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NATO's Souda Base, Crete: A Harbour For Genocide

Souda Naval Base, on the island of Crete, is a joint U.S.–Greek Navy installation and a vital NATO logistics and refueling hub in the eastern Mediterranean. New research reveals that, since the start of the genocide, the base has **repeatedly serviced vessels delivering ammunition and military jet fuel** used by Israel in the ongoing genocide of 2.3 million Palestinians and its illegal military occupation of Palestine. This brief provides **aggregate counts of port and anchorage calls** in Souda Bay and **total hours spent** there by four vessels listed on the [No Harbour for Genocide blocklist](#) between October 2023 and October 2025, along with **specific cases in which vessels called at Souda Bay immediately before or after unloading ammunition, jet fuel, and military-grade steel in Israel**.

The brief provides strong indications that **Greece is in breach of various international obligations**, including the **UN Convention on the Law of the Sea** (UNCLOS), which—per a recent [ASCOMARE legal opinion](#)—mandates **coastal states to exercise due-diligence and interrupt foreign passage** in their territorial sea in response to serious human-rights non-compliance. It also points to potential violations of the **Arms Trade Treaty**, which **bars States Parties, including Greece, from authorizing transfers of arms** when there is knowledge that they would be used to commit grave violations of international law, including war crimes and indiscriminate attacks on civilians.

Ammunition and jet fuel vessels supplying Israel are increasingly facing challenges in resupplying in the Mediterranean region during their journeys between the U.S. and Israel due to **heightened pressure by local communities and dockworkers**. These vessels, especially those carrying fully assembled arms, such as bombs, often prefer or are restricted to resupply and refuel operations at U.S. or UK military bases in the Mediterranean—specifically the U.S. bases in Rota, Spain, and Souda Bay, Crete, as well as UK operations in Gibraltar and Cyprus. With [Gibraltar \(July 2024\)](#) and [Spain \(September 2025\)](#) indicating possible restrictions on such vessels, the **genocide fleet may have to increasingly come to rely on Souda Base for essential services required to complete the delivery of its murderous cargo, unless public pressure stops it**.

In September 2025, the No Harbour for Genocide campaign released a list of [36 vessels](#) identified as the most frequent suppliers of arms and fuel to Israel. Research now reveals that four blacklisted ships—**Ocean Grand, Sagamore, Overseas Santorini, and Overseas Sun Coast**—collectively made **40 calls to Souda Bay** (port and anchorage) between October 2023 and October 2025, spending an estimated **618 hours there in total**. All four vessels are financially compensated under the [U.S. Maritime Administration \(MARAD\) security program](#), which contracts American-flagged, privately owned and operated commercial vessels to carry weapons, ammunitions and military fuel supplies for the U.S. Department of Defense.

In addition to these vessels, research also points to commercial vessels, such as **ZIM Luanda (Jamaica)**, carrying military-grade steel to Israel, that make use of Souda Base to resupply. Below are concrete examples that **implicate Souda Base in the ongoing genocide, occupation and apartheid in Palestine**.

January-February 2024: OCEAN GRAND

The **Ocean Grand** is a container ship operating under MARAD's U.S. Maritime Security Program and regularly transports military equipment from the U.S. to Israel via Mediterranean ports. It has been documented **transporting explosives, including howitzer artillery systems and missiles**, through [Limassol](#). On **January 18, 2024**, Ocean Grand docked at **Military Ocean Terminal Sunny Point**, the primary U.S. ammunition and bomb terminal. While transiting the Mediterranean, it **turned off its tracking system** near Crete on February 1, a tactic commonly used by vessels when unloading cargo destined for Israel. It **reappeared on February 5, having unloaded its cargo**. Ocean Grand then made a brief **stop at Souda Bay**, likely for resupply. Afterward, it returned to Sunny Point to pick up more ammunition, turned off its tracker west of Crete on March 13, and reemerged without cargo near Israel on March 18. The vessel then docked at the **Onex Neorion Shipyards at Syros island in Greece**, probably to refuel.

