

## Shipowners urged to take action on hazardous cargo

By Janet Porter - Friday 30 March 2007

**S**HIPOWNERS are being urged to take more action to screen out undeclared hazardous cargoes as the emergence of inexperienced exporters in China and elsewhere places both vessels and seafarers at far greater risk.

Although shipping lines have to rely on trust to a great extent, as other parties are responsible for packing containers and declaring the contents, they could nevertheless do more to protect their ships and crews from cargo-related accidents, directors of the TT Club said yesterday.

Speaking a year after the Hyundai Fortunewas rocked by a still-unexplained explosion, TT Club chief executive Paul Neagle said the mutual had experienced a huge growth in net claims last year of 109% to \$121.2m.

When taking into account the US dollar's weakness and other factors, the underlying increase was a more modest 33%. That nevertheless reflected the changing pattern of world trade, the higher volume and value of cargo on larger ships, and pressure for faster turnaround times at ports and terminals.

Human error accounted for more than 70% of 2006 claims both in terms of the number of incidents and the size of losses, highlighting the need for more training, procedural changes, systems redesign, and better maintenance.

Deliberate non-declaration of dangerous cargoes or paperwork errors are also becoming more of a concern, although little hard evidence exists at the moment about the extent of the problem.

The TT Club has welcomed the decision by the UK Maritime and Coastguard

Agency to inspect all the containers being lifted off the beached MSC Napoli, as this should provide the first insight into whether undeclared hazardous cargo is a real safety threat.

Salvors are now starting to drill holes into those containers in the hold of the ship to release water before they are lifted off and taken to Portland for checks. Those stowed on deck have already been removed, with Mediterranean Shipping Co able to deliver those cleared by the MCA to customers.

The value of the containers on the ship was around \$8m, the TT Club said.

The cause of the Hyundai Fortune accident is still unknown. Investigators

have not even been able to establish so far whether the container responsible for the blast was stowed on deck or in the hold.

With the risks growing, there should be more self-regulation by shipowners, said TT Club's risk management director Peregrine Storrs-Fox. That could include more spot checks of containers and the threat of surcharges for any misdeclarations.

Meanwhile, the TT Club announced yesterday that Sir David Thomson will step down next year after 25 years as chairman.

Mr Thomson will be succeeded by AP Moller-Maersk executive and BIMCO chairman Knud Pontoppidan who has been a board member since 1998.

### Rhine closure delays hit 500 vessels

by Patrick Hagen in Cologne - Friday 30 March 2007

**Close to 500 vessels have been hit by the continued closure of the river Rhine costing inland shippers several million euros in delays.**

German river police announced yesterday that the affected stretch of the river, which has now been closed to traffic since Monday, was to remain shut until salvage operations could be completed.

Nearly 100 vessels were yesterday waiting in the direct area of the accident, while another 400 were in ports and in berths above and below Cologne.

The river was closed following an accident involving the container barge Excelsior which resulted in containers falling into the shipping lanes.

At least seven of the boxes have yet to be recovered.

According to the German association of inland shipping BDB, many of their members are already predicting heavy losses thanks to the congestion.

The German federal statistics office says that inland ships carried 1m containers on the German part of the Rhine last year. This equates to 2,900 boxes a day.

The river accounts for for 80% of the cargo transported on German rivers and canals.

The German-owned Excelsior had 103 containers on board when the accident occurred last Sunday and 32 boxes went overboard after water flooded in through a cleft in the ship's bow and the ship listed.

## Summary of Major Cases in this week's issue of Lloyd's Casualty Week

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
ANDRINA F.	general	ATG	GL	1,568	1,890	1990	In collision with fishing Zeldenrust in lat 51 16N, long 01 36E, Mar 21. Sustained a six foot by three foot gash six feet above the waterline. In port at Ramsgate.
ANGELA STAR	bulker	PAN	NK	38,372	73,798	1998	In collision with <i>Theareston</i> outside Richards Bay Mar 17-18. No major damage and proceeded to Durban for damage assessment.
BOHUS	tug	SWE	—	357	—	1974	Has engine blackout and grounded at Harmano Udde, Norway, Mar 16. All 4 crew taken off. 95 tons of bunker fuel and 4 of lubricating oil leaking. Vessels assisting. Listed and sank later same day.
CAPE HATTERAS	container	CYP	GL	10,396	12,854	1992	Reported main engine breakdown 70 miles south-west of Lisbon Mar 21. Tug proceeding to tow to Setubal.
EXODUS EXPLORER	fishing	USA	—	147	—	1978	Sank after hitting a rock near Adak Mar 18. Magone Marine Service contracted to salvage vessel.
FAGERVIK	general	ATG	GL	2,050	3,254	1980	In collision with product tanker <i>Brovig Breeze</i> in Flushing roads Mar 21.
HUI RONG	general	HKG	—	14,417	21,496	1977	In collision with bulker Peng Yan in lat 30 32N, long 123 15E, Mar 17. Subsequently sank. 12 crew rescued, 9 missing, 8 dead.
KOBE EXPRESS	container	DEU	GL	53,523	67,537	1998	Ran aground ater losing propulsion outside the Ambrose Channel Mar 18. No hull damage or pollution. Four tugs stabilised vessel and refloated on high tide. Expected in port same day. At Dartmouth (NS) Mar 20.
MSC ERMINIA	container	PAN	GL	17,304	14,520	1979	Had rudder problems near Flushing Mar 21. Taken in tow of two tugs for Antwerp.
PAULO DA GAMA	general	PRT	RP	691	802	1972	Reported main engine breakdown 75 miles west of Lisbon Mar 22. Tug dispatched to tow to Lisbon.
PETER WESSEL	passenger/ ro-ro	NOR	NV	29,706	3,515	1981	Fire broke out in an electronic panel in lat 57 45N, long 09 34E, about 12 miles north-west of Hirtshals Mar 22. Awaiting tow to Hirtshals.
SALMO	general	BHS	NV	2,171	3,345	1979	Grounded on Lauer Island near Hvaler, Norway, Mar 16. Took on water. Refloated bu tug <i>Balder</i> and rescue vessel <i>Odd Fellow</i> . Damage in engine-room and bow. Arrived Fredrikstad Mar 17 for inspections. Refloated with tugs and proceeded.
UNICORN ACE	general	PAN	—	5,014	8,501	1998	Sank off Currimao, Ilocos Norte, in lat 17 47.5N, long 119 08E, Mar 21. Fifteen of the 19 crew members rescued.
ZHONG SHENG	general	KHM	—	1,293	1,048	1979	A fire broke out in the cargo hold of the vessel at Kisarazu Mar 16. Coast Guard extinguished fire.

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The following reports are reprinted from Lloyd's List



## A.MERT (St. Vincent & Grenadines)

London, Mar 20 — Following received from Piraeus RCC, timed 1110, UTC: General cargo *A.Mert* (4045 gt, built 1983), bound Bari, 5,200 tonnes cement, had a mechanical failure in the main engine in lat 37 43.9N, long 24 15.23E at about 2000, UTC, yesterday. Vessel repaired later same day and anchored at Laurium. (Note — *A.Mert*, Unye for Bari, passed Dardanelles 0055, Mar 19, and according to Lloyd's MIU AIS was 7.5 nautical miles from Laurium, speed 8.4 knots, at 2307, UTC, Mar 19.)

London, Mar 22 — Following received from Piraeus RCC, timed 0915, UTC: General cargo *A.Mert* remains at anchor off Laurium.

## ACCORD (Philippines)

Manila, Mar 20 — A crew member of the grounded general cargo *Accord* was killed last week by toxic fumes emanating from its cargo of spoiled rice, shipowner Matsya Shipping Corp., reported today. The crewman, who was not identified, was working in the engine-room when he lost consciousness and fell face down in the flooded room. The crew man was rescued and rushed to a hospital where he remained comatose, until he died last week. Matsya officials said that the crewman was poisoned by fumes coming from cargo hold where about 50,000 bags of rice has been spoiled by seawater and oil. The rice has been half-submerged in seawater since Jan 17, when *Accord* ran aground off Malinao town in Albay province. The vessel is still aground. — Lloyd's List Correspondent.

Manila, Mar 21 — Surveyors from the state insurance agency Government Service and Insurance System (GSIS) inspected and obtained samples from the rice cargo of grounded general cargo *Accord* on Mar 16. The GSIS is the insurer of the vessel's cargo. The samples are now undergoing laboratory analysis to ascertain spoilage. Once the GSIS has verified that the cargo is indeed spoiled, two things will take place. Firstly, the vessel will be allowed to offload its cargo to lighten the vessel, which will enable the vessel to be refloated. Secondly, the GSIS will begin processing the release of the insurance claims for the cargo. *Accord* was carrying 58,000 bags of government-owned rice when it ran aground off Malinao town in Albay province on Jan 17. Since then, close to 90% of the rice has been contaminated by seawater and oil. — Lloyd's List Correspondent.

## AFIYA (Malta)

London, Mar 21 — Following received from Coast Guard New Orleans, timed 1530, UTC: Refrigerated general cargo

*Afiya* (4371 gt, built 1990), inbound, contacted a bridge on the Mobile River on Mar 18. Damage unknown. Vessel under restriction. (Note — *Afiya* arrived Mobile Mar 18 from Sainte Pierre.)

## AFRODITE S. (St. Vincent & Grenadines)

London, Mar 16 — Following received from Piraeus RCC, timed 1205, UTC: General cargo *Afrodite S.* is still reported afloat and drifting and is currently approximately 45 nautical miles south of the island of Rhodes. The weather on scene has improved and a tug is proceeding to the vessel's location.

London, Mar 16 — Following received from Piraeus RCC, timed 1245, UTC: The tug which is proceeding to general cargo *Afrodite S.* is *Megalochari VII* and she is ETA alongside at approximately 1800, UTC, today.

London, Mar 17 — Following received from Piraeus RCC, timed 1125, UTC: General cargo *Afrodite S.* was towed into the port of Marmaris earlier today, by tug *Antak*.

London, Mar 20 — General cargo *Afrodite S.* was taken in tow by tug *Antak* and has been in Marmaris Bay for the last three days. The vessel is in very good condition and is ready "to sail again".

London, Mar 22 — Following received from Ankara MSRCC timed 1215, UTC: General cargo *Afrodite S.* departed Marmaris Bay two days ago for Istanbul.

## AGIOS GEORGIOS (Greece)

Piraeus, Mar 19 — Passenger ro/ro *Agios Georgios* (5122 gt, built 1972) struck the pier while berthing at Milos on Mar 17, resulting in a small crack in the vessel's port side stern. No pollution or injuries were reported. Repairs were completed the same day, after which the vessel sailed for Kimolos island. — Lloyd's Agents.

## AL BARAKAT 1 (Bolivia)

Chittagong, Mar 20 — The local agents of chemical tanker *Al Barakat I*, Mohammadi Trading, Chittagong, inform they are now processing some items from abroad to repair the vessel. — Lloyd's Agents.

## ALBRECHT RODENBACH (Belgium)

London, Mar 16 — Following received from Coastguard Milford Haven MRSC, timed 0601, UTC: Fishing (general) *Albrecht Rodenbach* (273 gt, built 1989) was steaming, six hours south of Milford Haven late yesterday or early today, when it lost its fishing gear. The vessel managed to partially recover it, but while doing so a crewman who was seaward of the gear, was pulled overboard and the gear was lost again. The crewman, who was not wearing a lifejacket, was recovered from the water in one to two minutes but has complained of pains in his chest, neck and arms. The vessel is to berth in Milford Haven docks and has asked Milford Haven Port Authority to arrange an ambulance/doctor.

Receive immediate notice as soon as a Casualty occurs. For further information please contact enquiries@lloydsniu.com or call + 44 (0) 20 7017 4482

London, Mar 20 — Fishing (general) *Albrecht Rodenbach* arrived at Milford Haven on Mar 19.

**ALCO BARI (Argentina)**

London, Mar 19 — Following navigation warning, dated today, states: Fishing *Florida Blanca IV* towing fishing (general) *Alco Bari* (321 gt, built 1967) at lat 46 38.4S, long 65 48.4W, line length 300 metres, speed three knots, course 280, bound for Caleta Paula roads.

**ALDER (U.S.A.)**

Troy, Michigan, Mar 15 — US Coast Guard cutter *Alder* was scheduled to begin breaking ice in Duluth Harbor on Tuesday (Mar 13). Instead, it remained tied to its dock, a boom floating behind its stern to contain any hydraulic fluid leaking through a bad seal in the vessel's controllable pitch propeller system. The problem was discovered during machinery trials on Thursday. An examination determined that a seal at the base of one of the propeller's four blades was leaking. Initial efforts to repair the leak were unsuccessful. Operating the *Alder* with the leak could result in a release of oil and damage to the propeller, so the Coast Guard cancelled its ice-breaking operations. Repairing the problem will require divers to loosen the blade, replace the seal and retighten bolts that hold the blade in place. If divers are unable to accomplish the task, the vessel will have to go into dry dock. The repairs should be finished in 10 days to three weeks. — Great Lakes and Seaway Shipping News.

**ALEXIA M. (Cyprus)**

London, Mar 20 — Following received from Piraeus RCC, timed 1110, UTC: Bulker *Alexia M.* (15944 gt, built 1979), Las Palmas for Batumi, laden with 24,000 tonnes sugar, reported a mechanical failure in the main engine, in lat 37 44.5N, long 24 32.4E, at about 1900, UTC, Mar 19. Vessel has since repaired and proceeded on voyage. (Note — *Alexia M.* sailed Santos Feb 21, and passed Gibraltar Mar 14.)

**AMELIA (Cambodia)**

London, Mar 18 — Bulker *Amelia*, Castellon for Mariupol, passed Dardanelles 1405 hrs, Mar 17.

**AMERICAN PRIDE (U.S.A.)**

London, Mar 20 — A press report, dated Mar 19, states: Ferry *American Pride*, which ran aground on a coral reef near the US Virgin Islands, has spilled half its fuel into the water, the U.S. Coast Guard said today. An estimated 350 gallons of diesel fuel escaped after the vessel hit Triangle Reef off St. Thomas on Saturday (Mar 17), said Ricardo Castrodad, a Coast Guard spokesman. The extent of any damage to Triangle Reef, which consists of three reefs, was unknown because the 96-foot vessel had yet to be removed, Castrodad said. The vessel was carrying 15 passengers to Tortola when it ran aground. Nobody was injured. St. Thomas authorities were investigating the cause of the accident.

London, Mar 20 — A press release, issued by the U.S. Coast Guard San Juan, Puerto Rico, dated Mar 19, states: The Coast Guard continues to co-ordinate the response to Saturday's (Mar 17) grounding of ferry *American Pride* on Triangle Reef, just off the Charlotte Amalie, Saint Thomas Harbour, U.S. Virgin Islands. Fifteen passengers and three crewmembers onboard the vessel were rescued by *Sea Tow Saint Thomas*, Saturday morning, and were reported to have suffered no injuries. The vessel had just departed from Saint Thomas Harbour and was headed to Tortola, British Virgin Islands, when it ran aground. It was reported to the Coast Guard yesterday that the portside fuel tank of the *American Pride* had ruptured and approximately 350 gallons of diesel fuel were released into the water. The starboard tank of the vessel remains intact and is currently holding approximately another 350 gallons of diesel fuel. The exact extent of the damage to the vessel's hull and to the coral reef will not be known until the vessel is refloated and a more comprehensive ocean-bottom survey is conducted. The owner of the *American Pride* has hired Titan Marine Salvage to free the vessel from Triangle Reef and mitigate the damage to the coral reef. The *American Pride* remains aground today, as the vessel owner continues to work closely with the Coast Guard to ensure planned salvage operations do not cause further disruption to the reef, provide adequate resources for any contingencies that could arise, are conducted as safely as possible, and mitigate the risk of further damaging the vessel. The cause of the grounding is currently under investigation by Marine Safety Detachment personnel in Saint Thomas. "We need to ensure that all aspects of the salvage operation are properly addressed, that includes planning for any contingencies and providing the highest level of safety to our response personnel, while protecting and minimizing any possible damage to the coral reef," said Capt. Raymond Perry, Deputy Commander Sector San Juan.

**ANDRINA F. (Antigua & Barbuda)**

London, Mar 21 — Following received from Coastguard Dover MRCC, timed 1545, UTC. General cargo *Andrina F.* (1568 gt, built 1990) and fishing (general) *Zeldenrust* (built 1986), 23.75 metres long, were in collision in lat 51 16.95N, long 01 36.95E at 1114, UTC, today. *Andrina F.* sustained a six foot by three foot gash six feet above the waterline and is now in port at Ramsgate. *Zeldenrust* sustained no damage and continued fishing.

London, Mar 21 — Following received from Coastguard Dover MRCC, timed 1651, UTC: Report from Ramsgate Port Harbour-master that a vessel was approaching the harbour and requested entry due to a collision. The report was passed to a MCA surveyor from Dover MRCC and then to the operations room. The operations room replayed the radar, observed a possible collision

situation and asked the French to identify a fishing vessel suspected of being involved. A French helicopter identified the fishing vessel as *Zeldenrust*, Z75, OPCW, ( 89 gt) and passed the information to Dover MRCC. The vessel was then contacted by channels 16 and 11 and the master informed that he had had a small collision earlier and sustained minor damage to his bow. *Zeldenrust* contacted the other vessel, general cargo *Andrina F.* and carried on to his fishing grounds and would inform his agent later as all was well on board. At present *Andrina F.* is in the port of Ramsgate, where MCA surveyors have served a Prevention and Detention Order on the vessel. Dover MRCC are waiting for *Zeldenrust* to re-enter UK waters to serve an enforcement order.

**ANGELA STAR (Panama)**

London, Mar 20 — A press report, dated today, states: Two bulk carriers collided outside the port of Richards Bay, during strong gale force winds at the weekend (Mar 17-18). Neither vessel was badly damaged in the incident. Bulker *Angela Star* (38372 gt, built 1998), which is owned by Marias Trading of Panama and managed by Maryville Maritime of Athens, later sailed to Durban for assessment of her damage. The other vessel, bulker *Theareston* (36573 gt, built 1990), has remained at anchor outside Richards Bay, where the port was closed during the weekend because of the strong swells and winds. The bulker is owned and managed by Good Faith Shipping of Piraeus. There were no injuries reported on either vessel.

**ANNA L. (Greece)**

See "United States" under "Port State Control".

**APL CORONADO (Antigua & Barbuda)**

London, Mar 17 — According to Lloyd's MIU AIS general cargo *APL Coronado* was still moored at Balboa at 0930, UTC, today.

**ARDENT (U.K.)**

London, Mar 19 — Following received from Coastguard Humber MRSC, timed 2043, UTC: General cargo *Ardent* (700 gt, built 1983), in ballast, outbound for orders, is aground in lat 53 41.7N, long 00 32.87W, 3.5 miles west of the Humber Bridge. The vessel ran aground to the north of Reeds Island while transiting the River Humber, outbound. No pollution has been reported and none is expected. Forecast for Whitby to Gibraltar Point for the 24 hours commencing 1800 UTC, today: northerly 6 to gale 8, occasionally severe gale 9. High water at Humber Bridge 0706, UTC, tomorrow. The vessel is expected to remain in position until the tide floods.

London, Mar 20 — Following received from Coastguard Humber MRSC, timed 0723, UTC: General cargo *Ardent* refloated at approximately 0630, UTC, and is proceeding to sea for orders. No damage or pollution reported.

London, Mar 22 — General cargo *Ardent* arrived Antwerp Mar 21.

**AVEMAR DOS (Spain)**

Cadiz, Mar 21 — Ferry *Avemar Dos*, which arrived at Cadiz on Jan 8, sailed on Mar 9. — Lloyd's Agents.

**BARGE SUNK, SAMUT PRAKAN, GULF OF THAILAND**

London, Mar 17 — A press report, dated today, states: Two crewmen were still missing at sea last night, after a cargo barge loaded with coal sank early yesterday, off the coast of Samut Prakan. The barge sank in the Gulf of Thailand at around 0200 hrs, about two kms off the coast at Bang Phu Mai, said Adul Wonglanlong, master of the tug that was hired to pull six coal-laded barges. According to Mr Adul, he had been hired by a businessman in Chon Buri to tow the six barges from the eastern province to Ayutthaya. Each barge was carrying 450 tonnes of coal. The tug, with the six barges in tow, left Koh Sichang pier in Chon Buri around 1600 hrs, Thursday (Mar 15). He said he noticed the last barge develop some problems and eventually sink at around 0200 hrs, yesterday. The other five barges arrived at their destination safely. Divers were yesterday sent to search for the missing crewmen. Only the wreckage of the barge was found. Police said they would contact the owner of the barge to retrieve it. The search continued last night for the two crewmen.

**BEN MAYE (Isle of Man)**

London, Mar 20 — General cargo *Ben Maye* arrived at Belfast on Mar 15 and sailed on Mar 16.

**BERGEN NORDIC (Norway)**

London, Mar 21 — Combined chemical and oil tank *Bergen Nordic* arrived at Mongstad on Mar 18 and sailed on Mar 19.

**BLUE HORIZON (Greece)**

Piraeus, Mar 16 — Passenger ro/ro *Blue Horizon* completed repairs at Patras yesterday and is scheduled to sail to Bari, Italy, today. — Lloyd's Agents.

**BOHUS (Sweden)**

Gothenburg, Mar 16 — Tug/icebreaker *Bohus* (357 gt, built 1974) ran aground slightly north of Kaeringoen at approximately 1500, local time, this afternoon, and has a hole in its hull and bottom. The four man crew was rescued by helicopter. There is a risk that the of 70 tons of bunkers could jeopardise the very sensitive environment. The crew called the MRCC at 1505 hrs, this afternoon, after the tug went aground at Valleroe and Hermans Head, north of Kaering Island Bohuslan, north of Gothenburg. At 1600 hrs the helicopter commenced taking off the crew, who were brought to the airport for medical care, but none were injured. Between 60 to 70 tons of diesel oil has started leaking and winds are increasing right now and the sea is rough. The MRCC's role to rescuing lives was ceased at 1630 hrs. A number

of tugs and rescue vessels, pilot boats and helicopters are assisting, including: *Victoria, Dan Brostrom, KBV 303, Lotsbat 740, Helicopter Lifeguard 991 and Bogserbaten Boss*. Oil booms and preventive oil fighting equipment is to be put around the *Bohus*, but it is difficult to work and clean up at this time. — Westax Marine Services AB.

