
To: [Redacted]
Subject: RE: Nigeria: [Redacted]

[Redacted]

Hope this is of use, let me know if anything else is needed.

Regards

[Redacted]

From: [Redacted]

Sent: 17 June 2014 14:08

To: [Redacted]

Cc: [Redacted]

Subject: RE: Nigeria: [Redacted]

**** REGISTERED ****

[Redacted], many thanks. I've sent you a few more background emails. [Redacted]

[Redacted] Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129| Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH | [Redacted]

From: [Redacted]

Sent: 17 June 2014 12:18

To: [Redacted]

Subject: RE: Nigeria: [Redacted]

[Redacted]

We have an application (SITCL) from CAS-Global at the moment for the export of a coast guard patrol vessel from Norway to Nigeria. The exporter has stated that:


[Redacted]

They've provided a reference number for [Redacted]. [Redacted]. From what I can see on Spire, I do not think that we (AEPT) had any involvement in that case [Redacted]

Hope this helps

[Redacted]

[Redacted] [url: www.fco.gov.uk](http://www.fco.gov.uk)

 Help save paper - do you need to print this email?

From: [Redacted]

Sent: 17 June 2014 12:03

To: [Redacted]

Subject: RE: [Redacted]

[Redacted]

[Redacted] | Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129| Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH [Redacted]

From: [Redacted]

Sent: 26 June 2014 15:23

To: [Redacted]

Cc: [Redacted]**Subject:** RE: MV HORTEN

**** REGISTERED ****

Hi [Redacted]


Copied now also to BIS [Redacted]. On the subject of the above ship's detention MCA had a number of early email messages from the company, but it has since gone quiet and no action has been taken to resolve the situation. Port dues in Ramsgate are still being paid and a skeleton crew are still on board however, so the company is still active with the ship.

We also have had no word from Nigeria officially despite our attempts through normal channels,
[Redacted]

The ball is in the company's court and we are awaiting their response accordingly. Any developments this end we'll let everyone know.

Hope this addendum is useful.

Kind Regards
[Redacted]

 Subject to the need to keep up to date file records, please consider your environmental responsibility before printing this email


>>> [Redacted] 26/06/2014 14:27 >>>
Afternoon, [Redacted]

Thanks for this update. Has this been shared with BIS [Redacted]?

Strange that the company are not communicating with you on the continued detention of the vessel. They had been in touch with BIS to ask for updates on the licence application and informing them of how much it's costing them while the boat is docked. Perhaps they are waiting for an answer on the licence application before proceeding?

Anyhow, thanks again and best wishes for now
[Redacted]

[Redacted] [url: www.fco.gov.uk](http://www.fco.gov.uk)

 Help save paper - do you need to print this email?

From: [Redacted]
Sent: 26 June 2014 13:53
To: [Redacted]
Cc: [Redacted]
Subject: MV HORTEN

Good Morning [Redacted]

Thanks for copying me in on the discussions surrounding the above. In response I would remark as follows:

(i) The above ship currently remains Detained in Ramsgate by MCA. The company have not communicated further to us on this subject so far.

[Redacted]

Hope this is useful.

Regards

[Redacted]

Tel. [Redacted]

Mob. [Redacted]



Subject to the need to keep up to date file records, please consider your environmental responsibility before printing this email

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

From: [Redacted]

Sent: 05 September 2014 14:30

To: [Redacted]

Subject: OFFICIAL-SENSITIVE: M V Horten

** REGISTERED **

Good Afternoon All,

PSA for information and communication with your respective Media Communications departments.

Following last week's queries by a Thanet Councillor, the following situational advice and press statement has been prepared (see below), to be issued by MCA following a recent query to us by a Kent based journalist regarding the Detention of MV HORTEN. Media questions appear to be becoming more detailed following the councillor's recent intervention.

Hope this is useful.

Kind Regards

[Redacted]

Marine Surveyor

Maritime & Coastguard Agency

Tel. [Redacted]

Mob. [Redacted]

>>> [Redacted] 05/09/2014 13:40 >>>

Hi [Redacted] - light edit of the statement below, as discussed:

"MV Horten was detained by inspectors from the Maritime and Coastguard Agency on 12 March 2014, following her arrival in the UK as an unregistered ship.

"At that time statutory surveys were found not to have been conducted or were expired, and the required certificates demonstrating compliance with all relevant Merchant Shipping Act regulations were not in force. Qualifications of seafarers on board did not meet mandatory requirements and the owner and master had not ensured that the ship conforms in all respects to relevant statutory provisions.