October-November 2024: MV SAGAMORE

The **MV Sagamore** is a container ship also operating under the MARAD's U.S. Maritime Security Program. It has made known **shipments of Mark 84 2,000 pound bombs from the US to Israel**. On **October 16, 2024**, the Sagamore departed **Military Ocean Terminal Sunny Point**. After a stop at Rota it docked in **Souda Bay on November 6**, likely to resupply. Following that, it **turned its tracker off** for a few days, then reappeared 30 miles **off the coast of Ashdod** in Israel **on November 10**. It then docked at **Kali Limenes port in Crete** to refuel before heading back to Sunny Point via Rota.

Historically, vessels like the [MV Sagamore](#) make a stop at Rota for provisions and crew rest before continuing to Israel to unload, then have often returned to Souda Bay. While the scope and enforcement of Spain's announced arms embargo remain uncertain, if access to Rota tightens, vessels bound for Israel may increasingly rely on Souda Bay for resupply and crew rest after long trans-Atlantic crossings.

December 2024 - January 2025: OVERSEAS SANTORINI

The **Overseas Santorini** is an oil tanker operating under MARAD's U.S. Tanker Security Program. It routinely **transports jet fuel** from Valero Energy's refinery in Corpus Christi, Texas, to Ashkelon, Israel, via Mediterranean ports. [A report](#) by Oil Change International and Data Desk revealed that each shipment of JP-8 military jet fuel with Overseas Santorini contains approximately **300,000 barrels of fuel—enough to support around 12,000 flights of Israeli F-16 and F-35 aircrafts** used in the bombardments of Gaza.

On **December 3, 2024**, the Overseas Santorini **departed Corpus Christi, Texas**, after loading jet fuel. Its **AIS signal went dark** in the Mediterranean on December 26 and **reappeared on January 16**, after which it **stopped at Souda Bay**—possibly availing of the base's free anchorage facilities.

In September 2025, the Overseas Santorini **spent more than a week** in Souda Bay, likely awaiting further orders for its resupply of military fuel to Israel.

The partner-in-genocide of the Overseas Santorini, the **Overseas Sun Coast** has also been known to **call Souda Bay Anchorage on at least three occasions in 2024**.

September 2025: ZIM LUANDA (JAMAICA)

The **ZIM Luanda** (Jamaica) is a container vessel that **regularly transports military-grade steel from Barcelona to Israel Military Industries**, one of the main producers of ammunition in the ongoing

genocide. The vessel is **owned by the Greek Black Sea Marine Inc.** and **managed by the Greek shipping company Danaos Shipping Co. Ltd.** On September 8, 2025, the ZIM Luanda loaded military-grade steel in Barcelona. It unloaded it in Israel on September 18, 2025, and then called at Souda Bay on September 25, 2025.

Conclusion

The 40 documented calls by blocklisted vessels since the start of the genocide—together with concrete evidence linking Souda Base to deliveries of ammunition, jet fuel, and other military materiel to Israel—demonstrate that **Souda Base is operating as a pivotal refuelling and resupply hub for Israel's ongoing genocide and occupation.** This practice places Greece in breach of its international obligations and further entrenches NATO complicity. Other states are already shutting their doors: Malaysia has barred all [Israel-owned or Israel-destined ships](#); Spain has denied port access to [suspected arms carriers](#); and Namibia [cancelled](#) the docking of the vessel Kathrin over RDX/Hexogen bound for Israel, prompting refusals by Angola, Malta, and Slovenia. Most recently, the island country of Cabo Verde [denied docking to a vessel carrying Israeli munitions](#).

In this context, the continued servicing of such traffic at Souda Base makes Greece and NATO active enablers of Israel's ongoing genocide, occupation, and apartheid in Palestine. Greece must immediately halt the passage, docking, bunkering, provisioning, and anchoring of vessels suspected of carrying arms and fuel through Souda Base and all other Greek ports. Since the start of the genocide, vessels on the *No Harbour for Genocide* blocklist have called at multiple Greek ports—including Piraeus, Agioi Theodoroi, Kali Limenes, Syros, Alexandroupolis, Thessaloniki, and Neapoli—indicating the need for a mass, coordinated, nationwide mobilisation to end the Greek state's deep complicity in the continuous oppression and extermination of the Palestinian people.