Gothenburg, Mar 16 — We have been in contact with Roda Bolaget/Svitzer and the MRCC and have been advised that there will be no attempts to pull tug/icebreaker *Bohus* off the ground as the situation has become worse. The Board of Shipping inspectors, jointly with the owner, Coast Guard and MRCC staff, inspected the situation and confirmed that the situation is critical as the vessel is about to sink and is considered to be a total loss. The problems, beside, the vessel is the thrtat to the sensitive archipelago and the environment, close to two islands, approximately 0.25 to 0.3 nautical miles from the wreck. The tug will, during the next 48 hours, become a wreck/total loss as winds are expected to increase during night and Saturday (Mar 17). By Sunday a full storm force 10 is predicted. Police are in contact with the owner and there will be a general meeting as to what to do to limit the damage to the environment. — Westax Marine Services AB.

London, Mar 17 — A SvitzerWijsmuller Salvage report, dated Mar 16, states: Tug/icebreaker *Bohus*, Wallhamn to Brofjorden, had a main engine "black-out" at 1425 hrs, today. It was not possible for the crew to restart the engine before *Bohus* grounded on rocks at Harmano Udde. Shortly after the grounding the crew was taken off by a Swedish Coast Guard helicopter. All four crew members are well, after the grounding and evacuation. Shortly after the grounding *Bohus* started taking water and listed heavily. A salvage team from Sweden and Holland has been mobilised. At the time of the grounding, the vessel had 95 tonnes of gas oil and four tonnes of lubricating oil onboard.

Gothenburg, Mar 17 — Coast Guard and inspectors have been inspecting tug/icebreaker *Bohus* this morning and confirmed that the vessel sank during the evening or night and had recently taken full bunkers onboard and 95 cbms diesel plus four cbms of lubricating oil. The diesel will be mixed up in the rough seas and a major part will dissipate in the air, whereas the lubrication oil could "smear" the rocks of the islands and archipelago. Salvage specialists from the Netherlands will assess the situation later this morning and see what can be done - but currently it is not possible to put out oil booms etc., due to the weather, with winds of 18-20 m/s. A full storm with winds up to 27-28 m/s is expected tomorrow. — Westax Marine Services AB.

Gothenburg, Mar 20 — Divers have been down to the wreck of tug/icebreaker *Bohus* but visibility is poor. The vessel totally broke into pieces and is spread out over a 100 metre area, with "nothing left for

salvage". Tanks with 95 cbm of oil and lub are all broken and gone, but there has not yet been any serious environmental problem in the surrounding islands. Helicopters also checked without finding major outlets. — Westax Marine Services AB.

**BORELLY (U.K.)**

London, Mar 15 — General cargo *Borelly* was reported arriving at Rotterdam at 1605 hrs, Mar 14.

**BROVIG BREEZE (NIS)**

Zeebrugge, Mar 21 — Product tanker *Brovig Breeze* (2934 gt, built 2006), from Ghent, and general cargo *Fagervik* (2050 gt, built 1980), from Antwerp, were in collision in Flushing Roads at 1510, local time, today, while both vessels were anchored to take shelter from a storm. — Lloyd's Sub-agents.

Maassluis, Mar 21 — Product tanker *Brovig Breeze* and general cargo *Fagervik* were in contact on Flushing roads, due to strong winds, this afternoon. The pilot on *Brovig Breeze* reported some damage on railing and paintwork. — Lloyd's Sub-agents.

**CALA PALMA (Italy)**

London, Mar 20 — Information received from Kiel, dated today, states: During the repair works on the partially burnt out refrigerated general cargo *Cala Palma*, which are still going on at Lloyds Yard, Bremerhaven, the deck cranes have been removed to get better access to the cargo holds and the burnt insulation which has to be removed. The vessel is actually berthed in the yard basin.

**CAPE HATTERAS (Cyprus)**

London, Mar 22 — Following received from Lisbon MRCC, timed 1008, UTC: Container carrier *Cape Hatteras* (10396 gt, built 1992) reported a main engine breakdown 70 nautical miles southwest of Lisbon at 2147, UTC, Mar 21. A tug is proceeding to tow the vessel to Setubal. (Note — *Cape Hatteras* sailed Leixoes Mar 20 for Lisbon.)

**CAROL (Singapore)**

London, Mar 16 — Reported that bulker *Carol* is still aground, with efforts to refloat her ongoing.

London, Mar 18 — A press report, dated today, states: After a complex operation between Friday evening (Mar 16) and yesterday morning bulker *Carol* was refloated. According to the Guayana City harbour Authority's head of information the vessel was refloated at 0400 hrs, yesterday with the aid of six tugs. It reported that *Carol* managed to continue to the mouth of the Orinoco, where it will undergo a hull and propeller inspection. The fact that the ship could be mobilised indicates that there is no serious damage, so that it could continue its voyage to China, with 40,000 tons of iron ore which it had loaded at wharves of the state company Venezuelan Ferrominera Orinoco. However, the ship canal of the Orinoco will be closed by at least 24 hours or more, while an integral evaluation of the conditions of sedimentation and currents is made.

Receive immediate notice as soon as a Casualty occurs. For further information please contact enquiries@lloydsniu.com or call + 44 (0) 20 7017 4482



"We are going to undertake some dredging work with the intention to guarantee the safety the passage of other vessels that are passing throughout the channel."

#### **CHEMSTAR EAGLE (Panama)**

London, Mar 19 — A press report, dated today, states: Combined chemical and oil tank *Chemstar Eagle* (11951 gt, built 2000), carrying liquid chemicals, has spilt nine tonnes of oil from a leaking fuel tank, some of which washed up onto the Tuscan coast, the Coast Guard said today. The tanker spilled oil into the sea off Leghorn, according to the Environment Ministry. None of the vessel's cargo of 4,750 tonnes of toxic styrene was reported to have been spilled. "Unfortunately some of the slick hit the coast," a Coast Guard official said. High winds and rain had hampered attempts to contain the spill. "We tried to intervene but what with the sea conditions there was little we could do." The vessel was able to enter Leghorn port, he said. It was not immediately clear how much environmental damage had been caused.

London, Mar 19 — Following received from Rome MRCC, timed 2215, UTC: A spill was reported from Combined chemical and oil tank *Chemstar Eagle* at 0630 hrs, this morning. The vessel is now in Leghorn port. The vessel has a hole 10 cms by four cms, three metres below the waterline, the cause of which is under investigation.

London, Mar 20 — A press report, dated Mar 19, states: Oil that spilled from combined chemical and oil tank *Chemstar Eagle*, loaded with highly inflammable liquid styrene, has washed up on Italy's west coast, the Italian Environment Ministry said today. *Chemstar Eagle* ran into trouble in high winds and heavy seas off the port city of Leghorn, to where the vessel has since been towed, the Coastguard said. The ministry said the oil washed up near the resort of Mascagni Terrace. A helicopter reconnaissance flight was launched today to monitor the extent of the oil spill, the ministry said. None of the 4,750 tons of styrene aboard the tanker appears to have been spilled, officials said. Meanwhile, the ministry of marine protection has sent for an urgent shipment of oil spill control material from Genoa to manage the spill. The Environment Ministry says Castalia, a private consortium specialising in clean-up of vessel pollution, is "on the job". It is not immediately clear how much environmental damage has been caused.

Leghorn, Mar 20 — Combined chemical and oil tank *Chemstar Eagle*, which was lying at anchor approximately two miles off Leghorn Port, sprang a leak at 0625 hrs, Mar 19, and about eight tons of bunker oil spilled into the sea. The leak reportedly occurred from the vessel's forepeak tank, which was pierced by an anchor. Weather conditions were very bad, with winds reaching gale force. The leaked oil spread rapidly along the Leghorn coast and formed a dark mass.

However, the prompt intervention of specialist anti-pollution launches, assisted by helicopters, greatly reduced the extent of the pollution. The vessel safely entered Leghorn port at 1200 hrs, yesterday and is now berthed alongside the Darsena Petrolai quay. Weather conditions have considerably improved and the anti-pollution units are still on scene. The situation is reported to be under control and damage from the pollution does not appear to be serious. — Lloyd's Agents.

Leghorn, Mar 21 — A quantity of oil bunker leaked out from Combined chemical and oil tank *Chemstar Eagle* has reached the Leghorn coast contaminating the seaside promenade and terrace. A bathing establishment has also been affected by the oil. Weather conditions are presently good and the attending specialised companies are now able to proceed with the cleaning process of the effected areas using special detergents, etc. — Lloyd's Agents.

#### **CHRISTIAN IV (Norway)**

See "Northern Europe" under "Weather & Navigation."

#### **CITY OF MERSIN (Panama)**

London, Mar 16 — Following received from Piraeus RCC, timed 1205, UTC: There have been no changes in the situation of general cargo *City of Mersin*. She is still aground, with efforts to refloat her, still in progress.

London, Mar 17 — Following received from Piraeus RCC, timed 1225, UTC: General cargo *City of Mersin* is still aground.

London, Mar 22 — Following received from Piraeus RCC, timed 0915, UTC: General cargo *City of Mersin* is still aground.

#### **COLLAPSE OF CRANE, PORT WELLER DRY DOCKS, CANADA**

London, Mar 18 — A press report, dated Mar 14, states: A crane collapsed at Port Weller Dry Docks yesterday, killing its operator. Witnesses said "Clyde", a 40-metre crane at Port Weller Dry Docks, swayed for a few moments in heavy winds before collapsing backwards into two concrete dry dock bays. The cab, with its operator inside, was crushed on the thick wall dividing the two bays. The operator died despite rescue workers' efforts to free him from the wreckage. Ontario's Ministry of Labour is investigating the cause of the accident, which demolished the travelling jib crane. Former dry docks workers said four men were usually assigned to operate a crane - two in the cab and two on the ground. Police said only one person was operating the crane yesterday. The shipbuilding and repair yard had been recently purchased by Upper Lakes Group, which planned to restore operations at the defunct shipyard. A spokesman for the company said a small team of workers had been cleaning up the 60-year-old shipyard, which declared bankruptcy under former owners Canadian Shipbuilding and Engineering and

closed last November. John Dewar, spokesman for Great Lakes Marine and Industrial, an arm of Upper Lakes Group, said the clean-up was taking place under a third-party monitor, RMS Richter Inc., a Toronto bankruptcy trustee, as part of the sale of the company. Dewar said the crane involved in the accident was recently inspected and certified as safe to use. The crane, which was insured, is a vital piece of equipment for the company and the damage will set back plans to restore operations at the shipyard, Dewar said. It was moving a large steel slab at the time of the accident.

#### **CORONIS (Bahamas)**

London, Mar 17 — Bulker *Coronis* sailed from Gdansk, in ballast, 1830 hrs, Mar 15, bound for Ventspils.

#### **COSMEA (Antigua & Barbuda)**

Portsmouth, UK, Mar 20 — Approximately 600 cubic metres of wood has drifted ashore at Ameland. The wood was lost by general cargo *Cosmea* (1985 gt, built 1990), on Sunday (Mar 18) in the North Sea. — Correspondent.

London, Mar 20 — Following received from Den Helder RCC, timed 1530, UTC: At 1249, UTC, general cargo *Cosmea* was reported not under command, in heavy weather. Vessel anchored at 1315, UTC, in lat 53 33N, long 05 04E and as a result of the weather conditions, lost approximately 1,000 cubic metres of packaged timber overboard. It is understood that approximately 600 cubic metres has washed up on shore. The vessel subsequently proceeded safely to Rotterdam. (Note — *Cosmea* departed from Kotka on Mar 12 and arrived at Rotterdam at 0900, UTC, Mar 19.)

#### **COTE D'IVOIRIAN STAR (Panama)**

See *Ken*.

#### **CRIMSON MARS (Singapore)**

London, Mar 16 — A press report, dated today, states: An investigation has found a wood-chip carrier may have run aground in the Tamar River, near Tasmania, last year because of inattention. In May last year the Singapore-registered wood-chip carrier *Crimson Mars* was leaving Bell Bay for Taiwan fully loaded when it ran aground on a reef. The vessel's bow and ballast tanks were damaged. The Australian Transport Safety Bureau (ATSB) investigated the incident and found that ineffective management and distraction caused by the use of a mobile 'phone may have contributed to the ship being steered the wrong way. It also found inadequate monitoring of the helm led to the error not being detected in time to prevent the grounding. The Safety Bureau has made several safety recommendations with the aim of preventing similar incidents in the future.

#### **DOLPHIN 111 (Vanuatu)**

London, Mar 21 — A Corpus Christi press release, dated today, states: The Coast Guard is monitoring jack-up drill platform *Dolphin 111* (3628 gt, built

1981) that was run aground this morning to prevent it from sinking approximately one mile offshore and six miles south of the Port Aransas jetties. The crew of *Vinton Crosby* (98 gt, built 1975) radioed watchstanders at Coast Guard Sector Corpus Christi at around 0300 this morning reporting *Dolphin 111*, which they were towing, was listing to one side and in danger of sinking or tipping over. The crew also told the Coast Guard that they were heading towards shore to run the rig aground to stabilize it. At approximately 0600 hrs the tug crew was able to get the rig into shallow water. A Coast Guard rescue boat crew was dispatched from Station Port Aransas to investigate but were forced to return due to high wind and waves. A Coast Guard helicopter crew was sent after sunrise and they were able to monitor the rig to ensure all personnel were safe. The rig crew reported that a generator powering the de-watering pumps had run out of fuel and the pumps had stopped running. Rig officials plan to send more personnel with additional fuel to the rig in an effort to refloat it. Coast Guard officials will continue to monitor the situation. No injuries have been reported. (Note — According to Lloyd's MIU AIS *Vinton Crosby* was stationary in lat 27 44 50N, long 97 05 58W, at 2006, UTC, today.)

London, Mar 21 — Following received from Coast Guard New Orleans, timed 2030, UTC: Jack-up drilling platform *Dolphin 111* was being towed to Corpus Christi for repairs. The platform is still aground, and stable, with inspectors on scene discussing options with the owners of the platform.

London, Mar 21 — Understand that drill platform *Dolphin 111* was on its way to Corpus Christi in preparation for transport to Angola.

#### **DON AGUSTIN (Argentina)**

London, Mar 18 — Following navigation warning issued Mar 17: Trawler *Don Agustin* (110 gt, built 1993) is adrift in lat 39 21S, long 58 43W.

London, Mar 18 — Following navigation warning issued today: Fishing *Don Romeo Ersini* towing trawler *Don Agustin* is in lat 39 26S, long 58 46W, line length 300 metres, speed six knots, course 040 degrees, bound for Mar del Plata port.

#### **DONG WON NO.212 (South Korea)**

London, Mar 19 — Following notice to mariners broadcast at 2154 hrs, Mar 16: Fishing (general) *Dong Won No.212* (617 gt, built 1990) is disabled and adrift in lat 12 16S, long 148 12W. Vessels in the vicinity are requested to keep a sharp look-out and assist if possible.

London, Mar 19 — Following received from Papeete MRCC, timed 1850, UTC: Fishing (general) *Dong Won No.212*, with 24 persons onboard, has engine damage and the master reported he could not repair the engine and requested assistance. A towline was passed to the vessel 10 minutes ago by French Navy tug *Maroa* which will tow the vessel to Tahiti for repairs, a

distance of some 300 nautical miles. The weather the moment is not so good. London, Mar 22 — Following received from Papeete MRCC, timed 0646, UTC: Fishing (general) *Dong Won No.212* arrived Papeete 2045, local time, Mar 21.

#### **EAGLE AURIGA (Singapore)**

London, Mar 21 — A press report, dated today, states: Venezuelan authorities have cleared an oil tanker that ran aground in Lake Maracaibo, according to local media reports. Crude oil tanker *Eagle Auriga* (55962 gt, built 1993), which was proceeding to the nearby port La Salina to load crude, was aground for a few hours last night in bad weather, Captain Oscar Ramirez from Maracaibo port said. "The regular flow of traffic was able to continue", Ramirez said, according to the El Universal newspaper. "We had to wait for better conditions to do the clearing."

#### **EARTHTRACE (New Zealand)**

Wellington, Mar 19 — A press report, dated today, states: One man is lost, presumed drowned, and another seriously injured after a collision between the biodiesel-powered New Zealand trimaran *Earthtrace* and a Guatemalan fishing vessel. *Earthtrace* skipper Pete Bethune, of Auckland, told NZPA from a Navy compound in San Jose, Guatemala, that the injured and missing sailors were from the fishing vessel. "My crew are okay. However, we are encountering hostilities from the local people," he said. "We've struggled getting any assistance from the locals here," he said. Unable to get any help from the Guatemalans, *Earthtrace's* crew called the U.S. embassy, who convinced the local coast guard and navy to send a vessel out to pick up the injured man. The crew of the 24-metre trimaran searched for the missing sailor for hours, and made repeated calls for assistance, Mr Bethune said. However, it was not until they called the U.S. embassy that Guatemalan coast guard and navy vessels came and picked up the severely injured man. The collision occurred last night, New Zealand time. Ten hours after the crash, Mr Bethune received word that the injured man had made it to hospital. "It had taken a long, long time since the accident occurred for the guy to get to hospital. It's been frustrating," Mr Bethune said. *Earthtrace's* crew were currently confined to the vessel, docked in Puerto Quetzal. "We are awaiting the portmaster to come down and commence his investigation," Mr Bethune said. "At the moment we are being instructed to remain inside the vessel. We are waiting for all the necessary paperwork and clearance and we will decide what we will do from there." After the crash, *Earthtrace* was running on a single engine at about 800 rpm. The vessel could now only reach a maximum of six knots, he said. — Lloyd's Agents.

London, Mar 19 — A press report, dated Mar 13, states: New Zealand's \$3 million high-tech trimaran *Earthtrace* has been crippled on the first leg of its

global record bid by state-of-the-art propellers which are disintegrating. The carbon propellers - designed by a German company for submarines - were fitted to *Earthtrace* shortly before its departure from Barbados. Their failure may mean the bid for a new round-the-world powerboat record may have to be abandoned. More than 12 hours after it was supposed to have arrived in Colon to start its journey through the Panama Canal, the vessel was still limping towards Panama, with the 91cm diameter blades disintegrating. The propellers - intended to offer reduced vibration and better efficiency compared with conventional propellers - started to fail just 16 hours into the record bid. They started causing vibration and after an hour *Earthtrace* skipper Pete Bethune inspected them with a dive light. *Earthtrace* left Barbados at 0106, NZT, Sunday (Mar 11) to travel to Panama, but at 1900 hrs, yesterday, tracking software on a sponsor's website showed it still labouring past the border of Venezuela and Colombia. "The boat has been forced to almost abandon the attempt," *Earthtrace* organisers said. Boat speed had dropped from the planned 25 knots to 12 knots and the crew were nursing the vessel towards Panama. *Earthtrace* organisers are considering a number of options, and will decide in a day or two whether the record attempt will continue, and if so, with what propeller technology. The vessel is being fuelled by biodiesel for the "race", which is an attempt to beat the record set by British vessel *Cable & Wireless* in 1998, when that diesel-powered craft covered the 24,382 nautical miles in just under 75 days. The crew aim to complete the voyage in less than 65 days.

London, Mar 19 — A press report, dated today, states: Crew members from a New Zealand vessel trying to break a round-the-world speed record will appear before a Guatemalan judge tomorrow following a collision with a fishing vessel. The biodiesel-powered yacht *Earthtrace* collided with a fishing vessel just off the Guatemalan coast early today. One fisherman is missing, presumed dead, while another is critically ill in hospital. The pilots of *Earthtrace* pulled two Guatemalan fishermen from the water but were unable to rescue a third. The trimaran's captain, Pete Bethune, said the crew searched for the man for about half an hour. None of *Earthtrace's* crew were hurt. An investigation into what caused the collision has begun. Mr Bethune said today the crew were currently confined to the vessel, which is docked in Puerto Quetzal, and all they can do now is to co-operate. He said it was now unlikely *Earthtrace* would continue its bid to circumnavigate the globe.

London, Mar 20 — A press report, dated today, states: The crew of yacht *Earthtrace* are confident they will be treated fairly by Guatemalan authorities, after a fatal night-time collision with a fishing boat. One fisherman drowned and another has been seriously injured. *Earthtrace*

captain Pete Bethune has told "The Sydney Morning Herald" that the fishing vessel was not under lights at the time of the collision. The crew is now confined to their vessel, docked in Puerto Quetzal and Mr Bethune has hired local lawyers. His wife, Sharyn says it is not clear who is at fault. "Whether the fishermen were fishing without lights, or whether *Earthrace* was going too quickly close to shore. We're not really sure what the charges are." It is not known whether the crew will continue their attempt to break the world record for travelling round the world in less than 65 days in a bio-fuelled vessel.