"Certification is linked to the ship's ability to demonstrate its compliance with a raft of regulations which require a minimum standard in terms of: hull and machinery condition, construction standard, safety equipment, radio equipment, Loadline, safe manning, safety management, security, and pollution prevention.

[Redacted]

"The ship and its operators are expected to meet all national and international requirements applicable to them in respect of a seagoing vessel of that size and type. The current situation is that the ship remains detained pending remedial action by the ships owners and operators, and a subsequent request from them for re-inspection and release."

regards

[Redacted]

[Redacted]
Maritime & Coastguard Agency
[Redacted]

P Subject to the need to keep up to date file records, please consider your environmental responsibility before printing this email

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

From: [Redacted]

Sent: 30 September 2014 08:39

To: [Redacted]

Subject: OFFICIAL-SENSITIVE : RE: -SENSITIVE: MV HORTEN OFFICIAL_SENSITIVE

** REGISTERED **

Good Morning [Redacted]

Thanks for the email.

International Registrations Bureau/ International Ship Registry are asking us to accept their certificates and actions for release of the ship now, so from

their perspective its fairly urgent. Not sure what this may mean to Togo in their response to a Note Verbale but a swift response would be very much appreciated in the circumstances.

Anything you and you colleagues can do accordingly would be helpful.

Thanks for the assistance.

BR

[Redacted]

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

From: [Redacted]

Sent: 29 September 2014 15:04

To: [Redacted]

Subject: RE: -SENSITIVE: MV HORTEN OFFICIAL_SENSITIVE

The FCO has classified this message as OFFICIAL-SENSITIVE. Please ensure you handle it appropriately.

Hello again, [Redacted]

I've been in touch with our High Commission in Ghana (we don't have a Mission in Togo, so our colleagues handle Togo-related matters from Accra). They have told me that the only way they can get this information is by submitting a Note Verbale to the Togolese Government, and it may take a while to get a response. What deadline do you want to give them?

Cheers

[Redacted]

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

From: [Redacted]

Sent: 29 September 2014 12:21

To: [Redacted]

Subject: RE: -SENSITIVE: MV HORTEN OFFICIAL_SENSITIVE

Afternoon, [Redacted]

Hope all is well.

Thanks for this. I will get on to the Desk and see if they have any way of making the necessary enquiries/confirmations. Hope to get back to you shortly.

Please excuse my ignorance, but to aid my understanding please could you let me know what possible reasons there would be for the ship [Redacted]

Cheers for now

[Redacted]

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

From: [Redacted]

Sent: 29 September 2014 11:16

To: [Redacted]

Cc: [Redacted]

Subject: OFFICIAL-SENSITIVE: MV HORTEN

Good Morning [Redacted],

As mentioned in my last email on 08 September 2014, ship staff had requested release of the above ship to proceed to Nigeria.

In progress of this matter however it has been observed since that ship's statutory certification is still not in order, [Redacted]. There are a number of significant anomalies which is preventing verification of the apparent commercial organisations that have issued 'temporary' statutory certificates on behalf of the new registered flag state, the 'Togolise Republic'[Redacted].

We have been unable to verify anything through the normal published channels, or the French embassy (whom we understand act on behalf of Togo in the UK). I would like to ask if the desk at FCO that deals directly with the Togolise Republic could possibly assist with the verification of this matter? There appear to be two particular organisations issuing 'statutory certificates' for which we cannot formally verify their authorisation from the flag state (Togo) to do so, as follows:

- (i) International Ship Registry
- (ii) International Registrations Bureau

These organisations may however be one and the same. Interestingly International Registration Bureau appears to be based in the Lebanon from the +961 country code on their emails. There is also a 3rd organisation (Columbus American Register) where we have been able to establish partial authorisation for issuance of some certificates. We would like to request from the Togolise Republic confirmation of which organisations are authorised to issue statutory certificates to their ships on their behalf.

[Redacted]

[Redacted]

Many thanks in advance for any assistance you can provide.

Kind Regards

[Redacted]
Maritime & Coastguard Agency

Tel. [Redacted]
Mob. [Redacted]

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

From: [Redacted]

Sent: 07 April 2014 17:26

To: [Redacted]

Cc: DL Nigeria Section (Sensitive); [Redacted] (Sensitive)

Subject: RE: NIMASA MPS I, EX HORTEN

[Redacted]

As I said from an FCO perspective our primary concern is that military grade equipment, including vehicles and ships go through the correct export procedures before they are allowed to go to the end user. This process is led by BIS and through the FCO's Arms Export Policy Department coordinated with the country desk (in this case Nigeria) and where appropriate signed off by a Minister. [Redacted]

While the vessel is in UK territory, we have no real power/interest to act beyond what we have done so far [Redacted]. We could raise it with the Nigerian High Commission and or the Ministry of Defence in Nigeria if it continues to cause problems in the UK, but I think we would want to wait and see what reaction you get from the planned action you describe.