#### ERIKA (Malta)

London, Mar 16 — The court hearing the trial in Paris involving non specific tanker *Erika* has been told that the tanker's master cancelled a mayday (distress) call the day before it broke up and sank, despite having detected cracks on its deck and a ballast tank half full of oil. Karun Mathur, who is not present at the trial, told French investigators that he became aware that the vessel was listing abnormally to starboard shortly after midday, Dec 11. The heavy seas prevailing at the time prevented an inspection of all the vessel's ballast tanks but an inspection of the two No. 4 ballast tanks indicated that ballast water levels had not changed since departure from the port of Dunkirk. The master ordered that ballast levels in the two tanks be reduced in an attempt to eliminate the list. Shortly after 1400 hrs, however, he was obliged to send a first distress call. The vessel was listing by up to 15 deg and the master admitted to French investigators: "I was afraid the vessel would capsize." However, a few minutes later, he noted that the list had diminished, apparently under the effect of the deballasting, and he was able to turn his vessel about and inspect the forward part of the deck, which had been largely under water previously. At this point he discovered three cracks on the deck at the level of the No. 2 starboard ballast tank and indications of heavy leakage of fuel oil from the No. 3 central cargo tank to the adjacent No. 2 ballast tank, as well as some leakage into the sea. The cracks varied from one to 1.7 metres in length and from one cm to five cm in width and were accompanied by "folds" in the deck plating which were five cm or six cm high and two or more metres long. The No. 2 starboard ballast tank, which had been virtually empty, was half full of oil, while the level of fuel oil in the No. 3 cargo tank had fallen sharply. However, at 1434 hrs, Capt Mathur cancelled his mayday call, telling the French Coast Guard service that he had the situation under control. He said that he would continue to monitor the situation but made no mention of the cracks or the cargo leakage. A few minutes later, he nevertheless referred to the cracks and leakage in telephone and telex messages he sent to Antonio Pollara, head of the vessel's technical managers, Panship Management. He indicated in those messages that oil

was leaking from the vessel into the sea and that he suspected that the vessel was experiencing "hull failure". The court heard that subsequently Capt Pollara contacted his collaborators, the vessel's insurers, its commercial manager and its owner, but not the French authorities, a task he entrusted later to the vessel's French agent. Asked by court president Jean-Baptiste Parlos why he had not contacted the French authorities directly as stipulated by Panship's own safety procedures, he said: "It would not have changed anything. Only the insurer (P&I club) could provide the means to intervene." He added that he did not consider it necessary to contact the French authorities himself since he knew that the master was in contact with them and claimed that in any case it was more efficient to contact the authorities through the company's representatives in France. Earlier, French Coast Guard officers were asked why they had not asked the master of the *Erika* about the reasons for the list he had reported. Coast Guard officer Jean-Luc Lejeune told the court that, following the master's mayday, he had been preoccupied by the possibility that he would have to launch a rescue operation to save the crew of the *Erika*. "In the circumstances we were in, it did not enter my mind that he (the master) had not given an explanation of the list," he added. He said that when the master cancelled his mayday and said that he had the situation under control he had taken him at his word as a "professional." There followed extensive questioning of other French Coast Guard service officers as well as of Capt Pollara and the owners and commercial managers of the *Erika* regarding their reactions to the news of the vessel's difficulties on Dec 11. At the end of this session Mr Parlos created some surprise by coming to the defence of the absent Capt Mathur. Noting that certain defendants had explained their own behaviour by indicating that it was the master's prerogative to take certain courses of action, he said that in the master's defence it should be recalled that he was in an extremely worrying situation in difficult weather and sea conditions. Was it reasonable, he asked in a rhetorical question, to claim that "everything which should have been done and was not done should have been done by the master?"

#### ERMINA (Greece)

London, Mar 16 — Following received from Piraeus RCC, timed 1205, UTC; General cargo *Ermina* (977 gt, built 1966), SW3521, was reported not under command yesterday, after experiencing a mechanical failure approximately five nautical miles north-east of Milos Island. The crew were unable to effect repairs and the vessel was taken in tow by vessel *Joanna* and towed into Milos.

Piraeus, Mar 19 — General cargo *Ermina*, Corinth for Milos Island, experienced mechanical failure north of Antimilos island on Mar 15. The vessel

was towed to the port of Adamantas, Milos, by cargo vessel *Johanna VI*, which was in the area. The vessel effected repairs the same day and subsequently sailed on its scheduled voyage. — Lloyd's Agents.

#### EVELYN MAERSK (DIS)

London, Mar 21 — Maersk's new build E-Class super-post-panamax Container Carrier *Evelyn Maersk* (170794 gt, built 2007) had main engine problems last Saturday (Mar 17) during sea trials in the Skagerrak prior to delivery. A spokesman for the group's Odense Steel Shipyard said that the supply unit to the main engine failed on Saturday (Mar 17) but was replaced by a similar Korean Dossan unit from another E-Class new build L206 the following day. The Lindo shipyard expects to deliver *Evelyn Maersk* to its parent sometime next week, with sea trials due to resume tomorrow. "We have sea trials to identify any problems before delivery," said the Lindo spokesman. (Note — According to Lloyd's MIU AIS *Evelyn Maersk* was at anchor at Lindo at 1850, UTC, today.)

#### EXODUS EXPLORER (U.S.A.)

London, Mar 20 — A press report, dated today, states: The four crew of fishing (general) *Exodus Explorer* (147 gt, built 1978), that sank near Adak Sunday (Mar 18), were safely rescued by other fishermen in the area. The Coast Guard says the vessel hit a rock about 200 yards from the port of Adak, Sunday morning. Two other fishing vessels, *Majesty* and *Homeward Bound*, responded to the ship's distress call and pulled the crew from the water. Jerry Downing of Seattle-based B and N Fisheries, which owns *Exodus Explorer*, said the ship was fishing for cod, out of Adak. He declined to speak about the accident and the state of the vessel since both are under investigation. The vessel had between 2,500 and 3,000 gallons of diesel fuel onboard at the time. The Coast Guard reports there has been some sheening at the site of the accident, which is near to the Adak Fisheries processing plant. Dutch Harbor-based Magone Marine Service has been contracted to salvage the vessel and deal with clean-up issues.

#### EXPLORER (Antigua & Barbuda)

London, Mar 17 — A press report, dated today, states: General cargo *Explorer* (1616 gt, built 1985) that ran aground shortly after leaving the port of Requejada yesterday afternoon, is loaded with 1,600 tonnes of sodium carbonate manufactured by the Solvay chemical plant in Torrelavega. According to a regional government source, the incident, which occurred at around 1515 hrs, yesterday, was caused by a slight tidal movement in a very shallow area. *Explorer*, which has a crew of seven, is undamaged and will be towed to deeper waters at high tide. Once the ship has been refloated, it will return to port for a thorough safety inspection before being allowed to resume its onward journey to Morocco.

London, Mar 17 — Following received fro Madrid MRCC, timed 1015, UTC:



General cargo *Explorer* is still aground. A refloating attempt at high tide, 0200 hrs, today, failed. Another attempt will be made at this afternoons high tide between 1400 and 1500 hrs. Tug *Alai* has been contracted to refloat the vessel.

London, Mar 17 — Following received from Madrid MRCC, timed 1930, UTC: General cargo *Explorer* remains aground in the same position.

London, Mar 18 — Following received from Madrid MRCC, timed 0900, UTC: General cargo *Explorer* refloated at 0200 hrs, this morning and arrived at Santander at 0540 hrs.

**FAGERVIK (Antigua & Barbuda)**

See *Brovig Breeze*.

**FALCON (U.K.)**

Avonmouth, Mar 22 — General cargo *Falcon* sailed at 0400, yesterday bound Glasston Dock.

**FAST JULIA (Netherlands)**

See *Veerhaven III*.

**FEDERAL PATROLLER (Cyprus)**

London, Mar 15 — Part containerised general cargo *Federal Patroller* (12993 gt, built 1999) reported propeller damage, in ice conditions, in lat 48 19.58N, long 70 51.57W, while departing from Port Alfred on Mar 10. (Note — *Federal Patroller* sailed Port Esquivel Feb 27 for Port Alfred.)

London, Mar 22 — Part containerised general cargo *Federal Patroller* arrived Quebec Mar 20.

**FUEGUINO I (Argentina)**

London, Mar 18 — Following navigation warning issued on Mar 17: Fishing *Orionga* towing fishing *Fueguino I* (410 gt, built 1969) is in lat 42 49S, long 59 59W, line length 400 metres, speed four knots, course 026 degrees, bound Puerto Madryn.

**GAS PIONEER (Isle of Man)**

London, Mar 16 — Liquid Petroleum Gas Carrier *Gas Pioneer* has now sailed from Milford Haven. According to Lloyd's MIU AIS, the vessel was located 17.6 nautical miles from Dun Laoghaire, in lat 53 34 13.86N, long 06 01 06.6W, at 1735, UTC, Mar 15, course 341 deg, speed 10.9 knots.

Avonmouth, Mar 16 — Liquid Petroleum Gas Carrier *Gas Pioneer* sailed from Milford Haven on Mar 15. The vessel sustained only minor scratching damage. Fibre-glass fishing *Obsession* sustained bow damage. The vessel is currently at Nayland Marina, near Milford Haven, pending an inspection by an insurance assessor. — Lloyd's Agents.

**GLORIUS (Cyprus)**

London, Mar 18 — Bulker *Glorius* passed Dardanelles 1025 hrs, Mar 17 and according to Lloyd's MIU AIS was in lat 36 41 08N, long 23 26 55E, at 0529, UTC, today, speed 12.6 knots, course 215 degrees.

**GOLDEN SKY (Cyprus)**

London, Mar 16 — A press report, dated today, states: Bulker *Golden Sky*,

laden with mineral fertilizer, which ran aground in a hurricane off the Latvian coast, was towed free today after two months aground, officials announced. The vessel was towed clear of a sandbank and anchored two nautical miles away.

Gothenburg, Mar 19 — A press report states: Bulker *Golden Sky*, aground since Jan 15 close to Ventspils, has been refloated after lightering 9,000 tons of cargo into Danish barge *Ihold II*, 4,000 tons into general cargo *Arina* and the remaining cargo into a German barge. After being refloated the vessel anchored at a safe location close to the grounding. Her owners are looking for a yard in which to repair the bottom damage sustained. — Westax Marine Services AS.

London, Mar 20 — A Tsavlis Salvage report, dated today, states: After an eight week operation Tsavlis refloated bulker *Golden Sky*, which had been laden with approximately 25,000 tonnes of muriate of potash, by discharging approximately 13,000 tons of cargo and water, before 60 knot winds hit the area this weekend that would otherwise have seen the break-up of the vessel and oil contaminated potash lost to the sea.

London, Mar 21 — A press report, dated today, states: Tsavlis salvage group successfully refloated bulker *Golden Sky*, which ran hard aground five miles off Ventspils in January. The success comes after three months and an operation bill that is believed to have already exceeded \$4m. A spokesman for Tsavlis said about 8,500 tonnes of the cargo had been discharged from the vessel, at the same time as "several thousand tonnes of water," while the ship's double bottom tanks had been pressurised for as much buoyancy as possible. Fuels and lubricants had been removed from the vessel, but the bulker still contains about 16,500 tonnes of its cargo of muriate potash, most of which has been soaked or is wet and fuel contaminated and thus a pollution hazard. Only about 3,800 tonnes in the first hold is considered still sound. The Tsavlis spokesman said: "This was an extremely difficult operation, which is still ongoing. There was continuous bad weather, which interrupted our efforts, as well as sub-zero temperatures in which some of the equipment was unable to work." Tsavlis estimated yesterday that it may take another two weeks to complete discharging of the cargo. "There is still a lot to do to remove (the vessel) to a safe place to avoid the risk of pollution," said Thanassis Samios of Samios Shipping, the vessel's managing company, in Piraeus. The company said the *Golden Sky* will be declared a constructive total loss as repair costs will exceed insurance, but a final decision on its fate has not been taken.

**GRETA KOSAN (Isle of Man)**

Ferrol, Mar 21 — Repairs to Liquid Petroleum Gas Carrier *Greta Kosan* has not yet commenced. Owners still negotiating with shipyard and

underwriters and a decision has not been taken. Repairs could be carried out elsewhere. — Lloyd's Agents.

**GRIETJE GEERTRUIDA (Netherlands)**

London, Mar 21 — Information received from Kiel, dated today, states: On Mar 20, Dutch fishing (general) *Grietje Geertruida* (552 gt, built 1988) sustained rudder problems on the River Scheldt and was towed into port by the *W9* and the *Hendrik 3*. It was berthed at Sluiskil.

**GROUNDING OF DOCK GATE, FEHMARN ISLAND, BALTIC SEA**

London, Mar 21 — Information received from Kiel, dated today, states: A salvage plan has been developed for the dock gate which sank east of the German island of Fehmarn. When there is a sufficient period of good weather, the gate will first be cut into three sections, after which sheerlegs pontoon *Maja* will raise the structure from the bottom of the sea and place it on a pontoon. It will be towed to Klaipeda for scrapping. The dock gate sank at the end of 2006, since when long periods of bad weather have prevented any effective salvage work. It was not until the first week of March that divers were able to descend to the wreck and develop a salvage plan on the basis of their findings.

**HAGONOY (Philippines)**

Manila, Mar 21 — Non specific tanker *Hagonoy* is still at Herma Shipyard in Mariveles, Bataan province, awaiting inspection by representatives of its charterer Petron Corp. — Lloyd's List Correspondent.

**HANNELORE (Germany)**

London, Mar 18 — Information received from Kiel, dated today, states: General cargo *Hannelore* (658 gt, built 1965) collided with mole 3, of the old Brunsbutt lock when entering on Mar 18. Possible damage is still to be assessed. (Note — *Hannelore* sailed Hamburg at 1820, Mar 17, for Ronne and according to Lloyd's MIU AIS was stationary 1.5 nautical miles from Rendsburg at 2153, UTC, today.)

London, Mar 22 — General cargo *Hannelore* arrived Ronne Mar 20.

**HD1 (Bahamas)**

London, Mar 18 — A press report, dated today, states: A new Channel Island car ferry service (passenger ro/ro *HDI*, 2357 gt, built 1998) to France has been hit by another problem less than a week after the service started. HD Ferries' maiden voyage on Thursday (Mar 15) was delayed after the ferry encountered engine failures. On Friday (Mar 16) the firm had to cancel the Jersey and Guernsey crossing to St Malo due to "operational reasons". Now today's crossing from Guernsey has been cancelled because of the height of the waves. The twice-daily service from Jersey and one crossing a day from Guernsey is running from March to September.

**HUI RONG (Hong Kong)**

London, Mar 18 — Following received from Beijing MRCC, timed 1120, UTC: General cargo *Hui Rong* (14417 gt, built 1977) has sunk following a collision with bulker *Peng Yan* (34886 gt, built 1981) in lat 30 32N, long 123 15E.

London, Mar 18 — Following received from Hong Kong MRCC, timed 1130, UTC: A report was received from the Japan Coast Guard at 2337, local time, Mar 17, reporting that general cargo *Hui Rong* had sunk following a collision. Twelve crew of *Hui Rong* have been rescued alive, eight are confirmed dead and nine are missing. A search for the missing persons is continuing.

London, Mar 18 — A press report, dated today, states: A collision occurred around 2300 hrs, Saturday, (Mar 17) near the Langgang islands, north-east of Zhoushan Island, Zhejiang province, when bulker *Peng Yan*, belonging to transport company Ocean Shipping Co. Ltd. in Shenzhen, collided with general cargo *Hui Rong*, registered in Hong Kong. *Hui Rong* sank immediately and all its 29 crew onboard abandoned ship. Emergency crew have found eight bodies, twelve sailors have been rescued and the remaining nine are still missing, sources with the maritime safety administration of Zhejiang province said today. More than 40 vessels and three helicopters from the East China Sea Fleet, East China Sea Rescue Bureau, and local maritime safety authorities in Zhejiang have joined the rescue efforts. The cause of the collision was being investigated. Meanwhile, workers began to clear oil which had leaked into the sea and set location marks for the Hong Kong vessel.

London, Mar 19 — A press report, dated today, states: The death toll from a shipping accident in the East China Sea rose to nine this afternoon when rescuers retrieved another body from general cargo *Hui Rong*, that sank after colliding with another ship late on Mar 17. Eight other crew members are still missing, sources with the maritime safety administration of Zhejiang Province said today. A panel dispatched by the Ministry of Communications, headed by Wang Jinfu, vice director of China's Maritime Safety Administration, arrived in Zhoushan this morning to conduct investigations into the accident. The Zhejiang provincial maritime safety administration decided to expand its search area today in the hope of finding the missing sailors.

**HUMBER WAY (Malta)**

London, Mar 20 — A press report, dated today, states: Two RAF rescue helicopters have been called out to Roll On Roll Off *Humber Way* (9963 gt, built 1976) which is reported to be in trouble, in bad weather, in the North Sea. The vessel is 20 miles off Spurn Point, on the East Yorkshire coast and is said to be listing after its cargo slipped in rough seas. Three of the 23-strong crew were being winched off the vessel, a Humber Coastguard spokesman said. He said the vessel was attempting to

turn back to safer waters in the Humber. If the turn was successful then concern would be scaled down, the Coastguard spokesman said. RAF helicopters from bases at Bulmer and Leconfield arrived at the scene at about 1600, UTC.

London, Mar 20 — Following received from Coastguard Humber MRSC, timed 1645, UTC: Roll On Roll Off *Humber Way* reported a 12-15 degree list and losing cargo in lat 53 31.4N, long 00 31.8E at 1410, UTC. Three crew have been taken off the vessel. Tug *Red Wolf* tasked, ETA on scene at 2100, UTC. Heavy seas in the area, force 8 (gale).

London, Mar 20 — Following received from Coastguard Humber MRSC, timed 1700, UTC: Roll On Roll Off *Humber Way* is to be escorted back to Immingham once sea conditions have moderated, possibly after midnight.

London, Mar 20 — A Maritime and Coastguard Agency press release, timed 1726, UTC, states: Humber Coastguard is assisting Roll On Roll Off *Humber Way*, which had developed a 12 to 15 degree list in gale force weather off Spurn Point. This has now increased to 20 to 25 degrees. Humber Coastguard initially received the call from VTS Humber and contacted the vessel directly. Humber Coastguard broadcast a Pan Pan (urgency) call informing vessels in the area of the situation. Humber Coastguard has scrambled two rescue helicopters and requested the launch of Humber RNLI lifeboat. Rig standby vessel *Putford Sky* has offered its assistance and is standing by in case the crew need to be evacuated. There are 20 people onboard the vessel, three have been evacuated by helicopter. The vessel is carrying a mixed cargo. *Humber Way* was on its way from Belgium to Immingham when its cargo shifted in gale force winds. Bev Allen, Humber Coastguard Watch Manager says: "We are staying in close contact with the master of the vessel and have resources in place should it need to be evacuated. Weather on scene is difficult with force 6 (strong breeze) to gale force 8 winds, gusting to severe gale force 9 with squally wintry showers."

London, Mar 20 — Following received from Coastguard Humber MRSC, timed 2212, UTC, states: Roll On Roll Off *Humber Way* is now in the River Humber with two tugs in attendance. It still retains a list of approximately 20 degrees, but with moderating winds and the relative shelter of the river, it expects to berth within two hours. All search and rescue assets have been released, with the master's approval.

**HUMEN BRIDGE**

London, Mar 18 — Following navigation warning issued at 1050, JST, today: A tug towing a container vessel, (Container Carrier *Humen Bridge*, 89000 gt, built 2007), 336 metres long, departs south of Heigun To, lat 33 38N, long 132 16E, at 1030, JST, today, via Sada Misaki, at 1530, JST, today, Bungo Suido, south of Shikoku and Akashi Kaikyo, to Aioi ko, where its estimated time of arrival is 1830, JST, Mar 20. Speed about five to six knots, length of tow 660 metres in Seto Naikai.

London, Mar 18 — Following received from Japan Coast Guard at 0715, UTC: Container Carrier *Humen Bridge*, a new vessel on trials, had engine problems at 1515 hrs, Mar 16. (Note — Understand *Humen Bridge* is being built for Kawasaki Kisen Kaisha.)

London, Mar 20 — Following navigation warning issued today, states: Tug towing container carrier *Humen Bridge* passes Tomogashima Suido, lat 34 17N, long 134 59E, at 0100, UTC, today, to Aioi Ko, lat 34 46N, long 134 28E. ETA 1400, UTC, today.

**HVASSAFELL (Antigua & Barbuda)**

London, Mar 18 — Following received from Coastguard Aberdeen MRCC, timed 0639, UTC: General cargo *Hvassafell* (7769 gt, built 2004), bound Immingham, lost three empty 20 foot box containers overboard in lat 58 40N, long 01 55W, in winds west force 12 (hurricane) plus, seas very rough. Containers were lost from the vessel's starboard side bay 21, stack 05, rows 2, 4 and 6. The vessel watchstanders were unable to ascertain if the containers were damaged due to weather conditions. (Note — *Hvassafell* sailed Reydhafjordur on Mar 15, bound for Immingham.)

London, Mar 20 — General cargo *Hvassafell* arrived at Immingham at 0641, UTC, Mar 19, from Reykjavik, and sailed at 1335, UTC, the same day, for Rotterdam.

**ICE QUEEN (Greece)**

Portsmouth, UK, Mar 19 — The new air-lock at Brunsbuttel was hit by general cargo *Ice Queen* (7085 gt, built 1994) this morning, when its stern tail unit collided with and damaged the air-lock. — Correspondent. (Note — *Ice Queen* was reported passing Cape Finisterre at 0247 hrs, Mar 15 on a voyage of Chalkis, from where it sailed on Mar 1, for Gdynia. According to Lloyd's MIU AIS, at 1023, UTC, today, the vessel was in lat 53 54.46N, long 09 10.54E, 0.2 nautical miles off Ostermoor, Germany, speed 5.1 knots, course 48.5 degrees.)

**ILANIA STAR (Cambodia)**

London, Mar 17 — Refrigerated general cargo *Ilania Star* passed Skaw, northbound, at 1527 hrs, Mar 16, and according to Lloyd's MIU AIS was in lat 57 42 30N, long 10 02 40E, at 1811, UTC, the same day, speed 5.4 knots, course 243 degrees, bound for Rotterdam.

**INCIDENT AT ANTWERP, BELGIUM**

London, Mar 16 — A press report, dated Mar 15, states: A large crane tipped over onto an inland vessel this afternoon, at Quay 170, in Antwerp. The crane operator sustained minor injuries. The master of the inland vessel was not at the site. The fire brigade said that the crane's brake system failed. The crane was driving up and down the quay as containers were loaded and unloaded. "The crane drove right into the dock," said fire lieutenant Tom Van Gysegem. "The crane

operator was underneath and saw what was going to happen. He tried to use the emergency brake but that failed as well," Van Gysegem reported. The man just managed to jump out of the crane. He was treated at a first aid station at the port. The 400-tonne crane landed half in the water, half on the inland vessel. The crane's hydraulic system leaked a lot of oil into the water and barriers have been put around the wreck to limit the damage to the environment.

#### **JAY BELINDA (New Zealand)**

London, Mar 16 — A press report, dated today, states: The Niue Government is today having to rely on civil servants to unload thousands of litres of fuel from fishing (general) *Jay Belinda*, aground in a remote part of the island. Ross Ardern, the island's police chief and the head of the disaster council, said they have tried to pull the vessel off the rocks, but have been unsuccessful because of the weather. Ardern says he's expecting a group of sixty civil servants to empty the fuel and then carry it through the lagoon and up thirty-metre-high cliffs. From there they have to load it onto a truck to take it into the town. The *Jay Belinda* is owned by Reef Shipping and ran aground at Vaitafe, between Mutalau and Lakepa, nearly a week ago. It had a crew of six — a New Zealand skipper and five Filipinos. The vessel had nine tonnes of fish on board and Ardern said locals had been helping themselves to the fish stock.

London, Mar 16 — A press report, dated today, states: Attempts to refloat fishing (general) *Jay Belinda* are unlikely to happen until next week.

London, Mar 19 — A press report, dated today, states: The owners of the fishing vessel that ran into trouble on a reef in Niue say the vessel is a total loss to them now. Fishing (general) *Jay Belinda* has been stuck the reef for over a week now, despite efforts to salvage her. Last week locals helped offload the four and a half thousand litres of fuel, scaling treacherous paths and 30 metre high cliffs to do it. The vessel is owned by Reef Shipping, who recently had it refitted. General manager Philip McNickle says "they've had to let the *Belinda* go".

London, Mar 20 — A press report, dated today, states: The Niue police say it will take at least two weeks before they will be able to make another attempt to refloat fishing (general) *Jay Belinda*, that has been stuck on rocks off the east coast of the Island, since Saturday (Mar 10) last week. Niue's Chief of Police, Senior Sergeant Ross Ardern, says just under a thousand litres of fuel and all contaminants have been successfully removed from the vessel. He says Reef Fishing has made it clear the company is not abandoning the vessel. "It's possible that we will be able to get a tug vessel up from New Zealand at some point to carry on getting the vessel off the reef. It's not unlikely to happen within the next couple of weeks. To get a tug freed up in relatively short notice, takes a bit of effort and whilst the owners have been

quite pro-active in that regard, they still have to wait a couple of weeks before they get a tug in."

London, Mar 21 — A press report, dated Mar 20, states: The company that owns fishing (general) *Jay Belinda* that's been stuck on Niue's reef for over a week, says it's unlikely the vessel is salvable. The managing director of Reef Shipping, Philip McNicholl, said that their insurance company is looking at bringing a tug from either Tonga or New Zealand to remove the vessel. He says the company has not written the vessel off, but thinks the vessel is now considered a constructive loss and probably cannot be salvaged. "The damage is quite extensive, so I think the priority now is really just to remove the wreck. The cost of repair will probably exceed the value of the vessel. So the insurance company will look firstly at removing the vessel from the reef, then they'll look at whether that would be repaired. Every day it's sitting there, the more and more damage that's being done." Philip McNicholl said the incident has been very disruptive for Niue's fishing industry with all resources involved in trying to tow her. He says the vessel will probably be towed within one to two weeks.

#### **KACIE LUHR (U.S.A.)**

London, Mar 16 — A United States Coast Guard press release, date-lined: Port Arthur, Texas, Mar 15, states: Coast Guard Marine Safety Unit Port Arthur, along with the aid of the Army Corps of Engineers, Sabine Pilots Association and a salvage team from Galveston-based T&T Marine Salvage Inc., successfully removed multiple obstructions from the Sabine-Neches channel in the vicinity of Mile 279 at 2200 hrs, yesterday. Tug *Kacie Luhr* and two rock barges became partially submerged after the vessel began sinking Monday afternoon (Mar 12). The vessel was towing two additional rock barges but they were undamaged and disconnected from the tow line. The channel was reopened after rock removal and underwater survey operations were completed, showing no remaining obstructions in the waterway. The Coast Guard safety zone for the area has been removed and the channel is open to all traffic.

#### **KAMAL XXVIII (India)**

Kochi, Mar 17 — Cutter suction dredger *Kamal XXVIII* is still idle at Kochi port, as there is no space presently available at Kochi Shipyard for drydocking. It is understood that the vessel may get entry into the shipyard by the end of March. — Lloyd's Agents.

#### **KEN (Marshall Islands)**

London, Mar 18 — Following received from Gibraltar Port Operations, timed 1300, UTC: Bulker *Ken* (26778 gt, built 1998) and refrigerated general cargo *Cote d'Ivoirian Star* (11733 gt, built 1998) were in contact in Gibraltar Bay, at approximately 0700 hrs, yesterday. Damage was minor and both vessels have sailed. (Note — *Ken*, from the Far

East, passed through the Suez Canal on Mar 10, bound for Germany and according to Lloyd's MIU AIS was in lat 35 58 14N, long 05 57 38W, at 2132, UTC, yesterday, speed 14.4 knots, course 270 degrees. According to Lloyd's MIU AIS *Cote d'Ivoirian Star* was in lat 32 00 02N, long 09 50 25W, at 1221, UTC, today, speed 21.3 knots, course 204 degrees, bound for Agadir.)

London, Mar 19 — Refrigerated general cargo *Cote d'Ivoirian Star* arrived Agadir Mar 18.

#### **KOBE EXPRESS (Germany)**

London, Mar 19 — A United States Coast Guard press release, dated Mar 18, states: The Coast Guard is monitoring a container vessel that ran aground in a rocky area near Swinburn Island, outside of the Ambrose Channel, today, at 0130 hrs. Container Carrier *Kobe Express* (53523 gt, built 1998) was outbound from Bayonne, N.J., enroute its next foreign port of call when it lost propulsion and ran aground. A 41-foot Coast Guard rescue boat crew from Station New York, a New York Police Department harbour vessel and Coast Guard marine investigators and inspectors were on scene at 0215 hrs. Coast Guard marine investigators report that the double-bottomed vessel suffered no apparent hull breach and no pollution has entered the water. Investigators suspect the cause of engine failure was due to too much water in the vessel's fuel lines. The vessel's classification society is onboard to ascertain the cause. The captain of *Kobe Express* used emergency manoeuvres and anchors attempting to regain control of the vessel after losing propulsion. A Sandy Hook Pilot was onboard the vessel. Four tugs arrived on scene to keep the vessel stable while it awaited the rising tide. A Captain of the Port order was issued for the vessel to proceed to anchorage to undergo hull inspection and Coast Guard assets will continue to monitor the situation. The vessel is expected to be allowed to depart port sometime this evening. (Note — According to Lloyd's LMIU AIS, at 0600 hrs, today *Kobe Express* was in lat 40 18M, long 72 18W, proceeding on a course of 360 degrees.)

London, Mar 20 — According to Lloyd's MIU AIS, at 1117, UTC, today, container carrier *Kobe Express* was reported, stationary, in port, at Dartmouth(NS).

#### **KOMMANDOR STUART (U.K.)**

London, Mar 15 — Following received from Coastguard Aberdeen MRCC, timed 1704, UTC: Tender *Kommandor Stuart* made temporary repairs to the engine and proceeded to Aberdeen under its own power, arriving at 1500, UTC. MCA surveyor attending.

#### **KONSTANTINOS (Honduras)**

London, Mar 21 — A press report, dated Mar 20, states: The Foreign Relations Ministry managed, with the intervention of the International Maritime Organisation, to establish the status of asphalt tanker *Konstantinos*, abandoned by its crew next to the

Dominican south-west Beata Island several years ago. In addition, Honduras, under whose flag it sailed, officially accepted responsibility in the case. "We are very satisfied that the efforts directed through the Dominican embassy in London have bore fruit and to solving a potentially harmful problem for our coasts," said Foreign Relations minister Carlos Morales. He said that if environmental damages are determined, "we are ready to go to the International Fund of Indemnification for Damages from Hydrocarbon Spills (FIDAC), as we also participated actively in that chapter." Although the ship's name was known, there were no additional details to identify the proprietor and their legal address. With the IMO's help it was determined that *Konstantinos* was the new unofficial name of the *Asphalt Caribe*, commissioned in 1986, property of the Apirotan Shipping Company, of Greece, and sailed under the Honduras flag. With data provided by the Dominican ambassador in London, Anibal de Castro, and the delegate before the IMO, Carolina Castro, Honduras Merchant Marine Agency confirmed the registry and legally notified Apirotan Shipping. Morales said that the IMO as well as Honduras actively assisted in clarifying the case, adding that the Dominican Navy has that already began the affidavit of abandonment, to continue with the international procedures.

#### **KOPALNIA BORYNIA (Malta)**

London, Mar 20 — Bulker *Kopalnia Borynia* arrived at Cotonou on Mar 9. (See issue of Feb 23.)

#### **LABHAULER (Canada)**

London, Mar 21 — Following received from Coast Guard Portsmouth (Va), timed 1430, UTC: Barge *Labhauler* (2970 gt, built 1961), in ballast, under tow of tug *Western Tugger* (196 gt, built 1944), took on water, was cut loose and sank in approximately lat 34N, long 72 20W at 2138, UTC, Mar 20. At the last sighting 10 feet of *Labhauler* was still visible above the water. A C130 is to overfly the area at about 1200, local time, today.

#### **LADY LUCK (U.S.A.)**

London, Mar 20 — A press report, dated today, states: The Coast Guard has located the sunken fishing (general) *Lady Luck*. The vessel was found in 350 feet of water about 20 miles south-east of Portland, Maine. The Coast Guard says a remote-control camera has been sent down to examine the wreckage. *Lady Luck* had a two-man crew. Their bodies have not been found.

London, Mar 22 — A press report, dated Mar 20, states: The U.S. Coast Guard has located the sunken fishing (general) *Lady Luck* in 530 ft of water, some 20 nautical miles from the coast of Portland, Maine, using an underwater remote control vehicle, the Coast Guard announced yesterday. The bodies of the men on board were not found. Lt. Connie Braesh, of the U.S. Coast Guard Northern New England,

said the underwater camera did not make it inside the vessel. The vessel is resting on its port side. The Coast Guard does not usually send an underwater camera to wreckage sites, even when sailors die, but since there was such a lack of evidence of the *Lady Luck's* sinking, Coast Guard officials deployed the underwater machine.

#### **LATO (Greece)**

London, Mar 15 — Lloyds Casualty representatives in Piraeus report: Passenger ro/ro *Lato* (25460 gt, built 1975) contacted the quay while making berthing manoeuvres at the port of Iraklion, due to strong winds, force 8-9 (gale-strong gale), during the morning of Mar 15. At the time of the incident the vessel was performing the schedule Piraeus to Iraklion with 608 passengers on board. The vessel sustained a small fracture on the starboard side. Following the incident the vessel moored safely at the port, but has been prohibited from departing, pending an inspection by he class. There were no injuries or pollution caused.

Piraeus, Mar 16 — Passenger ro/ro *Lato* struck the pier at Iraklion port during berthing manoeuvres, yesterday morning, due to the adverse weather conditions. The vessel sustained a small crack to its starboard side. There were no reported injuries to the 608 passengers. No pollution was reported. The vessel sailed to Piraeus on the same day, for repairs, which were completed today. Tonight it will sail on its scheduled voyage to Iraklion port. — Lloyd's Agents.

#### **LE RONG (China)**

London, Mar 20 — General cargo *Le Rong* arrived at Rotterdam at 2105 hrs, Mar 18.

#### **LEONIDA II (Philippines)**

London, Mar 19 — The Special Board of Marine Inquiry has recommended the filing of appropriate charges against the owner and master of ferry *Leonida II*, which capsized on Nov 25, off Bilisan Point, Hinatuan Island, in the Surigao Strait in Mindanao. Thirty-three persons lost their lives in the mishap. In it's recently concluded report the Board said that the ferry's owner, Domingo Paredes and master Ruel del Rosario were guilty of several safety violations. The board found that Mr. Del Rosario did not have "the knowledge, proficiency and qualifications" for handling a passenger ferry. The Board said that Mr. Del Rosario did not have any formal training "but could only present his ten years of practical experience as proof of competence for qualifying for his position". The Board also reported that improper storage of cargo forward and aft of the main deck contributed to the instability of the vessel which led to its capsizing. In addition, the board also found that *Leonida II* lacked proper documentation such as a Cargo Ship Safety Certificate (Cargo Ship Safety Equipment Certificate) and a Cargo Ship Safety Construction Certificate required for vessels engaged in cargo

coastwise trade. Furthermore there was a discrepancy in the number of passengers in the ferry's manifest and the actual number of passengers. The ship's manifest showed only 48 passengers while the Philippine Coast Guard's marine incident report indicated 100 had actually boarded. — Lloyd's List Correspondent.

#### **LIBERTY A. (Cyprus)**

See "Cyprus" under "Port State Control".

#### **LS JACOBA (Gibraltar)**

Montreal, Mar 15 — Combined chemical and oil tank *LS Jacoba* experienced problems with a sea water pipe for the internal sea cooling system. The vessel's crew carried out permanent repairs, and the vessel departed from Quebec City on Mar 10. — Lloyd's Agents.

London, Mar 19 — Following received from the managers of combined chemical and oil tanker *LS Jacoba*: During the sea passage from Wilmington to Quebec, during evening time of Mar 8, we had a low level alarm from the starboard engine HT/LT expansion tank. During the investigation the leakage appeared to be in the cooling water of the SB nitrogen compressor, which is part of the starboard main engine LT-system. Due to this leakage the engine stopped, due to low pressure, at 2010 hrs. We could continue on PS-engine, which was running in normal parameters, but after consulting, we decided it will be better to solve the problem and have both engines running in good condition, so we dropped anchor at 2035 hrs. Action taken: Isolated SB nitrogen compressor cooling line, fill up the HT/LT expansion tank and de-aerated and checked the system. When the engine shut down, the clutch disengaged automatically, but the pitch remain so we reduced the pitch manually by using the Aqua-master stand-by pump. We started the engine, checked the system for air and waited to see if engine remained in normal parameters. At 0035, Mar 9, we give command to the bridge and at 0050 hrs, we resumed the voyage. Cause: The cooling water system of SB nitrogen compressor is part of LT-cooling system of SB main engine, but with his own pump, which seal and a water connection are damaged. Corrective actions: At the moment the isolated SB nitrogen compressor is awaiting a new pump. A new seal and pump have been ordered. Preventive actions: A seal damage can happen but with the pipe connection, it will be checked with new pump, the alignment of pipes. Same will be checked on the PS nitrogen compressor which is in the same system, but with PS-main engine. The vessel has additional class notation AVM-DPS (Availability of Machinery-Duplicated Propulsion System). This notation permits the vessel to sail with one propulsion system, but after discussing with the company DP and present position (safe area) it was decided to stop at anchorage for investigation and repairs (safety first).

**LUKORAN TRI**

St. Vincent CVI, Mar 16 — Cape Verde flag vessel *Lukoran III* (? Belize flag fishing (general) *Lukoran Tri* - 200 gt, built 1974) grounded at 1730 hrs, yesterday in a zone called Gale near the port (?St. Vincent CVI). The Port Authorities have tried to remove/refloat the vessel, but without success. Another attempt will be made today. — Lloyd's Agents.

London, Mar 16 — Following received from International Merchant Marine Registry of Belize, dated today: The registration of fishing *Lukoran Tri* was cancelled by our Administration on Sep 1, 2004. This vessel was registered in Belize for the purpose of undertaking a single delivery voyage only.

**MARIA LOURDES (Philippines)**

Manila, Mar 16 — Hull repairs have been completed on general cargo *Maria Lourdes* at Mayon Docks in Albay province. The vessel is now being given a fresh layer of marine coating and is expected to leave the shipyard next week. — Lloyd's List Correspondent.

**MASSIVE TIDE (Vanuatu)**

London, Mar 22 — A navigation error, probably due to fatigue, caused anchor handling tug/supply *Massive Tide* (1316 gt, built 1982) to ground on a shoal off Rosemary Island, near Dampier, last year, an Australian Transport Safety Bureau report has found. The report's authors said crew reliance on global positioning systems without cross-checking on a chart sent the vessel off-course before the Aug 29 incident. The bureau found fatigue probably impaired the performance of the master and the officer of the watch, and the officer of the watch did not monitor adequately the ship's progress during the voyage. The vessel, en route to Dampier Sea Buoy, grounded at 0445 hrs. There was no damage or pollution and she floated off on the next high tide. As a result of the grounding, operator Tidewater Marine has sent a memo to its Australia area fleet highlighting failures in bridge team management, passage planning and navigation. The bureau advised Tidewater to review its procedures to ensure watchkeepers follow masters' instructions and, under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95), to ensure proper fatigue management.

**MELDERSKIN (Norway)**

London, Mar 22 — Information received from Sandnes, dated today, states: Roll on roll off *Melderskin* is still under repair at Wartsila, Rubbestad, ETC presently unknown.

**MELEKHOVO (Russia)**

London, Mar 15 — Fishing (general) *Melekhovo* sailed from Vladivostok on Mar 9.

**MERCEDES DEL MAR (Canary Islands)**

London, Mar 22 — Information received from Kiel, dated today, states: Passenger ro/ro *Mercedes del Mar*

(16537 gt, built 1976) broke lose from its ropes at Muelle Transversales, Valencia, on Mar 20, due to a strong northerly wind. The vessel drifted off its berth but was quickly assisted back to the quay by tugs, including tug *V.B.Furia*, where the ropes were strengthened.

**MSC ERMINIA (Panama)**

London, Mar 21 — Container Carrier *MSC Erminia* (17304 gt, built 1979) had rudder problems near Flushing at around 1445 today. As repairs could not be carried out, the vessel was taken in tow by tugs *Zeeland* and *Schouwenbank* for Antwerp. (Note — *MSC Erminia* sailed Aarhus Mar 17 for Antwerp, passed Skaw 0834, Mar 18, and according to Lloyd's MIU AIS was not under command in lat 51 23 37N, long 04 12 21E, at 1739, UTC, today, speed 7.1 knots, course 133.5 degrees.)

London, Mar 21 — According to Lloyd's MIU AIS Container Carrier *MSC Erminia* was stationary in lat 51 19 32N, long 04 20 11E, at 2043, UTC, today.

London, Mar 22 — According to Lloyd's MIU AIS Container Carrier *MSC Erminia* was in lat 51 19 32N, long 04 20 11E, at 0119, UTC, today, speed one knot.

**MSC JOANNA (Panama)**

See *W.D.Fairway*.

**MSC NAPOLI (U.K.)**

London, Mar 17 — A press report, dated today, states: Members of the South West Regional Assembly have been informed at their meeting yesterday that Devon County Council is planning to conduct a public inquiry into the beaching of Container Carrier *MSC Napoli* in Lyme Bay. In a statement to the Regional Assembly, Devon County Council acknowledges the excellent recovery work of the salvage teams and onshore contractors, and to the fact that recovery is proceeding well. However the Council says that the situation could so easily have been different, and had the weather and sea conditions been worse then the results could potentially have been disastrous for the internationally recognised and protected Jurassic coastline. The Government has decided that it will not hold a public inquiry, so today Devon County Council has announced that it will begin a preliminary exercise to gather evidence before progressing with a public inquiry later in the year. East Devon and Dorset County Councils are supporting the Devon County Council led public inquiry. The Local Government Association's Coastal Special Interest Group has also strongly endorsed the proposal for an inquiry led by the County Council.

London, Mar 20 — A press report, dated today, states: Container Carrier *MSC Napoli*, beached off the Devon coast, has an insured value of \$45m, plus \$15m for increased value. It now appears that dozens of cargo insurance markets around the world are involved in the vessel's cargo of containers. There were reports among Iumi

members that many of the boxes lost overboard and washed ashore indicated bad packing when inspected by surveyors. So, argue cargo underwriters, it is back to square one in educating freight forwarders, consolidators and container "stuffers" at the inland terminals. Whatever the state of the boxes still on board the *MSC Napoli* and the eventual fate of the ship, it is going to be a long job. Robin Middleton, the government's Sosrep, is apparently spending most of his time onboard or at the site.

**MSC SUEZ (Panama)**

London, Mar 20 — Container carrier *MSC Suez* arrived at Singapore on Mar 15.

**MSC SWEDEN (Hong Kong)**

London, Mar 17 — Information received from Kiel, dated today, states: Container Carrier *MSC Sweden* (52191 gt, built 1989) needed the assistance of tug *V.B.Sonador* in Valencia on Mar 16. The bow anchor on its port side had twisted in the hawse-pipe and was caught there. The tug came to assist and helped to remove it. (Note — According to Lloyd's MIU AIS *MSC Sweden* was in lat 36 09 43N, long 04 42 17W, at 1408, UTC, today, speed 18.2 knots, course 256 degrees.)

London, Mar 22 — Container Carrier *MSC Sweden* arrived Sines Mar 18.

**MYS LEVENORNA (Russia)**

London, Mar 19 — The propeller of fish factory *Mys Levenorna* (2058 gt, built 1994), with 55 crew, became entangled with its own net and as result, was adrift lat 54 56N, long 150 42E, Sea of Okhotsk, at 1530, local time, Mar 16. The vessel is adrift in a group of other fishing vessels. Fish factory *Ostrov Sakhalin* is co-ordinating salvage. Salvage tug *Predanny* has been dispatched to the scene from Russkaya Bay, near Petropavlovsk-Kamchatskiy, with ETA 1900, local time, Mar 18. There have been no injuries, no spillage and the crew/vessel are in no immediate danger. Weather: Light wind, ice "cakes".