So I think from an FCO perspective we welcome this action and will take further interest if and when an export license requested is submitted.

Regards

[Redacted]

[Redacted] | Africa Directorate | Foreign and Commonwealth Office | King
Charles Street | London SW1A 2AH | Room E.G.02

[Redacted]
www.fco.gov.uk

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

From: [Redacted]
Sent: 07 April 2014 17:07
To: [Redacted]
Subject: RE: NIMASA MPS I, EX HORTEN

Good Afternoon [Redacted],

Thanks for the email.

The ship is still detained in Ramsgate and the company is so far not making any real progress towards release, however there's a fair amount of hot air and bluster from various communications received since detention. [Redacted] have this afternoon arranged to meet in Ramsgate on Wednesday to coordinate our approach, and will also visit the ship at that time.

Note that MCA can only exercise it's own powers. We cannot act for other departments on our own initiative and must coordinate respectively. Hence if there's any action required from FCO's perspective we should maybe do the same. Let me know if further coordination is necessary.

Any comment FCO may have on the situation that [Redacted] may be exported into is also very useful, irrespective of current legislation and policy, as it assists with briefing the extent of the issues involved.

Hope this clarifies the current situation this end. Give me a ring if you wish to discuss further.

Kind Regards
[Redacted]

Tel. [Redacted]
Mob. [Redacted]

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>>> [Redacted] 07/04/2014 11:59 >>>
[Redacted]

Can you now confirm what is happening with the ship? Do you need anything from us?

[Redacted]

[Redacted] | Deputy Head of Nigeria Section | Africa Directorate | Foreign and Commonwealth Office | King Charles Street | London SW1A 2AH | Room E.G.02

[Redacted]
www.fco.gov.uk

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

From: [Redacted]
Sent: 04 April 2014 12:41
To: [Redacted]
Cc: [Redacted]
Subject: RE: NIMASA MPS I, EX HORTEN

Good Afternoon Everyone,

[Redacted] (the now registered owners of the above):

<http://www.washingtontimes.com/news/2012/apr/4/nigerian-ex-militant-forges-security-contract/>

See correlation with the Certificate of Registry below.

Hope this is useful.

Regards

[Redacted]

From: [Redacted]

Sent: 19 June 2014 17:40

To: [Redacted]

Cc: [Redacted]

Subject: RE: Contact about an export control case. OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE
OFFICIAL_SENSITIVE

**** REGISTERED ****

[Redacted]

Great – thanks. Interesting tale. I think our press team should have the lines produced by BIS and [Redacted] – although I think they all share anyway, but no harm in making sure we pass them on.

[Redacted]

[Redacted] | Directorate for Defence and International Security | Foreign and Commonwealth Office | London SW1A 2AH
Email: [Redacted] <http://www.gov.uk/fco>

Help save paper - do you need to print this email?

From: [Redacted]

Sent: 19 June 2014 17:26

To: [Redacted]

Cc: [Redacted]

Subject: RE: Contact about an export control case. OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE
OFFICIAL_SENSITIVE

Quick update. [Redacted]

[Redacted] a military supply ship called MV Horten – is currently in Felixstowe waiting for an export licence (it is on SPIRE). [Redacted], I have updated [Redacted] in the Press Office on this. There have been no follow-up from the Norwegian press so [Redacted] is happy to leave it and if necessary pass to BIS and [Redacted] if Dagbladet press.

I have suggested separately to BIS and [Redacted] that it would be prudent to prepare some lines to take with their respective press offices.

I have also suggested to [Redacted] that it would make sense to coordinate [Redacted] on MV Horten to avoid any surprises or embarrassment.

I have dropped [Redacted] a line to say we hope to get him something tomorrow.

[Redacted]

[Redacted] | Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129 | Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH | [Redacted]

From: [Redacted]

Sent: 19 June 2014 14:39

To: [Redacted]

Cc: [Redacted]

Subject: RE: Contact about an export control case. OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE

[Redacted] – the FCO Press office [Redacted] is involved (post had received a direct query from a Norwegian paper), and the last I saw press office were in touch with [Redacted] BIS press offices.

[Redacted] – do correct me if I've got this wrong.

[Redacted]

From: [Redacted]

Sent: 19 June 2014 14:01

To: [Redacted]

Subject: RE: Contact about an export control case. OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE
OFFICIAL_SENSITIVE

Thanks [Redacted]./

Do we need to alert anyone (eg press office and/or ministers) and have contingency press lines just in case?