**NATHALIE EHLER (U.K.)**

Portsmouth, UK, Mar 19 — When starting her approach to the (Kiel) ship canal Container Carrier *Nathalie Ehler* (9981 gt, built 2002) suffered a black-out near to Brunsbuttel and as a result had to be taken in tow by two tugs. Her engines were eventually restarted and the vessel continued its journey towards the Baltic Sea. — Correspondent. (Note — *Nathalie Ehler* was reported arriving at Hamburg at 2350 hrs, Mar 16 and according to Lloyd's MIU AIS, was reported in lat 54 04.16N, long 09 18.52E, speed 8.7 knots, course 16 degrees.)

**NATIONAL STAR (Egypt)**

London, Mar 17 — General cargo *National Star* arrived Tripoli, Lebanon, on Mar 6.

**NAUTILUS (Netherlands)**

London, Mar 19 — A press report, dated today, states: Hopper dredger

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*Nautilus*, which capsized while working on routine maintenance work in the Republic of Congo, has been written-off. Capsizing in early December last year, the dredger was refloated last week but it is a "total loss." Boskalis hoped that it can now discover the exact reason for the vessel capsizing. Two Boskalis employees, a Dutchman and Filipino, were killed in the incident, along with a local employee from the port of Pointe-Noire.

**NAXOS (Panama)**

London, Mar 20 — A press report, dated today, states: The crew of a Panamanian-registered ship are refusing to sail from Belfast in a row over pay and conditions, a union has said. Among the complaints of the Filipino crew of bulker *Naxos* (15056 gt, built 1981) are claims that the vessel leaks in heavy seas. Port authorities in Belfast are due to inspect the ship today. Ken Fleming of the Siptu union said the vessel would not sail until grievances were addressed and "anyone wishing to be repatriated is allowed to go home". The vessel is owned by Jinyang Shipping in Korea. Fifteen of its 20 crew members are believed to have stood down. Mr Fleming, Siptu's international transport federation inspector, claimed there were serious pay arrears for the crew with some being paid US\$180 a month for 300 hours work. "The crew only undertook their first safety drill on their approach to Belfast. They should have had at least four drills since coming onboard," Mr Fleming said. "The crew also swore to me, but I have no way of knowing this for sure until the vessel is inspected by the port authorities, that it is taking in salt water in heavy seas".

London, Mar 21 — A press report, dated Mar 20, states: The Filipino crew of bulker *Naxos* refused to sail from Belfast today in a row over pay and conditions. Fifteen of the 20 onboard, including one who has been there for more than a year, have stood down and want to return home immediately, according to Siptu. The union's international transport federation inspector, Ken Fleming, claimed: "This vessel will not be sailing anywhere, until crew grievances are addressed and anyone wishing to be repatriated is allowed to go home." Port authorities in Belfast are due to inspect the ship later today after claims by the crew that it leaks in heavy seas. It is owned by Jinyang Shipping in Korea. According to Mr Fleming, pay arrears could be as high as \$500,000. Some of the crew have been paid as little as \$180 for more than 300 hours a month. Ship's officers were paid just \$800. Mr Fleming added: "The crew only undertook their first safety drill on their approach to Belfast. They should have had at least four drills since coming on board. The crew also swore to me, but I have no way of knowing this for sure until the vessel is inspected by the port authorities, that it is taking in salt water in heavy seas. The owner's efforts to deal with the problems would be comical if the

situation was not so serious. "Furniture has been transferred from the officers' quarters to the crew's quarters to make them look better, notices have been put up in the mess, in Korean, which none of the crew understand and wages were paid at something approaching the proper rates for February."

London, Mar 22 — A press report, dated Mar 21, states: Bulker *Naxos*, marooned in Belfast harbour, was an accident waiting to happen, crew representatives have said. According to the Services, Industrial, Professional and Technical Union (SIPTU), the ship will be detained until Monday (Mar 26) after inspectors found problems with sanitation, flooding, food supplies and fire fighting equipment. They also warned that staff needed to be familiarised with safety drills on board. A total of 13 crew are to be flown home and over £48,000 compensation has been agreed after a dispute over pay and conditions. The boat would not sail until all defects were remedied. It isn't expected to leave for Greenore to transfer crew before Monday. Belfast port authorities are carrying out a full inspection.

**NAZLI G. (Turkey)**

St. Petersburg, Mar 22 — Bulker *Nazli G.* spilled oil at the entrance to Kola Bay on Mar 10 while pumping fuel oil from the starboardside fuel tank to the portside tank. The total quantity of oil spilled onto the deck was approximately three to four tons, most part of which was collected by the crew. According to officials, approximately 1,200-1,500 litres of oil was observed in the water. The vessel was detained by the Harbour-master. The detention was lifted on Mar 16, following the settlement of prescriptions and payment of a penalty. The vessel is currently loading at Murmansk, ETD Mar 23. No repairs were carried out. — Lloyd's Agents.

**NEW HORIZONS (Guyana)**

Georgetown, Guyana, Mar 21— Product tanker *New Horizons* did not sail as expected. New ETD is Mar 24. — Lloyd's Agents.

**NEW VENTURER I (Panama)**

See *Repubblica di Venezia*.

**NORDKYN (Norway)**

London, Mar 16 — Information received from Kiel, dated today, states: The Cuxhaven fire brigade was alerted after refrigerated general cargo *Nordkyn* (2503 gt, built 1979) lost oil while taking bunker fuel from a motor tank vessel in America Harbour at 1713 hrs, Mar 13. Most of the oil leaked over the deck, the superstructure and the hull, but about one third of the amount leaked into the basin. It was a mixture of diesel and heavy oil. Thirty eight fire fighters with six fire engines worked until dark to remove the oil. The "Technical Support" laid out oil booms around the vessel and the bunker vessel with the help of a fire fighting vessel. The work continued on Mar 14, and in the evening the vessel was able to leave the harbour. Three

weeks ago some oil leaked into the harbour basin from the *Nordkyn*, while taking fuel oil. (Note — *Nordkyn* arrived Cuxhaven at 1458 hrs, Mar 13, and according to Lloyd's MIU AIS was reported at Borg Hbr. at 1744, UTC, today.)

**OBSESSION**

See *Gas Pioneer*.

**OCEAN DREAMING**

See *Sirius*.

**OCEAN LEADER (South Korea)**

London, Mar 21 — General cargo *Ocean Leader* sailed from Shanghai on Mar 16.

**OCEAN QUEST (U.K.)**

London, Mar 21 — A blaze which broke out on a vessel in Fraserburgh Harbour has been brought under control by firefighters. Grampian Fire and Rescue said five fire appliances tackled the blaze on fishing (general) *Ocean Quest* (1632 gt, built 2002), which was put out at about 1930 UTC, yesterday evening. It is understood welders had been working on the vessel. Police and fire services said there had not been anyone onboard the vessel at the time and there was no damage to any other property in the harbour. One fire appliance remained at the scene to dampen down the area and prevent the fire from reigniting.

**OCEAN SAPPHIRE (Singapore)**

Singapore, Mar 22 — Crude oil tanker *Ocean Sapphire* remains in port at Singapore as of yesterday. — Lloyd's Agents.

**OSLO (Antigua & Barbuda)**

London, Mar 22 — General cargo *Oslo* arrived New Holland Mar 20.

**PAULO DA GAMA (Portugal)**

London, Mar 22 — Following received from Lisbon MRCC, timed 1008, UTC: General cargo *Paulo da Gama* (691 gt, built 1972) reported a main engine breakdown 75 nautical miles west of Lisbon at 0900, UTC, Mar 22. A tug has been dispatched to tow the vessel to Lisbon.

**PEACH MOUNTAIN (Hong Kong)**

Jakarta, Mar 16 — Bulker *Peach Mountain*: Repairs to the vessel have now been carried out and it is currently berthed alongside the wharf of PT Pan United Shipyard. There is no schedule for sailing yet. — Lloyd's Agents.

London, Mar 17 — According to Lloyd's MIU AIS bulker *Peach Mountain* was in lat 01 14 22N, long 104 03 38E, at 0253, UTC, today.

**PENG YAN (China)**

See *Hui Rong*.

**PETER WESSEL (Norway)**

London, Mar 22 — Information received from Kiel, dated today, states: A fire broke out in an electronic panel on board passenger ro/ro *Peter Wessel* (29706 gt, built 1981) this morning. The passengers were moved to the vessel's on board restaurant. The vessel

is about 12 nautical miles north-west of Hirtshals, awaiting a tug. The vessel will be towed to Hirtshals. There were no injuries, and there is no danger to the passengers or the vessel.

London, Mar 22 — Following received from Stavanger RCC, timed 0904, UTC: Passenger ro/ro *Peter Wessel*, with 346 persons on board, reported an electrical fire in lat 57 45.6N, long 09 34.25E, at 0648, UTC, today. The fire has been brought under control, and the vessel's crew are attempting to restart the engine.

London, Mar 22 — A press report, dated today, states: A minor fire was reported today on board passenger ro/ro *Peter Wessel*, en route from Norway to Denmark, but no-one was injured, officials said. As a precautionary measure, passengers were told to leave their cabins and assemble in a restaurant in the vessel's prow. The fire was reported to have started in an electronic notice board, ferry operator Color Line said. Color Line said there was no danger for the passengers, crew or the vessel, which was located some 22 km off the Danish coast. Danish and Norwegian maritime rescue centres were monitoring the events and a Danish corvette was near the vessel in case there was a decision to evacuate the passengers. The ferry operates between Larvik and Hirtshals.

Gothenburg, Mar 22 — Passenger ro/ro *Peter Wessel* is to be brought to Fredrikshavn in tow and under escort by Danish Navy vessels. The vessel cannot proceed by own engine according to inspectors on board. The passengers had to leave their cabins due to heavy smoke from the engine-room. The vessel is at present north-west of Hirtshals. Weather is fair. — Westax Marine Services AB.

Gothenburg, Mar 22 — The fire on passenger ro/ro *Peter Wessel* started at 0640 hrs, this morning, and vessel now in tow to Fredrikshavn, where will arrive tonight, at present 12 nautical miles away. The next days ahead, vessel to cancel all sailings until it is known what happened and to deal with it says Color Line. — Westax Marine Services AB.

**PHILIPPOS (Malta)**

London, Mar 19 — LMIU representatives in Piraeus report: General cargo *Philippos* (7662 gt, built 1993) was reported not under command 14.5 nautical miles north of Karpathos, in lat 36 03N, long 27 09E, at 0105, UTC, Mar 19.

London, Mar 19 — Following received from Piraeus RCC, timed 1309, UTC: General cargo *Philippos* was reported not under command due to mechanical problems. The vessel effected repairs and proceeded. The vessel will call at Piraeus to take on fuel and will then continue on its voyage to Italy.

**QUEEN OF THE NORTH (Canada)**

London, Mar 18 — A press report, dated Mar 17, states: Almost a year after passenger ro/ro *Queen of the North* struck an island and sank in northern coastal waters, a replacement vessel was dedicated in Vancouver

today. Passenger ro/ro *Queen of Northern Adventure* is due to enter service on the province's two northern ferry routes in early April. Last month, the ship spent three weeks at the ferry company's facility in Richmond for crew training and certification.

London, Mar 20 — A press report, dated Mar 19, states: The families of the two people who are still missing a year after the sinking of passenger ro/ro *Queen of the North* want them declared legally dead. They believe Gerald Foisy and his wife, Shirley Rosette, had boarded the ferry in Prince Rupert on its last voyage but they were not among those rescued and their bodies were never found. That has created difficulties for their families, who have applied to the B.C. Supreme Court for a declaration of their deaths. A coroner's inquiry began last December but the regional coroner for northern B.C. said he's not ready to make findings yet. Shayne DeMeyer said the inquiry has eyewitness accounts and RCMP reports, but no forensic evidence. The families of the missing couple are also waiting for the Transportation Safety Board report into the cause of the sinking of the vessel, after it hit Gil Island along B.C.'s Central Coast on March 22, 2006.

**RANA R. (Panama)**

London, Mar 21 — Product tanker *Rana R.* arrived at Ajman on Mar 15 and sailed on Mar 20.

**RAVEL (Switzerland)**

Portsmouth, UK, Mar 19 — Passenger (cruise) *Ravel*, with 107 passengers and 37 crew onboard, ran aground near Duisburg Rheinhausen at 0645 hrs, this morning. There were no injuries. — Correspondent.

London, Mar 20 — Information received from Kiel, dated today, states: At 0642, local time, Mar 19, passenger (cruise) *Ravel* ran aground on stones on the River Rhine at Duisburg Rheinhausen. Onboard were 107 passengers and 37 crew. The ship stuck fast at river-km 777. The Belgian inland container vessel *Richardus* commenced rescue efforts and succeeded at the second attempt to free the vessel at 0827 hrs. During the salvage attempt, the Rhine traffic was temporarily stopped. Ten ships had to wait. The police have started an investigation into the cause of the grounding on the krib. The vessel was underway from Amsterdam to Basel and sustained no damage in the grounding. There were no reported injuries.

Duisburg, Mar 21 — According to a press report passenger (cruise) *Ravel*, Amsterdam for Basel, struck the ground, a sand bank, at km 777, near Duisburg-Rheinhausen Mar 19. The 107 passengers and 37 crew had to wait until 0830, local time, same day, when the vessel was towed off the ground by a Belgian container barge at its second attempt. The River Rhine had to be blocked for the towing operation. Incident is under investigation by Rhine police. — Lloyd's Agents.

**RAZ**

Manila, Mar 19 — The Special Board of Marine Inquiry has recommended the filing of charges against the owner and master and engineer of the Philippine-registered tug *Vega*. In its final report the Board urged the filing of appropriate charges against Harbor Star Shipping Services, operator of the *Vega* and the tug's master and engineer for violating several safety provisions in the Philippine Merchant Marine Rules and Regulations which led to the sinking of the barge *Raz*, off Misamis Oriental province on November 20, last year. The Board noted that the barge's hatches were not properly secured and allowed the entry of sea water which eventually led to its sinking. In addition, there was no means of communication between the crew of *Vega* and *Raz*. Consequently, the crew of the *Vega* found themselves with no option but to cut the 160 metre towline when the sinking barge began to drag the tug down with it, the Board pointed out. — Lloyd's List Correspondent.

**REPUBBLICA DI GENOVA (Italy)**

London, Mar 20 — A press report, dated today, states: Passenger ro/ro *Repubblica di Genova*, which capsized in the port of Antwerp on Mar 8, has an insured hull value of Euros28m (\$37m). The cover is led in the Italian market, but a number of other European markets will also be hit by claims. She had apparently finished or nearly finished loading and was getting ready to sail when the accident happened. No official explanation has yet been forthcoming, but Belgian underwriters attending the spring technical committee meetings of the International Union of Marine Insurance, said it was possible that human error was the culprit. The vessel had arrived to berth in a dead-end tidal dock at low tide, but as loading progressed and the water rose, the short mooring ropes were not loosened, eventually causing the vessel to slowly roll over without warning. It is reported the vessel was carrying 300 containers and 200 cars and trucks and many were tipped into the water or onto the dockside. There was only very minor pollution. Recovery continues and it seems certain the vessel will be repaired. A plus point is that the engine-room machinery has not been immersed in salt water.

**REPUBBLICA DI VENEZIA (Italy)**

London, Mar 13 — Information received from Kiel, dated today, states: Roll On Roll Off Container Car *Repubblica di Venezia* is currently under repair at the Shipdock Shipyard in Amsterdam, after its collision with bulker *New Venturer I*. It sustained a gash of 35 metres in length on the starboard side on one of the upper car decks. *New Venturer I* was damaged at the forecastle, on the starboard side.

London, Mar 20 — A press report, dated today, states: Roll On Roll Off Container Car *Repubblica di Venezia* sustained a substantial crack in the hull on one of its upper decks and is now under repair in Amsterdam.

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**ROANOKE (U.S.A.)**

See "United States" under "Port State Control".

**ROTORUA (Marshall Islands)**

London, Mar 15 — Roll On Roll Off Container Car *Rotorua* was reported arriving at Charleston on Mar 13.

Montreal, Mar 15 — A container was dropped onto roll on roll off container carrier *Rotorua* at Montreal on Mar 3, perforating a ballast tank and causing an accumulation of water in cargo hold No 2. Removal of the water was completed on Mar 5 and permanent repairs were carried out. The vessel sailed for Baltimore on or around Mar 7. — Lloyd's Agents.

**RYSHKANY (Ukraine)**

London, Mar 22 — General cargo *Ryshkany* arrived Piraeus Mar 19.

**S.A.HELDERBERG (Belgium)**

Singapore, Mar 16 — Container Carrier *S.A.Helderberg* arrived Singapore at 0900, Mar 13, from Tanjung Pelepas and is currently at Hitachi Shipyard Quay 3. — Lloyd's Agents.

**SACHUEST (Bahamas)**

London, Mar 21 — Combined bulk and oil carrier *Sachuest* arrived at Singapore on Mar 19.

**SAFMARINE AGULHAS (Liberia)**

See "South Africa" under "Weather & Navigation."

**SALICA FRIGO (Canary Islands)**

London, Mar 16 — A press report, dated Mar 15, states: Refrigerated general cargo *Salica Frigo* (7207 gt, built 2001) lost power and drifted within 500 yards of an island in Dutch Harbour, America's busiest commercial seafood port, last week, renewing calls for additional shipping safety measures in the Aleutian Islands. Representatives of Pacific Environment and the World Wildlife Fund said a grounding of the *Salica Frigo* in Unalaska Bay could have created a more serious environmental problem than the break up 27 months ago of bulker *Selandang Ayu* on the west side of the island. "The Aleutian Islands and surrounding waters are among the world's most important marine ecosystems and fisheries regions, yet they are extremely vulnerable right now," said Margaret Williams, director of the WWF's Bering Sea program. The *Salica Frigo* was partially loaded with seafood and tied up at dock in Captain's Bay in Dutch Harbour last Thursday (Mar 8), said Captain Stephen Moreno of Alaska Marine Pilots LLC. At about 2300 hrs, the vessel's master informed Moreno that the vessel had begun to break away from the dock. "The winds were probably northerly about 30 to 40 knots with gusts in the 60 to 70 knot range at times," Moreno said yesterday. Such punishing winds are not standard, he said, but not unusual for February in the Aleutians. Moreno consulted with the master and decided the vessel could not remain at the dock. "He really

didn't have enough ground tackle to safely anchor," Moreno said. Moreno ordered the vessel to ride out the wind at sea. He guided the *Salica Frigo* as it headed out of the harbour at about midnight and plotted a safe course for it away from the harbour. Out of the wind near Hog Island, he transferred to a pilot vessel and returned to shore. A few hours later, the master called the marine pilots and the Coast Guard; the engines had failed and the northerly winds were blowing the vessel back towards the harbour. "If it had been from the south, he would have blown offshore," Moreno said. The powerless vessel drifted for more than three and a half hours towards Hog Island. Two tugs came to the aid of the *Salica Frigo* but could not establish lines to the stricken vessel. Moreno and Coast Guard officials estimate the vessel was 15 minutes from grounding when crew members were able to restart the engine at 0643 hrs. The vessel moved under its own power to a dock in Dutch Harbour. After engine repairs, it was certified as seaworthy. The *Salica Frigo* travelled to Akutan, picked up more seafood, returned to Unalaska and departed yesterday morning, Moreno said. The *Salica Frigo* has a fuel capacity of more than 450,000 gallons.

**SALMO (Bahamas)**

London, Mar 17 — Information received from Sandnes, dated today, states: General cargo *Salmo* (2171 gt, built 1979), underway to Fredrikstad, grounded on Lauer Island near Hvaler in rough sea at 2120 hrs, Mar 16. There were no injuries to the crew of nine or the pilot. The vessel took in water but was not in danger of sinking. It refloated at 2330 hrs, assisted by tug *Balder* and rescue vessel *Odd Fellow*. The vessel is damaged in the engine-room and in bow section. The vessel arrived Fredrikstad at 0010 local time today and is moored at Fredrikstad for inspections. (Note — According to Lloyd'sMIU AIS, *Salmo* was in lat 59 10 51.94N, long 10 57 15.82E, at 0013, UTC, Mar 17.)

London, Mar 20 — Following received from Stavanger RCC, timed 1045, UTC: General cargo *Salmo* grounded in lat 59 00.5N, long 11 00.3E, on Friday evening (Mar 16). The vessel was refloated with tug assistance, and proceeded under her own power to Fredrikstad, where she arrived the next day.

**SAMOTHRAKI (Greece)**

London, Mar 17 — Following received from Madrid MRCC, timed 1020, UTC: A report was received at 0155 hrs, today that product tanker *Samothraki* (27793 gt, built 1989), (? from Ras Lanuf) cargo oil, had touched bottom in lat 36 06.5N, long 05 20.77W. The vessel developed a starboard list. Vessel is now anchored east of Gibraltar for diver inspection. No leakage has been reported. (Note — *Samothraki* was due at Immingham Mar 21 and according to Lloyd's MIU AIS was at anchor in lat 36 07 26N, long 05 19 38W, at 0915, UTC, today.)

London, Mar 17 — Following received from Madrid MRCC, timed 1930, UTC: Product tanker *Samothraki* anchored off Gibraltar for divers inspection, where it remains. Understand vessel needs repairs.

London, Mar 18 — According to Lloyd's MIU AIS product tanker *Samothraki* was still at anchor in lat 36 08 39N, long 05 23 02W, at 0857, UTC, today.

London, Mar 18 — A press report, dated Mar 17, states: Early this morning product tanker *Samothraki* "ran aground" off Europa Point, Gibraltar. The ship has taken a list but no oil spill has been observed. Early this morning the vessel was "surrounded" by the locally based tugs *Mumbles*, *Sun Swale*, and *Egerton* and the local MoD tug *Capable*.

London, Mar 18 — A press report, dated Mar 17, states: Following a day of deliberations and discussions over product tanker *Samothraki*, which struck the Europa Point reef sustaining damage to its hull, the Government has tonight stated that the vessel poses no risk. In a statement issued on behalf of the Minister for the Port Joe Holliday, a spokesman today explained, "*Samothraki* arrived one mile East of Gibraltar to carry out an Off Port Limit crew change at approximately 0130, Mar 17. While waiting for the agent's launch to transfer technicians onto the tanker, the vessel ran aground off Europa Point, Gibraltar. On going full astern, the master managed to free the vessel causing damage to the bottom plating of the double hull skin. "The master of the vessel reported the serious incident to the Gibraltar Port Authority, which immediately activated its Port Emergency Plan. The Captain of the Port and the two Senior Port Officers were immediately joined by representatives of GIBUNCO, Brightside, Smith Imossi (Ship's Agents), SORT, JAVA Oil, TP Towage and the Environment Agency at the Gibraltar Port Office Command and Control Room. The Gibraltar Pilot and a Port Officer were deployed together with three tugs from the Port of Gibraltar and one from MOD. The Port of Algeciras deployed one tug at the request of the Captain of the Port of Gibraltar in case the need arose. Two maritime surveyors from the Gibraltar Maritime Administration, together with the Class surveyor and a P&I representative also attended. "The vessel is a double hull tanker loaded with 44,000 tons of fuel oil and had a 17degree list to starboard. The circumstances at the time, led to the decision by the Captain of the Port to anchor the vessel in shallow water. Due to the nature of the vessel's cargo, oil spill response equipment was put on standby in case there was a need to boom the vessel and avert a major oil spill. Oil Spill Response Ltd Southampton was also put on notice. "At first light, divers were deployed to inspect the damage and a full inspection was carried out by the Gibraltar Maritime Surveyors, who reported that the vessel was now out of immediate danger and the cargo was

safe. The Gibraltar Port Authority and Lloyd's Ship Emergency Response Service assessed the situation and concluded that there was no danger of the vessel sinking or of a cargo spillage. This afternoon the vessel was permitted to shift to a safe anchorage in the Bay of Gibraltar. The Maritime Administration is currently considering with the Gibraltar Port Authority and the owners of the vessel, various options, in dealing with the repairs and cargo. "The Maritime Administration is carrying out a Port State Control inspection on the vessel and will also be conducting an investigation into the grounding of the vessel at Europa Point, as is standard procedure in these circumstances. At no time was there an oil spillage.

London, Mar 18 — Eletson Corporation, owners and managers of product tanker *Samothraki*, report that the double hull vessel touched bottom while embarking crew members off the Port of Gibraltar at 0153 hrs on Saturday, Mar 17. As a result of the incident, some damage was sustained to the numbers 1, 2 and 4 starboard water ballast tanks, together with ingress of water. The Authorities were immediately advised of the situation and requested that the tanker move to a safe anchorage East of Europa Point, where it arrived at approximately 0412, local time, subsequently moving under its own power to an anchorage inside Gibraltar Bay, arriving at 1854, local time, Mar 17. Three tugs were made available to assist, as required, and two of the Manager's senior superintendents are attending the vessel. No pollution or injuries have occurred as a result of this incident. The Owners and Managers are working closely with Port Authorities, divers, Classification Society and the Lloyds-SERS service to ensure vessel safety, protection of the environment and future actions to be taken. The Greek flag vessel is loaded with 44,100 tonnes of fuel oil, loaded in Libya.

London, Mar 19 — Officials are now drawing up plans to remove the oil from product tanker *Samothraki*, after which arrangements will be made to repair the vessel. Yesterday the ship's crew shifted the cargo to the port tanks and brought the vessel to an even keel. The decision on where to repair the ship, has yet to be taken, but Joe Holliday, Gibraltar's Minister for Trade and Industry, said it would not be allowed to sail until it was empty and had obtained subsequent clearance from Gibraltar's Maritime Administration. The administration has launched an investigation to establish the circumstances of the casualty.

London, Mar 21 — A press report, dated today, states: Maritime sources have today indicated that provisions have been in place throughout the day to divert maritime traffic away from product tanker *Samothraki* as the 40,000 tonnes of fuel oil is transferred from its tanks onto another vessel. The authorities in Gibraltar have been, since Saturday (Mar 17), in discussions on whether the vessel would be allowed

to sail with its tanks full. However, a decision yesterday has led to the transfer taking place in the bay before the tanker is allowed to continue. (Note — According to Lloyd's MIU AIS *Samothraki* was at anchor in lat 36 08 28N, long 05 22 48W, at 1840, UTC, today.)

London, Mar 22 — Following received from the managers of product tanker *Samothraki*, dated today: The managers and operators of *Samothraki* report that following completion of temporary repairs to two of the vessel's water ballast tanks, offloading of the cargo is scheduled to commence on Mar 29, when product tanker *Serifopoulo* arrives in Gibraltar. Following completion of the offloading of 44,100 tonnes of fuel oil, which is scheduled to take approximately three days, a decision will be made on permanent repairs to *Samothraki*. The managers are co-operating fully with the current investigation into the incident and continue to work with all the local authorities and Classification Society on the offloading plan aimed at ensuring absolute protection of the marine environment. Eletson Corporation notes that there has been no pollution resulting from this incident, due to the double hull configuration of the vessel and the professional response of the local authorities, support services and crew.

#### **SAN GENARO (Argentina)**

London, Mar 17 — Following navigation warning issued Mar 16: Fishing *Don Miguel I* towing trawler (All types) *San Genaro* (110 gt, built 1992) in lat 45 01.4S, long 61 21.5W, line length 450 metres, speed six knots, course 028 degrees, bound for Mar del Plata port.

#### **SEA STAR (Barbados)**

See "Italy" under "Port State Control."

#### **SEA VOYAGER (U.S.A.)**

London, Mar 21 — A press report, dated Mar 20, states: Tug *Sea Voyager* (174 gt, built 1976) is leaking oil after running aground yesterday, near the tiny community of Bella Bella on British Columbia's central coast. The vessel was headed to Alaska from Seattle, when the accident occurred. Canadian Coast Guard spokesman Dan Bate said the vessel was carrying about 57,000 litres of diesel fuel. However, Bate said it was not known how much oil had leaked into the water. "We don't have firm numbers. We only know how much the vessel was carrying. So the challenge, of course, is to estimate how much actually flowed out from that point in time," said Bate. "I should mention there's significant amount of booming surrounding the vessel." He said the vessel was carrying "light" diesel fuel, which means that evaporation is the primary means to clean-up the spill. Six people were onboard the vessel when it went aground, but no-one was injured. Bate said the vessel's owners were considering sending a salvage tug to help the stricken vessel.

London, Mar 21 — A press report, dated today, states: Villagers in the tiny coastal village of Bella Bella were standing watch over kelp and clam beds and spawning streams yesterday after tug *Sea Voyager* ran aground off Serpent Point. The vessel beached just metres from a navigation marker in Lama Pass some time before 0200 on Monday (Mar 19). It was carrying 56,000 litres of diesel, 6,800 litres of lube oil and more than 1,200 litres of hydraulic oil. The amount of the leak is believed to be about 49,000 litres but has yet to be determined. Equally unclear is whether containment efforts will hold as the vessel is pulled from the shoal on which it beached. The accident and ongoing fuel leak have threatened kelp beds where herring are spawning, and the roe that serves as food for Bella Bella, a village 16 km to the north. The leak puts several spawning streams at risk in an area where coho and sockeye salmon fry are due to emerge within weeks. Clam beds along Lama Pass and Hunter Channel are also in danger. Late yesterday afternoon, a silver sheen about 50 metres wide was visible from the air. Coast Guard, Environment Canada and Transport Canada are investigating. None of their officials could explain how the vessel grounded so close to a navigational marker that was lit at the time. Randy Carpenter, speaking for the Heiltsuk fisheries program in Bella Bella, said that during a conference call yesterday afternoon, a spokesman for the vessel's owners said another company tug, *Hunter*, was standing by to pump out the remaining fuel as soon as the weather permits. Coast Guard spokesman Dan Bate said the vessel was running north without a tow in calm weather and light rain when it ran aground in high tide and damaged a tank. The crew attempted to transfer the fuel to an undamaged tank but were unsuccessful. The six crew members were safely taken off the vessel.

London, Mar 22 — A press report, dated today, states: Stormy weather is driving worries that a major fuel oil spill near Bella Bella, BC, may contaminate the rich kelp, crab and clam beds on which the coastal community depends. Heavy rain and 45-kph winds were hampering estimates of how much diesel fuel had leaked after the spill from tug *Sea Voyager*, which ran aground early Monday (Mar 19) near the tiny fishing community on British Columbia's central coast. The storm is expected to remain in the area until at least tomorrow. It was originally feared the vessel had lost up to 49,000 litres from a single crack in a forward fuel tank. The vessel hit a large, fixed navigational light at Serpent Point, 15 km south of Bella Bella, at about 1300 on Monday. The light was operating at the time. "We haven't yet determined the volume of the spill," said Stephen Wilson, Crowley's manager at the command centre set up at the Shearwater resort on Denny Island, 13 km from Serpent Point. "We're on the positive side of this apart from the

weather," he added. "The vessel is secure, and we're on the salvage side of the project. We haven't been able to fly over today because the pilots won't go up." He added that teams were looking for evidence the oil had reached shore, but had not found any by mid-afternoon yesterday. *Sea Voyager* was en route through the Inside Passage to its home port of Valdez, Alaska, after routine maintenance at Crowley's marina in Seattle when it hit the navigational light, the only aid to shipping in the area. The vessel was floated off the rocks on the high tide at 0340 yesterday and was secured to a larger Crowley tug, tug *Hunter*, which had been sent from Seattle to assist in *Sea Voyager's* recovery. The remaining fuel was transferred to the larger vessel. Three of *Sea Voyager's* seven crew members had already returned to Seattle, Mr. Wilson said, because they had been due to be relieved. The other four were still on board the vessel. They had been taken to *Hunter* after the accident but returned to *Sea Voyager* once it had been secured. All the crew have been interviewed by Canadian investigators in Shearwater, he added. Charlie Nalen, Crowley's vice-president of environment and safety at the company's Jacksonville, Florida, headquarters, said *Sea Voyager's* mate, not its master, was at the helm at the time of the accident. "We're still working with Coast Guard Canada as to why the vessel went off course and hit a marked rock," he said. Mr Nalen described the diesel spilled as a "very light oil that dissipates quickly." Vancouver's Burrard Clean Operations was on site to assist in the clean-up, he added. American firm Polaris Laboratories, a private company that monitors contaminated sites, will be part of continuing tests of the effects of the spilled fuel and were also on location.

#### SHAH BADAR-I

Chittagong, Mar 22 — The status of vessel *Shah Badar-I* remains the same. — Lloyd's Agents.

#### SIERRA NAVA (Panama)

London, Mar 18 — A press report, dated Mar 17, states: Tug *Aegeon Pelagos* was in the bay (? at Gibraltar) today. It had towed in crane *Italia* which will be used in the next couple of weeks to refloat refrigerated general cargo *Sierra Nava*, which is aground near Algeciras. (Note — *Aegeon Pelagos* had sailed from Leghorn on Mar 11.)

London, Mar 20 — A press report, dated today, states: The operation to refloat refrigerated general cargo *Sierra Nava* started this morning. It is being carried out using the largest crane (*Italia*) in Europe. The crane arrived in Algeciras on Saturday (Mar 17) and could complete salvage work by tomorrow evening, if weather conditions permit. The next stage will be towing *Sierra Nava* to San Roque, which will hopefully take place on Thursday (Mar 22).

London, Mar 21 — A SvitzerWijsmuller Salvage BV press release, dated today, states:

SvitzerWijsmuller Salvage BV today succeeded in lifting/refloating the heavily-grounded refrigerated general cargo *Sierra Nava* back into its normal floating condition. The first requirement was to remove the oil from the severely damaged vessel, an operation completed mid-February. The contract then was transferred into a wreck removal contract and the necessary preparations to remove the vessel from the rocks were started. The reefer had ended up so high on the rocks and was damaged to a degree which meant that it could not be refloated on its own buoyancy alone. The preparations thus entailed work to repair damage to the vessel to regain lost buoyancy, installation of pumps and preparations to connect up a 1,200-ton lifting capacity sheerlegs. Also anchor patterns and so-called "ground tackles" had been laid to control the manoeuvring of the vessel out of the maze of rocks. The sheerlegs arrived in Algeciras over the weekend (Mar 17-18) and was connected up yesterday following another spell of bad weather. Lifting and pumping operations started this morning and at about 1530, local time, the vessel moved in a controlled way to open water. It will now be stabilised and prepared for re-delivery.

#### SILVER (St. Vincent & Grenadines)

London, Mar 18 — Information received from Kiel, dated today, states: General cargo *Silver* (3464 gt, built 1976) hit the lock wall at Brunsbuttel when entering on Mar 17. The vessel had previously berthed at the oil bunker station in Brunsbuttel, with a list to starboard. (Note — *Silver* sailed from Klaipeda at 1740 hrs, Mar 14.)

#### SINARA (Cambodia)

Vladivostok, Mar 16 — General cargo *Sinara* left Vladivostok on Mar 15, for Vladivostok Fishery Port. — Lloyd's Agents.

#### SIRIUS (Australia)

London, Mar 22 — A press report, dated today, states: Sydney ferry *Sirius* struck a whale-watching ship in Darling Harbour today before hitting Pymont Bridge. About 100 passengers were on board *Sirius* when the accident occurred at about 1300 hrs. The First Fleet Class ferry had apparently experienced a technical fault and was unable to stop as it headed towards a Darling Harbour wharf to berth. The whale-watching cruise vessel (passenger (cruise) *Ocean Dreaming*), which was moored at the nearby Aquarium Wharf, received minor damage when it was struck by the ferry. A Sydney Ferries spokesman said no-one was injured and passengers safely disembarked. He said an investigation into the incident would include drug testing of the *Sirius's* pilot and crew, but could give no further details while the inquiry was under way.

London, Mar 22 — A press report, dated Mar 21, states: A Sydney ferry (ferry *Sirius*) collided with a cruise vessel today while attempting to berth

at a Darling Harbour wharf. The 34-metre cruise vessel involved, passenger (cruise) *Ocean Dreaming*, was at berth, had no passengers on board and sustained only slight damage. A spokesman for Bass and Flinders Cruises, the owners of *Ocean Dreaming*, said a sole crew member on board at the time was not injured. The spokesman said the accident occurred at 1300, AEDT, today, as the Sydney ferry approached the wharf. "We're berthed along Sydney Harbour, near the Sydney Aquarium wharf and I think the ferry failed to stop and gave our vessel a glancing blow," the spokesman said. "My crew said it went across and stopped over near Pymont Bridge, but I'm not sure if it hit the bridge or not." He said NSW Maritime, the Water Police and transport investigators had been notified.

#### SOL DO BRASIL (Liberia)

London, Mar 15 — A press report, dated today, states: An accident inside fruit juice tanker *Sol do Brasil* (15218 gt, built 1994), tied up at Port Manatee, has killed two foreign seamen ages 23 and 35, a port official said. The accident this morning involved a lack of oxygen in a cold-storage area. The men, who have not been identified, were found dead by co-workers in the area below deck where they were working. The vessel's captain and a Manatee County public safety official said it was possible that too much nitrogen was the cause. Nitrogen is used in the refrigeration process. The freighter *Sol do Brasil* transports frozen orange juice concentrate around the world. The vessel was offloading the product today, said Steve Tyndal, a port director. He said there were reports that a safety alarm on the vessel went off at about 1015 hrs, possibly signalling that sensors had detected too much nitrogen in the air below deck. Larry Leinhauser, the public information office for the Manatee County Emergency Management Division, said EMS was dispatched at 1030 hrs. Co-workers carried the lifeless men up on the deck of the vessel, and there emergency personnel tried to revive them. Leinhauser said when life-saving efforts began, the two men already were cold to the touch. He also told the Bradenton Herald that no oxygen was found in the blood of the victims.

London, Mar 16 — A press report, dated Mar 15, states: Two crew members were found dead on fruit juice tanker *Sol do Brasil*, docked at a port in Florida. Crew members were reported missing onboard the vessel around 1000 hrs, today. Roughly 25 minutes later an alarm went off onboard that officials believe was related to an air quality issue. The US Coast Guard is investigating to determine the cause of death. The *Sol do Brasil* arrived at Port Manatee Sunday morning (Mar 11) carrying frozen concentrated orange juice. It was scheduled to depart from the port this afternoon.

#### SOLAR 1 (Philippines)

London, Mar 17 — A press report, dated Mar 16, states: Seven months



after non specific tanker *Solar 1* caused a major oil spill in the Philippines, a ship has begun siphoning the remaining fuel from the wreckage 2,000 feet under water, officials said today. The oil recovery ship *Allied Shield*, which arrived in the area last week, began collecting the remaining fuel, an operation that will take about 20 days and cost \$6 million, shouldered by the insurer of *Solar 1*. Petron Corp., the Philippines' largest oil refiner, was found partly responsible for the disaster. A special investigation board has said the tanker was overloaded and the skipper incompetent. "The retrieval of oil will finally end all speculation whether there is still oil on the vessel, and more importantly, ease the apprehensions of the people from the Visayas (region)," Petron Chairman Nicasio Alcantara said in a full-page ad in major newspapers. The oil recovery is run by Sonsub, an Italian company specialising in deep-water operations. Underwater cameras will monitor the process while the recovery ship uses a global positioning system to remain directly above the tanker, Galletti said.

Manila, Mar 19 — Offshore support and recovery vessel *Allied Shield* reported yesterday, that it had drilled several holes in the No.4 oil storage tank, located on the starboard side of non specific tanker *Solar 1* over the weekend (Mar 17-18). *Allied Shield*, however, did not report if the oil storage tank contained any bunker oil. Each of the *Solar 1*'s 10 storage tanks contain about 200,000 litres of bunker fuel. Experts are unsure, however, how much oil is left, as a substantial portion has already leaked out. *Allied Shield* also reported that it had begun oil spill response exercises with the oil spill response tugs *Maranaw* and *Balintawak*. The on-going exercise had to be cancelled on Saturday, because of poor weather conditions brought about by rain squalls. — "Lloyd's List" Correspondent.

Manila, Mar 21 — Offshore support and recovery vessel *Allied Shield* reported that it had penetrated the portside oil storage tank No. 4 of non specific tanker *Solar 1*, on Tuesday (Mar 20). No oil was found however and *Allied Shield*'s ROV's commenced to seal the storage tank with a hull plug. Maritime authorities suspect that the oil had already leaked out of the storage tank which originally contained 200,000 litres of bunker fuel. *Allied Shield* said that they would next be drilling holes in port storage tank No. 3 to determine if the compartment still contained bunker fuel. — Lloyd's List Correspondent.

Manila, Mar 22 — Offshore support and recovery vessel *Allied Shield* reported that it penetrated the No 3 port side storage tank of sunken non specific tanker *Solar 1* yesterday and found still undisclosed quantities of bunker fuel inside the compartment. The oil was transferred from the compartment to ISO tanks on board *Allied Shield*. The compartment contained 200,000 litres of bunker fuel when *Solar 1* sank. This was the first time that ROV's from *Allied Shield*

have found oil in *Solar 1*'s storage tanks. The No 4 port side oil storage tank was sealed yesterday after it was penetrated and no oil was found, leading to speculation that most of the oil had already escaped from the vessel's storage tanks, which held two million litres of bunker fuel. — Lloyd's List Correspondent.

#### SPAR SCORPIO (NIS)

Montreal, Mar 19 — Bulker *Spar Scorpio* (32474 gt, built 2006), while on voyage Port Alfred for Seven Islands, in ballast, sustained ice damage to its propeller. The vessel is now undergoing temporary repairs afloat at Seven Islands, prior to loading iron ore. — Lloyd's Agents.

London, Mar 21 — Bulker *Spar Scorpio* during outbound trip in the Saguenay River and while following the ice-breaker *Amundsen*, the vessel reported propeller damage in lat 48 20 03N, long 70 52 35W, at 0100, EDST, Mar 17.

#### SPIRIT OF BRITISH COLUMBIA (Canada)

Vancouver, Mar 15 — The black-out on Roll On Roll Off *Spirit of British Columbia* was a temporary condition during a windstorm. No repairs were needed and vessel is back on its usual run. — Lloyd's Agents.

#### ST CHAMPION (St. Vincent & Grenadines)

Yokohama, Mar 16 — General cargo *ST Champion* (3936 gt, built 1991), Vanino for Fukui, became un navigable when in lat 36 22.4N, long 136 03.2, at 0800 hrs, Mar 9, as a result of damage to her main turbine. She was towed to an area off Kanazawa by a patrol boat, to shelter from expected rough weather and was then towed to Gorojima Pier in Kanazawa, by a harbour tug, at 1820 hrs. The damaged blades of her turbine are to be repaired. — Lloyd's Agents.

London, Mar 20 — General cargo *ST Champion* sailed from Kanazawa on Mar 14.

#### STAR FERRY 1 (Philippines)

Manila, Mar 16 — Roll On Roll Off *Star ferry 1*: Repairs are continuing at Mayon Docks shipyard in Albay province. The vessel will be drydocked for repairs to its hull once the shipyard's graving dock becomes available. — Lloyd's List Correspondent.

#### STEWART J.CORT (U.S.A.)

London, Mar 21 — A press report, dated Mar 20, states: American Maritime Officers union members are picketing bulker *Stewart J.Cort* (32930 gt, built 1972) at the Clure Public Marine Terminal after the vessel's operating company, Interlake Leasing III, told them to join a different union, then terminated them for refusing to comply. AMO is part of the AFL-CIO-affiliated Seafarers International Union. Interlake CEO James Barker wants his officers to affiliate with another AFL-CIO affiliate, Marine Engineers Beneficial Association (MEBA). In fact, he offered the officers

\$10,000 each to switch unions. None of the 10 complied, say picketers, who have been on strike 24/7 since Mar 11. "We thought we had a done deal in February on our contract that expired Aug 2006 and was extended, but then they told us to take their offer or go home," said AMO staffer Stan Barnes. In February, Interlake and AMO reached a contract agreement for the *Stewart J.Cort*. However, during a subsequent company gathering in Florida, Barker told AMO-represented officers from the *Stewart J.Cort* they would have to switch unions to continue working on the vessel. In a letter dated Mar 5, Interlake notified AMO that it would not be signing the agreed-upon contract. Interlake Leasing III, Inc, operates the *Stewart J.Cort* for Mittal Steel USA. Interlake Leasing is a subsidiary of Interlake Steamship Company. (Note — *Stewart J.Cort* arrived Duluth Jan 14.)