Is this something the CAEC might focus on?

[Redacted]

[Redacted] Directorate for Defence and International Security | Foreign and Commonwealth Office | London SW1A 2AH
Email: [Redacted] FCO website: <http://www.gov.uk/fco>

Help save paper - do you need to print this email?

From: [Redacted]

Sent: 17 June 2014 14:08

To: [Redacted]

Subject: RE: Contact about an export control case. OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE
OFFICIAL_SENSITIVE

Just to keep you in the loop. [Redacted]

[Redacted] to provide a PoC for [Redacted]. [Redacted] has managed to find [Redacted] off the coast of Guinea using vessel tracking software! [Redacted] to be still UK flagged but not clear who is in control [Redacted].

[Redacted]

[Redacted] | Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129 | Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH | [Redacted] www.fco.gov.uk

From: [Redacted]

Sent: 17 June 2014 08:35

To: [Redacted]

Subject: Fw: Contact about an export control case. OFFICIAL_SENSITIVE

Importance: High

CLASSIFICATION:OFFICIAL_SENSITIVE

[Redacted]

One for [Redacted] - and/or BIS.

[Redacted]

From: [Redacted]

Sent: 27 June 2014 12:38

To: [Redacted]

Subject: RE: nigerian [Redacted]

**** REGISTERED ****

[Redacted], no. But we should tell them that the vessel is in UK harbour, I guess. Do you want me to drop my MFA contact a line? [Redacted]

From: [Redacted]
Sent: 27 June 2014 12:06
To: [Redacted]
Subject: RE: nigerian [Redacted]

[Redacted]

That will probably free up a few gigabites... I will keep hold of the correspondence should it be required in the future.

By the way, when I was reading through the Norwegian media reports again, I noticed that they claimed that the Norwegian MFA had asked the UK to prevent the [Redacted] from going to Nigeria. That's incorrect, isn't it? From reading your initial e-mail on the subject, they never actually made that request. Please tell me that that's the case!

Cheers for now

[Redacted]

[Redacted] | Arms Export Policy Team | Foreign and Commonwealth Office

✉ [Redacted] [url: www.fco.gov.uk](http://www.fco.gov.uk)

 Help save paper - do you need to print this email?

From: [Redacted]
Sent: 27 June 2014 11:43
To: [Redacted]
Cc: [Redacted]
Subject: Nigerian [Redacted]

[Redacted], in an effort to reduce my inbox I have deleted all trace of Nigeria/Norwegian [Redacted]

[Redacted] | Arms Export Policy Department | Directorate for Defence and International Security | Room OAB 3/129| Foreign and Commonwealth Office | Old Admiralty Building | London SW1A 2AH | [Redacted] www.fco.gov.uk

From: [Redacted]

Sent: 31 July 2014 18:52

To: [Redacted]

Subject: RE: MV Horten - export to Nigeria OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE

**** REGISTERED ****

Hi [Redacted],

Let's discuss these tomorrow. Process wise, you should liaise with both Post and Desk on drafting the lines (desk will lead and may be content to do so without Post, check with them). We then need to check them with [Redacted] in press. You can then give [Redacted] oversight but it is more important that they are cleared by the geographical desks and press team.

[Redacted]

From: [Redacted]

Sent: 31 July 2014 09:42

To: [Redacted]

Subject: FW: MV Horten - export to Nigeria OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE

Morning, [Redacted]

Hope all is well.

As discussed yesterday, I'd been having a think about these defensive lines. I've drafted a couple of potential questions/answers, but am a bit stumped as to what other questions might be asked on this matter. If you can think of any, do let me know and I can try to provide answers.

Should the next steps be to run these by [Redacted] and maybe [Redacted]? Then clear with [Redacted] and send to [Redacted] and see if he's satisfied? Grateful for your advice on this.

Cheers

[Redacted]

From: [Redacted]
Sent: 27 July 2014 03:15
To: [Redacted]
Cc: [Redacted]
Subject: Fw: MV Horten - export to Nigeria OFFICIAL_SENSITIVE

CLASSIFICATION:OFFICIAL_SENSITIVE

[Redacted]

To note posts views. I am therefore content we have carried out the required due diligence and not revoke the license but work up defensive lines.

[Redacted]

From: [Redacted]
Sent: Wednesday, July 23, 2014 12:37 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: MV Horten - export to Nigeria OFFICIAL_SENSITIVE OFFICIAL_SENSITIVE

[Redacted]

With apologies for the delay, please find below a consolidate view from Post, which has been seen by [Redacted]