#### SUMIYOSHI MARU (Japan)

Yokohama, Mar 16 — A collision occurred at 1530 hrs, Mar 9, between the bow of fishing (general) *Sumiyoshi Maru* (12 gt) and the starboard bow of vehicle carrier *Sumbelt Spirit* (60587 gt, built 2002), Tokyo for Osaka, in lat 33 59.7N, long 135 00.2E. The damage to her bow left *Sumiyoshi Maru*, which was outward on fishing activities, unnavigable and she was taken in tow by another fishing vessel. *Sumbelt Spirit* sustained only scratching damage. There was no reported pollution and no reported injuries to either crew. — Lloyd's Agents. (Note — *Sumbelt Spirit* was subsequently reported arriving at Sakai on Mar 9, and sailing on Mar 10.)

#### SUNBELT SPIRIT (Marshall Islands)

See *Sumiyoshi Maru*.

#### TASSILI II (Algeria)

Genoa, Mar 20 — Passenger ro/ro *Tassili II* is still under repair at Genoa. — Lloyd's Agents.

#### TEKEZE (Ethiopia)

London, Mar 22 — General cargo *Tekeze* arrived Sharjah Mar 11.

#### THEA MARIEKE (Netherlands)

London, Mar 18 — Information received from Kiel, dated today, states: General cargo *Thea Marieke* (2311 gt, built 2001) slid over the lock rails of the old Brunsbuttel locks with both anchor chains and anchors, when entering in the evening of Mar 17. Divers were to investigate the damage. The vessel was detained.

London, Mar 19 — According to Lloyd's MIU AIS at 0949, UTC, today, general cargo *Thea Marieke* was reported in port at Szczecin.

London, Mar 19 — Information received from Kiel, dated today, states: A crane of "Wasser- und Schifffahrtsamt" freed general cargo *Thea Marieke*, in the old lock of Brunsbuttel, from the anchor chain which it had caught with its own anchor on Brunsbuttel roads and pulled into the lock. After this chain,

which belonged to a buoy, had been removed the vessel was allowed to continue its voyage.

London, Mar 21 — General cargo *Thea Marieke* sailed from Szczecin on Mar 19.

**THEARESTON (Panama)**

See *Angela Star*.

**THEODOROS (Panama)**

Genoa, Mar 20 — Wine tanker *Theodoros* is still under arrest at Genoa. — Lloyd's Agents.

**TIPU SULTAN (India)**

Kochi, Mar 22 — Passenger ro/ro *Tipu Sultan* arrived Kochi Mar 11. On arrival, a problem was identified in the bearings of one of the vessel's two main engines. Local workshop Delco Engineering Work commenced repairs on Mar 12. The repairs are still under way, and the vessel is expected to complete repairs and resume its normal schedule by Mar 26. — Lloyd's Agents.

**TONG CHENG (China)**

London, Mar 18 — A Coast Guard Honolulu press release, dated Mar 17, states: General cargo *Tong Cheng* has been repaired and departed Barbers Point-Kalaeloa Harbour this morning en route China. Repairs were made to a crack in the vessel's hull and the repair was certified by the vessel's Classification Society. Coast Guard marine inspectors conducted consistent oversight of the repairs. All cargo and debris was reloaded for the vessel's return to China.

**TWIN STAR (Panama)**

London, Mar 21 — In mid-November SMIT Salvage was contracted to remove the cargo, consisting of 22,000 tonnes of rolled steel coil, from the sunken bulker *Twin Star*. Subsequently the vessel will be removed from the seabed.

London, Mar 21 — Understand that a team from SMIT Salvage refloated the forward section of bulker *Twin Star* out of mud from a depth of 27 metres, in Callao, Mar 20.

**TZINI (Malta)**

London, Mar 16 — Following received from the operators of bulker *Tzini*, dated Mar 15: *Tzini*, in tow of tug *Salvage Giant*, sailed from Suao at 1200, local time, today, bound for Nha Trang, Vietnam, for repairs.

**UNICORN ACE (Panama)**

London, Mar 21 — A press report, dated today, states: General cargo *Unicorn Ace* sank in waters off Currimao, Ilocos Norte, this morning, leaving one crew member dead and five more missing, a Philippine Coast Guard spokesman said. PCG spokesman Lt. Armand Balilo said that the vessel sank around 0900 hrs, off the coast of Currimao province. He said 13 of the 19 crew members have already been rescued. One body was recovered, he added, citing information from Hong Kong Maritime Rescue Co-ordinating Centre. He said members of the Coast Guard Aviation Group and

the Philippine Navy stationed near the area have been deployed to help in the rescue operation. He added that an aircraft sent by the Hong Kong Maritime Co-ordination Centre was searching the area to pinpoint the exact location of the sunken vessel. Balilo said PCG commander Vice Admiral Damian Carlos sent helicopters to the area.

London, Mar 21 — Following received from Hong Kong MRCC, timed 0645, UTC: General cargo *Unicorn Ace* sank in lat 17 47.5N, long 119 08E. Hong Kong MRCC were informed at 2103, local time, that the vessel had sent an automated distress signal. Currently 14 people have been rescued, one crew member is dead and five are missing. An aircraft has spotted three people in a liferaft and they are now awaiting rescue.

Manila, Mar 21 — General cargo *Unicorn Ace* sank about 80 kilometres off Currimao, Ilocos Norte, Philippines. Eleven crew were reported rescued, but eight others remained missing, as of today. The Philippine Coast Guard reported that the vessel sent an automatic distress signal, but it was not clear why it sank. The Coast Guard has deployed helicopters and rescue vessels to the area to conduct search and rescue missions. — Lloyd's Agents.

Manila, Mar 21 — The Philippine Coast Guard reported that two more crew members of general cargo *Unicorn Ace* were rescued today. A sketchy report from the Philippine Coast Guard District Office in San Fernando, La Union province, said that the two crew members were rescued at around 1400 hrs, by a helicopter from the Hong Kong Maritime Rescue Co-ordination Centre. The rescue of the two seafarers brings to 15 the number of rescued crew. Of the 19 crew, three remain missing and one is reported to have died. *Unicorn Ace* was on passage to Malaysia from Shanghai when it sank. — Lloyd's List Correspondent.

London, Mar 22 — Following received from Hong Kong MRCC, timed 0117, UTC: General cargo *Unicorn Ace*: Aircraft still searching for five missing crew members.

Manila, Mar 22 — The Philippine Coast Guard reported that 11 of the 19 crew of sunken general cargo *Unicorn Ace* were rescued by passing cargo vessel *Prabukh Yavica*, while three more were rescued by another cargo vessel, *Sea Angel* on Mar 21. After rescuing the crew members, *Prabukh Yavica* proceeded to Manila Bay to disembark the rescued crew, arriving at the Manila Bay anchorage at around 1530 today. The vessel was met by the Philippine Coast Guard search and rescue vessel *Ilocos Norte*, which brought the crew members to the Philippine Coast Guard Headquarters at Manila's South Harbour terminal, where they underwent a medical examination. The Coast Guard said that *Unicorn Ace*'s crew was made up of 18 Taiwanese and one Chinese. The Coast Guard said that search and rescue operations were continuing for *Unicorn Ace*'s missing crewmen. — Lloyd's List Correspondent.

**VARNEBANK (Netherlands)**

London, Mar 16 — Following received from Den Helder RCC, timed 1205, UTC: General cargo *Varnebank* (6130 gt, built 2000) from Barcelona, had a fire on board in lat 42 44N, long 06 12E at 2030, yesterday. Vessel was towed to Toulon. No injuries to any crew members.

London, Mar 16 — Following received from Wagenborg Shipping B.V., dated today: There was no fire in the engine-room of general cargo *Varnebank*. The vessel had a shaft-generator breakdown. Her crew disconnected the shaft generator and vessel sailed under her own power to Marina di Carrara and arrived there safely. There was no danger to the crew, vessel and/or the environment.

**VASILII BURKHANOV (Russia)**

See "Netherlands" under "Port State Control".

**VEERHAVEN III (Netherlands)**

Portsmouth, UK, Mar 22 — Tug *Veerhaven III* (built 1976) and general cargo *Fast Julia* (1399 gt, built 1985) were in collision in the port of Veerhaven on Sunday (Mar 18). Despite damage to both vessels they were able to continue their voyages. According to the head of technical matters of the shipping company Thyssen-Krupp of Veerhaven port it was it a strong collision. — Correspondent. (Note — *Fast Julia* arrived Rotterdam Mar 17 and according to Lloyd's MIU AIS was 0.7 nautical miles from Schiedam at 1413, UTC, today.)

**VINTON CROSBY (U.S.A.)**

See *Dolphin III*.

**W.D.FAIRWAY (Netherlands)**

London, Mar 19 — A press report, dated today, states: Unconfirmed reports suggest that Container Carrier *MSC Joanna* is being held by the Chinese authorities after reportedly being involved in a collision with hopper dredger *W.D.Fairway*. MSC was unable to confirm that the vessel was being detained. Boskalis chief executive Peter Berdowski said late last week that it was unlikely that *MSC Joanna* would be able to "sail away soon" and is still in the port at Tianjin. The Dutch dredging group had been on to its lawyers concerning the incident. Mr Berdowski said that the dredger had modern satellite tracking systems on board which would give an accurate account of what happened just before the collision took place. He said the *MSC Joanna* had taken measures to avoid another vessel, just before the collision with the dredger. Crew members had seen a wall of containers coming towards them and there was an "enormous bang," he said. *W.D. Fairway* is stuck on a sandbank where it was pushed during the collision. There were also concerns to avoid an environmental incident as the dredger has around 2,000 tonnes of fuel on board, but Mr Berdowski said that the vessel is stable. Mr Berdowski said the dredger is completely water-logged, but believes the vessel can be refloated. In

principle, a Chinese salvor has to be appointed, he added, but as salvage companies in the Netherlands know Boskalis vessels and the firms know each other, Boskalis is likely to deploy Smit or SvitzerWijismuller as an advisor. The group is working on reshuffling its fleet to get another vessel out to Tianjin because the *W.D.Fairway* had been due to work there for most of the year. It is hoped that divers will inspect the vessel this week.

London, Mar 19 — A press report, dated today, states: Salvors today began to recover one of the world's biggest dredgers, aground near Tianjin. Work to refloat hopper dredger *W.D.Fairway* (22689 gt, built 1997) began at 1430 hrs, in an area 17 nautical miles from Tianjin Port, according to the Ministry of Communications. It is aground in 5.5 metres of mud, in waters 11.5 metres deep, said Song Jiahui, head of the Ministry of Communications Salvage Bureau. The vessel is seriously damaged and unable to float, said Song, adding it was a great challenge to salvage as it still had 2,300 tons of oil in its tanks. Song said rescuers would first pump out the oil before dragging the vessel out.

London, Mar 19 — A SvitzerWijismuller Salvage BV report, dated today, states: SvitzerWijismuller Salvage BV, through its Asian office in Singapore and head office in The Netherlands, is assisting Royal Boskalis Westminster N.V. and appointed Chinese State salvors in operations to refloat hopper dredger *W.D.Fairway*. The dredger was involved in a collision 1.5 week ago while operating off Tianjin and remained stuck on Container Carrier *MSC Joanna's* bow for 1.5 days. After having put *W.D.Fairway* aground to prevent sinking, both vessels were separated. Operations are in hand to refloat the dredger and prevent pollution with SvitzerWijismuller Salvage staff involved on site, in China.

#### WALSERTAL (Netherlands)

London, Mar 18 — Information received from Kiel, dated today, states: General cargo *Walsertal* (5624 gt, built 1995) had rudder failure, after a machine black-out in the Kiel Canal at Breiholz and came to rest rectangular to the traffic, earlier today. The vessel freed itself and proceeded at a slow speed to the passing point of Breiholz, where it was berthed at the pilings, with assistance of tug *Bugsier 14*, which at that time was escorting roll on roll off *Timca*. The passing shipping was slowed down until the *Walsertal* was safely berthed. (Note — *Walsertal* sailed Immingham at 0437, UTC, Mar 17, for Kaliningrad.)

#### WESTERN TUGGER (Canada)

See *Labhauler*.

#### WINONA (Antigua & Barbuda)

Zeebrugge, Mar 15 — General cargo *Winona* is still berthed at Berth 158/160, Antwerp. — Lloyd's Sub-agents.

London, Mar 19 — General cargo *Winona* arrived at Flushing on Mar 17.

#### WUNMA (Australia)

London, Mar 17 — A press report, dated Mar 16, states: Mining giant Zinifex is reviewing loading procedures at the Karumba port in north-west Queensland, after a barge (bulker *Wunma*) almost sank last month in the Gulf of Carpentaria. State Transport Minister Paul Lucas has announced a Board of Inquiry into the incident, which saw the crew airlifted to safety, after the barge took on water during Cyclone "Nelson." Zinifex spokesman Mal Mewett says the company is working with Marine Safety Queensland and the Ports Authority to draw up new guidelines. "We have a very complex system in order to load the zinc, but we don't have a means to be able to get it off quickly, so that's one of the things that we're investigating at the moment," he said. "The second thing is that we need to be more cautious in terms of when we load, particularly when there are lows forming and when the weather forecasts are indicating there's a potential cyclone."

#### ZELDENRUST (Belgium)

See *Andrina F.*

#### ZHONG SHENG (Cambodia)

London, Mar 16 — A press report, dated today, states: A fire broke out in the cargo hold of general cargo *Zhong Sheng* (1293 gt, built 1979) this morning, whilst the vessel was docked in the port of Kisarazu. The vessel was attended by local fire services and units of the Coast Guard, who successfully extinguished the fire in the vessel's cargo of scrap iron. There were no reported injuries to the vessel's 11 man crew. (Note — *Zhong Sheng* arrived at Kisarazu on Mar 14, from Chiba.)

London, Mar 16 — A press report, dated today, states: Scrap material was found burning on Cambodian-registered general cargo *Zhong Sheng* in Kisarazu this morning, Japan Coast Guard (JCG) officials said. The 11 crewmembers, all of them Chinese nationals, escaped unhurt from the vessel. JCG investigators are questioning them over the cause of the blaze. A crewmember *Zhong Sheng*, then at anchor in Kisarazu, found its cargo of scrap material, including iron scrap, burning in the cargo hold, and alerted an agent that handles its vessel entry, who in turn notified the JCG. The JCG's 3rd Regional Coast Guard Headquarters launched a patrol vessel to the port and sprayed water over the vessel. A local fire station also deployed 10 fire engines in an effort to extinguish the fire.

### Port State Control



#### CYPRUS

Limassol, Mar 16 — There are no prospects of general cargo *Liberty A*.

sailing, as she is destined for scrap. — Lloyd's Agents.

#### ITALY

London, Mar 20 — General cargo *Sea Star* sailed from Porto Nogaro on Mar 15.

#### NETHERLANDS

London, Mar 17 — Roll On Roll Off *Vasily Burkhanov* sailed from Antwerp at 1722 hrs, Mar 15 and according to Lloyd's MIU AIS was in lat 57 35 09N, long 08 56 21E, at 1136, UTC, today, speed 12.7 knots, course 70.4 degrees.

#### UNITED STATES

London, Mar 20 — A press report, dated Mar 19, states: Inter-island barge traffic came to a near halt last week as only one vessel was available to transport cars between St. John and St. Thomas for two days. The trouble started on Mar 12, when personnel from the U.S. Coast Guard's marine safety detachment on St. Thomas ordered passenger *Roanoke* "grounded", according to USCG spokesperson Ricardo Castrodad. *Roanoke* was ordered taken out of service after a spot check revealed bow damage on the vessel, U.S. Guard Chief Warrant Officer Darel McCormick explained. "It was an in-service inspection," said McCormick. "I was there to follow up to make sure the car ferries were chocking, blocking the wheels of the first row of vehicles, to prevent vehicles from inadvertently exiting the vessel. I was on the *Roanoke*, and they were chocking the cars, when I noticed that I needed to inspect the vessel further," McCormick added. "There was damage to the bow and I ordered the vessel grounded. The damage wasn't serious in its size or quantity, but it was something that needed immediate attention," McCormick said. *Roanoke* remained out of service awaiting repairs, according to the USCG warrant officer. Coast Guard-inspected passenger vessels are subject to searches at any time, the USCG's Castrodad explained. "Passenger vessels that have a USCG certificate of inspection have to be ready to be inspected at any particular time," said the USCG spokesperson.

London, Mar 20 — Bulker *Anna L.* arrived at Veracruz on Mar 11 and sailed on Mar 13.

### Seizures & Arrests



#### AL BIRUNI (Egypt)

Alexandria, Mar 19 — General cargo *Al Biruni* is still under arrest at Alexandria. — Lloyd's Agents.

#### ASIAN EXPRESS (Maldives)

Kochi, Mar 17 — General cargo *Asian Express* is still at Tuticorin anchorage. — Lloyd's Agents.

Receive immediate notice as soon as a Casualty occurs. For further information please contact enquiries@lloydsniu.com or call + 44 (0) 20 7017 4482

**ATHANASIOS T. (Greece)**

Piraeus, Mar 21 — The scheduled auction of product tanker *Athanasios T.* on Mar 7, was cancelled, as there were no interested buyers. — Lloyd's Agents.

**CAPE ENDURANCE (Panama)**

Cape Town, Mar 19 — Standby safety vessel *Cape Endurance* is no longer under arrest and has undergone repairs. According to the port authorities, the vessel sailed from Cape Town on Mar 2, for Nigeria. — Lloyd's Agents.

**CHERYL ANNE (Philippines)**

Manila, Mar 19 — The Department of the Environment and Natural Resources said that it would release tug *Jacob I* as its owners had paid a Pesos 200,000 (US\$4,124) fine for bringing hazardous waste into the country without authorisation. *Jacob I*, towing barge *Cheryl Anne*, was seized by Customs officials on Sep 1, at Surigao Port for attempting to smuggle 440,000 gallons of used oil into the country. *Jacob I*, however, has still not been released and is still at Surigao, along with *Cheryl Anne*. The 440,000 gallons of used oil carried by *Cheryl Anne* arrived at Manila on Mar 18 on board tanker *Dona Asuncion*. The vessel is now at Pier 14 where the used oil is being unloaded. The oil will be stored at the Nagtahan Oil Terminal in Manila, until its disposition is determined by environmental authorities. — Lloyd's List Correspondent.

**DAINA (Lithuania)**

London, Mar 19 — Information received from Kiel, dated today, states: General cargo *Daina* (3893 gt, built 1998), with no cargo onboard, was allowed to continue its voyage from Belgium to Estonia on Mar 18. Police found the master and his crew were drunk when the vessel berthed at Brunsbuttel the day before, and detained the vessel for 24 hours.

**FLORA S. (Cyprus)**

Zeebrugge, Mar 20 — General cargo *Flora S.* is presently under arrest at Antwerp. — Lloyd's Sub-agents. (Note — *Flora S.* arrived at Antwerp on Mar 9.)

**GOLDEN TRADER I (Panama)**

London, Mar 20 — Roll on roll off container carrier *Golden Trader I* sailed from Singapore on Mar 16.

**KORAS NO.1 (South Korea)**

London, Mar 21 — Fishing (general) *Koras No.1* arrived at Stanley on Feb 22 and sailed the same day. (Note — *Koras No.1* was detained due to illegal fishing off Solano Bay on May 12, 2005, and was escorted to San Julian.)

**MIGHTY DELIVERER (Panama)**

See *Ruby Deliverer*.

**NYZDAN (North Korea)**

Karachi, Mar 19 — Understand from Karachi based shipping agent M International Services (Pvt) Ltd., that general cargo *Nyzdan* has been

released by the local court and is heading for Gwadar tomorrow. — Lloyd's List Correspondent.

**RODONIT (Russia)**

Portsmouth, UK, Mar 21 — General cargo *Rodonit* (3994 gt, built 1970) has been detained by Georgian frontier guards in the Batumi region. According to information from the Georgian Coast Guard, the vessel infringed the rules of navigation and entered into a closed zone. The vessel's owners must pay a Lari 50,000 (\$29,600) penalty, otherwise the vessel will be confiscated. The vessel arrived at Batumi anchorage at 1200, UTC, Mar 20. — Correspondent. (Note — According to Lloyd's MIU AIS, *Rodonit* was still in port at Batumi at 0925, UTC, Mar 21.)

**RUBY DELIVERER (Panama)**

London, Mar 20 — Anchor handling tug/supply *Ruby Deliverer* (1356 gt, built 1974) and tug *Mighty Deliverer* (282 gt, built 1981) are currently moored in the port of Cape Town, where both are under arrest. (Note — *Ruby Deliverer* arrived Cape Town Jan 20 and *Mighty Deliverer* arrived Cape Town Dec 28, 2006.)

**SALEM TWO (Egypt)**

Alexandria, Mar 19 — General cargo *C.H.M.T.*, ex *Salem Two*, is still under arrest at Alexandria. — Lloyd's Agents.

**SENTINEL (Comoros)**

Genoa, Mar 20 — General cargo *Sentinel* is still under arrest at Genoa. — Lloyd's Agents.

**TRINITY SIERRA (Cyprus)**

Savannah, Mar 15 — Bulker *Trinity Sierra* is still in Savannah. — Lloyd's Agents.

**VTC STAR (Vietnam)**

London, Mar 19 — Bulker *VTC Star* sailed from Antwerp on Mar 16.

**Pipeline Accidents**



**ASSAM AREA, INDIA**

See "India" under "Political & Civil Unrest".

**Pollution**



**BANGKOK, THAILAND**

London, Mar 15 — A press report, dated today, states: Yesterday a wave of pollution carried by the Chao Phraya River arrived in Bangkok. On the night of Mar 11, tens of thousands of fish died in the Ang Thong River, due to causes as yet unknown, although suspicions surround the factories of Pa Moke. The polluted waters have since

reached the River Ayutthaya, on the threshold of Bangkok. The government has attempted to dilute the water by opening the dams at Pasak Cholasit and Rama VI, but authorities have requested citizens of Bangkok, Pathum Thani and Nonthaburi not to use tap or river water. The people show little concern for the polluted water. Some people have even eaten fish and shrimp from the rivers in question. Health Ministry analysis of the dead fish has revealed that there are no substances dangerous to humans. The water in the Ang Thong and Ayutthaya rivers is now normal.

London, Mar 18 — A press report, dated today, states: Residual dissolved sugar from a sunken molasses-laden barge was identified as the probable cause of pollution which contaminated the Chao Phraya River and killed about one million fish on farms along the river. The Industry Ministry said its findings were tentative. It said a monosodium glutamate (MSG) factory in Ang Thong's Pa Mok district could also be implicated in the disaster. Parts of the central provinces of Ang Thong and Ayutthaya along the Chao Phraya riverbanks were earlier declared disaster zones after over 10 tonnes of fish raised in floating cages were found dead last night. Deputy Industry Minister Piyabutr Cholvijarn said the ministry received a report from the Pollution Control Department which concluded that a sugar barge which capsized earlier this month, may have contaminated the river to the fish farming area, five kms away. Sugar pollution in the river could lead to the fish deaths at the farms, he said. However, the Deputy Minister said, the ministry did not rule out that a monosodium glutamate factory in Ang Thong could have polluted the river as sewage pipe from the factory was found. The factory management claimed that the pipe was no longer in use, but sewage was still running from the pipe, Mr. Piyabutr said, adding that the Department of Industrial Works and Pollution Control Department would jointly investigate the matter. The Ang Thong governor would supervise the activities of the two agencies, the deputy minister said. The investigation was expected to finish early next week. Mr. Piyabutr said that he personally believed that the owner of the sugar in the barge should be responsible for compensating the fish farmers for their losses totalling about Bt50 million.

**NEMBE CREEK, BONNY AREA, NIGERIA**

Lagos, Mar 16 — Royal Dutch Shell has begun repairs to a ruptured trunk pipeline in Nigeria, that forced it to cut 187,000 barrels of oil per day (bpd) output on March 4, a spokesman said today. Work on the pipeline that feeds the Bonny export terminal was delayed by youths from a local community who seized Shell's equipment and denied workers access to the spill in the Nembe Creek area. — Reuters.

A complete online archive covering the last 10 years of Lloyd's Casualty Week. For further information please call +44 (0) 20 7017 4482.

**UNITED STATES**

London, Mar 22 — A press report, dated Mar 21, states: Overseas Shipholding Group Inc. (OSG) pleaded guilty and was sentenced today in federal court to pay \$27 million for violations in Boston, Portland, Maine, Los Angeles, San Francisco and Wilmington, NC, announced Acting Assistant Attorney General Matthew J. McKeown, U.S. Attorney Michael J. Sullivan for the District of Massachusetts, and U.S. Coast Guard Rear Admiral Timothy Sullivan. In addition to the fine, OSG was sentenced to serve a three-year term of probation during which it must implement and follow a stringent environmental compliance program that includes a court-appointed monitor and outside independent auditing of OSG ships trading world-wide. In January, OSG pleaded guilty to additional charges in Beaumont, Texas, and is awaiting sentencing in that case for which it has agreed to pay another \$10 million. The total \$37 million plea agreement is the largest-ever involving deliberate vessel pollution. The charges involving 12 OSG oil tankers range from June 2001 to March 2006 and include violations of the Clean Water Act as amended by the Oil Pollution Act of 1990, the Act to Prevent Pollution from Ships, conspiracy, false statements, and obstruction of justice. The proposed \$37 million penalty includes a \$27.8 million criminal fine which will be divided among the districts and a \$9.2 million organisational community service payment that will fund various marine environmental projects coast to coast. At the sentencing hearing held today in Boston, U.S. District Judge Reginald C. Lindsay said: "There should be no tolerance for those who deliberately despoil the environment." In imposing the sentence on OSG, Judge Lindsay granted a motion to award 12 current and former OSG crew members with \$437,500 each for their role in blowing the whistle on illegal conduct. The provision for a whistleblower award is set forth in the Act to Prevent Pollution from Ships and provides that individuals providing information leading to conviction may be awarded up to half of a criminal fine. The \$437,500 award is based on the fine imposed according to the Act to Prevent Pollution from Ships. According to papers filed in court, illegal discharges of sludge and oily waste were deliberately concealed through the use of false oil record books, a required log regularly inspected by the U.S. Coast Guard when the ships were in U.S. ports. Discharges were also concealed by other means such as by making discharges at night, painting flanges on overboard piping to hide marks caused by the use of bypass pipes, and hiding bypass equipment during port calls. In other instances, pollution prevention equipment known as an oily water separator was "tricked" by flushing a sensor designed to detect oil with fresh water during overboard discharges. Prosecutors filed a sentencing

memorandum with the court that on the one hand, highlighted the seriousness of OSG's offences and also recognised the company for certain cooperative acts and remedial measures. In its filing, prosecutors told the court that, "the defendant's criminal conduct did not involve a solitary violation that might be explained as a single instance of bad judgment or the acts of a rogue employee. The violations at issue in this case were so systemic, repetitive and longstanding that the criminal conduct amounted to a serious failure of corporate and shore-side management. Criminal violations continued on some ships during the three years in which OSG was under investigation, including six vessels on which OSG self-reported violations. Prosecutors credited OSG's self-disclosures, cooperation and compliance measures taken by proposing fewer charges and reduced criminal fines. Papers filed in court, including a joint factual statement signed by OSG admits to specific violations on each of the vessels. Today's prosecution was made possible through the combined efforts of the U.S. Coast Guard units in each port, the Coast Guard Investigative Service, Coast Guard Office of Maritime and International Law, Coast Guard Office of Investigations and Analysis, and Environmental Protection Agency's Criminal Investigations Division. The case was prosecuted by the Environmental Crimes Section of the U.S. Department of Justice and the U.S. Attorney's Offices in the Central District of California, the Northern District of California, the District of Maine, the District of Massachusetts, the Eastern District of North Carolina, and the Eastern District of Texas.

**VIETNAM**

London, Mar 20 — A press report, dated today, states: An oil slick that first soiled Vietnam's central coast two months ago has spread to the country's far south, hitting fisheries and aquaculture, officials and state media said today. Government officials from the environment, defence and foreign ministries and the state-run oil company held a meeting yesterday, to investigate the cause of the pollution and how to deal with it, the Vietnam News Agency said. Authorities have not determined whether the oil was discharged by a passing tanker or leaked from an offshore oil rig in the South China Sea. The blobs of oil that first appeared on Vietnam's central coast in late January, driving tourists off the famed China Beach, have now blackened beaches as far south as the resort of Vung Tau and the far-southern Ca Mau peninsula. Thousands of volunteers have scraped hundreds of tons of oil mixed with sand off beaches and rocky seashores in recent weeks, while the slick has killed marine life and damaged coastal shrimp and clam farms. "The source of the oil is still unknown, but local fishermen have reported catching marine products dirtied with oil," said

a Tien Giang province environment department official. "We have sent teams of youth volunteers to the coastal Go Cong district to collect the oil." The Vietnam News Agency said the National Search and Rescue Committee oversaw yesterday's meeting, which agreed to send an expert team to Vung Tau to take samples and compare them with those taken elsewhere along the coast.

**Weather & Navigation****CANADA**

London, Mar 16 — Vancouver has seen worsening weather conditions aggravate railcar delays, with terminal backlogs approaching 9,000 boxes of imported Asian goods. Container dwell times at Vancouver docks are averaging 10 days. This comes after heavy congestion, which had resulted from a recent two-week strike by 2,800 Canadian National Railway conductors and yard service employees. At the latest count, there were 5,500 containers on dock at Deltaport, the biggest container facility in the Port of Vancouver, and 3,000 grounded containers at Vanterm in the inner harbour, according to Scott Galloway, director of trade development of the Vancouver Port Authority. Clearing the backlog is now not expected to be achieved before early to mid-April. "We have in fact experienced an unprecedented series of weather-related and other events since late December," Mr Galloway said. "We appreciate it has been very difficult for shippers, shipping lines and everyone involved, and both CN and CP Rail are working really hard at improving deliveries of railcars to terminals under difficult conditions." CP Rail has announced plans to add another 20,000 feet of double-stack cars to its fleet over the next three weeks, while CN has increased the lengths of its freight trains into Vancouver by 20%. The CN inland terminal in Vancouver is open 24 hours a day to handle containers trucked in from the Port of Vancouver and Fraser River. Earlier this week, CP Rail indicated that warm temperatures and heavy rains triggered high water conditions, resulting in earth slides, snow slides and wash-outs in the mountainous region between Field and Vancouver, British Columbia. The line between Golden and Revelstoke has also been disrupted by an avalanche, while highways in the region have been impacted. Similar problems have been encountered by Canadian National Railway, delaying its efforts to clear the backlog of containers at Deltaport in particular. "With the whole transport corridor affected by severe weather conditions, detours cannot be used as an alternative," noted the Canadian International Freight Forwarders Association.



**CANADA**

London, Mar 19 — A press report, dated yesterday, states: A winter storm hit eastern Canada today and continues to dump snow, ice rain and ice pellets, causing traffic accidents and flight delays. Much of Ontario, Quebec and the Atlantic provinces were covered by the late winter storm, with some areas expecting as much as 25 centimetres of snow. The storm created slippery roadways on some of the nation's busiest highways. In Ontario, 20 cars slid off roads after hitting black ice, police said. Some flights connecting eastern Canada and northeastern U.S. were cancelled or delayed at airports in Toronto, Montreal and Halifax.

**NORTHERN EUROPE**

London, Mar 20 — A press report, dated Mar 19, states: Passenger ro/ro *Christian IV* (21699 gt, built 1982), with 1,700 passengers onboard, arrived in its home port of Kristiansand on today, 17 hours late. Color Line's *Christian IV* should have sailed from Hirtshals at 1345 hrs, yesterday, but bad weather seriously delayed its departure. The vessel initially had been delayed out of Kristiansand, so was late in arriving in Hirtshals for the return voyage. Then it was unable to dock there, because winds were too strong. The vessel then was sent to another port a bit further south, to Fredrikshavn, because officials thought it might be easier to dock there. It wasn't and the vessel spent hours offshore, facing into the wind, waiting for the wind to die down. That didn't happen until nearly midnight. Passengers who had been waiting for the vessel in Denmark since early yesterday afternoon could finally board, while many of those onboard had travelled for what was supposed to be a quick shopping trip to Denmark. They had to just stay onboard and sail back. The journey usually takes less than five hours. It ended up taking more than double that. Passengers were finally able to disembark back in Kristiansand at noon, today. Many told the Norwegian Broadcasting (NRK) that the voyage was far from pleasant. "There was poor information and poor follow-up," said passenger Tore Johansen. "It looked like a pigpen on the ship. There wasn't enough toilet paper and it wasn't even possible to get any water." Color Line officials apologised for the inconvenience, but stated that the weather delays were beyond their control.

**ROMANIA**

Bucharest, Mar 20 — The Sulina Channel was closed at 0530, local time, today, due to weather conditions, wind south east force 7 (near gale), sea 5. — Lloyd's Agents.

Bucharest, Mar 21 — The Sulina Channel remains closed today. Midia port was closed at 0930 hrs, today, also due to bad weather, wind south-south-easterly, force 7-8 (near gale), sea 5-6. — Lloyd's Agents.

Bucharest, Mar 22 — Midia port was reopened at 1930, Mar 21. Sulina Channel is still closed. — Lloyd's Agents.

Bucharest, Mar 22 — Sulina Channel was reopened at 1030, local time, today. — Lloyd's Agents.

**RUSSIA**

London, Mar 15 — Arrivals of all aircraft from the Russian mainland to the Kamchatka Peninsula are delayed today, due to a powerful cyclone affecting the region with heavy snowstorms, the air traffic control service of Petropavlovsk-Kamchatsky airport in Yelizovo said. Airliners that were to take off from the peninsula are not leaving Kamchatka airport. An aircraft that was bound for Kamchatka from Moscow's Domodedovo airport has landed on an alternate aerodrome in Yuzhno-Sakhalinsk. Flights on all Kamchatka local routes, including to the Koryak Autonomous Area, have been cancelled due to heavy snowfalls and snowstorms, the air traffic control service said. The main airport of Kamchatka is open and ready to land aircraft.

London, Mar 16 — The effects of a powerful snow cyclone are being eliminated in Kamchatka. Emergency headquarters have been set up at the chief department of the Russian Ministry for Emergency Situations in the Kamchatka region, sources from the ministry's Far Eastern regional centre said today. All regional highways have been reopened for traffic, according to latest reports. The Petropavlovsk-Kamchatsky airport, closed yesterday, but has re-opened. Air communication between the peninsula with the mainland has been fully restored. Specialists are working to restore the electricity supply to the settlements of Avacha and Chapayevka outside Petropavlovsk-Kamchatsky. According to the Kamchatka meteorological service, weather conditions in the region are improving, but heavy snowfalls and gale-force winds are still not ruled out during the day. Classes have been cancelled at local schools. An avalanche danger persists in mountainous areas of the region and in Petropavlovsk-Kamchatsky.

**SOUTH AFRICA**

London, Mar 20 — A press report, dated Mar 19, states: Durban port has been closed due to a violent storm that has caused huge swells along the Indian Ocean coastline, a port official in the city said today. "It was closed yesterday due to the bad weather," said Adrian Naidoo, who added that operations would not resume until the weather improved. He said the port had been closed to incoming vessels since early yesterday and that all traffic into and out of the harbour had been stopped early today. The port closure came after heavy seas battered a large stretch of South Africa's southern KwaZulu-Natal province, which is home to some of the country's most prized beaches as well as shipping terminals and other port facilities in Durban. The swell from the storm was estimated to be at least five-metres high at some points, which led to

flooding along a large stretch of the province's coast. No deaths were reported.

**SOUTH AFRICA**

London, Mar 20 — A press report, dated today, states: The Eastern Cape coastline was expecting for a continued hammering today by more of the massive waves that yesterday shut down East London's port operations for the first time in five years. Yesterday and Sunday (Mar 18), gigantic swells as high as 11.4 metres pounded East London's harbour. A tanker carrying petroleum products that was barred entry to the port yesterday morning spent the day patrolling up and down the coast. "It would put lives at risk to bring a vessel in," said NPA spokesperson Terry Taylor. "Closing the port is not a decision we take lightly, but these very unusual conditions have made it extremely unsafe for shipping." The heavy weather was expected to continue today, moderating slightly towards the afternoon. The unusual combination of spring tides, huge swells and strong onshore gales have created dangerous conditions between St Francis Bay and St Lucia since Sunday. Durban has been one of the places hardest hit, with its port closed to both incoming and outgoing vessels since Sunday morning. Windspeeds reached up to 40 knots and locals feared tidal waves today. Last night, a man watching the waves from Durban's pier disappeared without a trace after a massive wave swept him out to sea. On the Lower Marine Parade, staff were injured when waves crashed into a restaurant. Seven people also had to be evacuated from the Isipingo Island Hotel, at the mouth of the Isipingo river near Durban Airport. Station commanders at St. Francis Bay and Port Elizabeth reported increasingly heavy seas yesterday. Contrary to earlier predictions that the inclement weather would move up the coastline, the South African Weather Service late yesterday said the wind and waves were expected to move southwards. Conditions would remain "very rough" today, particularly along the coast north of East London, said forecaster Pete Lumb. However by mid-afternoon, he predicted, swells would drop to around five metres. East London's harbour-master and duty pilot were expected to assess the situation this morning, before deciding whether to re-open the port. The huge waves were of benefit to one group of people — the salvors hauling stricken container carrier *Safmarine Agulhas* from East London's breakwater. Waves broke right over the vessel, rocking it back and forth. The movement made it easier for salvors to pull the vessel to dry ground, 60 metres further than they had hoped. "That was the hardest part of the pull because it was no longer floating as much — the rocking helped us," said Peter van der Kraan, spokesperson for the Dutch salvage team.

London, Mar 21 — A press report, dated Mar 20, states: Richards Bay port was still closed this morning,

although the weather was “much better,” port spokesperson Maria Rankin said today. She said that port officials would be conducting another assessment of the conditions at the port at midday. Rankin stated that Richards Bay was still experiencing five-metre swells, but said that she hoped that the port would open sometime today. The port was closed, along with Durban’s port on Sunday (Mar 18) at 0600 hrs, after the coastline was battered by massive swells, making it dangerous for ships to enter or exit the harbours.

#### TROPICAL CYCLONE “INDLALA”

London, Mar 19 — A press report, dated Mar 17, states: Two people were killed and thousands left homeless when a cyclone smashed the northern coast of Madagascar, authorities said today. Cyclone “Indlala” left a trail of devastation in its wake on Thursday (Mar 15), damaging buildings and infrastructure on the Indian Ocean island. The deaths occurred in the village of Antalaha, 570 kilometres north of the capital Antananarivo, said Jacky Randriaharison, national emergencies chief. “The provisional toll from “Indlala” is 2,850 homeless, but this number will rise,” Randriaharison said, adding that there had been considerable material damage. A national electricity power station 160 kilometres east of Antananarivo was damaged, seriously limiting its output. Repairs are scheduled for next week. “Indlala” is the sixth cyclone to hit the island since the beginning of December.

#### TURKEY

London, Mar 21 — Traffic in the Canakkale Strait was suspended due to bad weather from the early hours of this morning.

London, Mar 22 — A press report, dated Mar 21, states: Turkish maritime officials said today that the Dardanelles Strait was closed to all vessel and tanker traffic in both directions due to a storm, adding that traffic had been suspended since 0500, UTC. Tanker traffic in the Bosphorus Strait was running as normal, but Turkish meteorological authorities said that high winds might turn into a storm and tanker traffic may also be delayed in the Bosphorus, officials said. Nine vessels were waiting to pass through the Dardanelles Strait in both directions. Turkey has banned the overnight passage of tankers longer than 200 metres through the Dardanelles and Bosphorus Straits due to safety and environmental concerns.

#### UNITED KINGDOM

London, Mar 19 — A press report, dated Mar 18, states: Ferry sailings across the Irish Sea, both for today and tomorrow, have been badly disrupted by the weather. Stena services between Dun Laoghaire and Holyhead, at 1800 and 2310 hrs and 1800 hrs, tomorrow, have all been cancelled. Passengers have been accommodated on the company’s Dublin Port to Holyhead route instead, although the vessel, which was due to leave at 2115 hrs, today is now scheduled to go at 2230 hrs.

#### UNITED KINGDOM & IRELAND

London, Mar 20 — A press report, dated today, states: Bad weather has disrupted a number of ferry sailings between Ireland and the UK this morning. P&O Ferries’ 0715 hrs, sailing from Larne to Troon has been hit by the adverse conditions, with the 1015 hrs, return service also cancelled. Elsewhere, Irish Ferries’ Dublin to Holyhead service at 0845 hrs, has also been cancelled along with the 1200 hrs, return sailing.

#### UNITED STATES

London, Mar 16 — A press report, dated today, states: JetBlue cancelled 215 flights today, because of a winter storm on the U.S. East Coast, aiming to avoid the days of cancellations and criticism that followed a storm last month, an airline spokesman said. The cancellations affected about one-third of all JetBlue flights. More than 200 of them involved flights to or from New York’s John F. Kennedy International Airport, said airline spokesman Sebastian White. Other airlines also reported cancellations. American Airlines had cancelled about 120 flights to or from New York and other Northeastern airports as of this morning, said spokeswoman Sonja Whitemon. Northwest Airlines cancelled about 35 flights to or from the East Coast, all but a handful of them at Kennedy, LaGuardia and Newark Liberty International, spokeswoman Tracy Carlson said. A few JetBlue flights also were affected at LaGuardia, Newark and Boston’s Logan International Airport, White said. In addition, the airline had cancelled 15 flights yesterday night, he said. Delta Air Lines cancelled about 250 flights in the Northeast, from Washington to Boston, spokeswoman Gina Laughlin said. The heaviest concentration was at Kennedy, LaGuardia and Newark, she said. The cancellations came as the National Weather Service forecast three to six inches of snow and sleet in New York City, with more or less in its suburbs, depending on their location, according to meteorologist Peter Wichrowski. The storm was moved up the East Coast early today as moist air from the southeast moved toward a cold front over New York City and the Northeast, he said.

London, Mar 17 — A press report, dated today, states: Airlines were forced to cancel more than 1,000 flights in the north-eastern United States yesterday as a winter storm closed in, bringing a mixture of snow, sleet and freezing rain. Up to 45 cms of snow were forecast to fall yesterday in upstate New York, while New York City was due 20 cms, according to Kevin Lipton, a meteorologist with the National Weather Service. Airlines cancelled flights as a precaution, with Delta and budget carrier JetBlue between them grounding almost 500 flights. “The reason we do this is that proactively cancelling flights allows Delta to begin re-accommodating customers in advance of a storm,” said Delta spokesman Kent Landers. JetBlue spokesman Bryan Baldwin

said the airline had cancelled more than 200 flights as a precaution, mostly domestic services into and out of New York’s Kennedy airport, but expected traffic to return to normal over the weekend. A spokesman for the Port Authority of New York and New Jersey said more than 1,000 flights had been grounded at Kennedy, Newark and La Guardia airports. It has been an unusual year for weather in the north-east, with unseasonably mild temperatures in January, when the mercury hit 21 degrees Celsius, followed by record snow in parts of New York in February.

London, Mar 18 — A press report, dated Mar 17, states: Hundreds of passengers were stranded for hours overnight due to bad weather in the New York area. Pilots and officials blamed some of the problems on a shortage of de-icing fluid and a new federal regulation giving pilots a narrow window to get their aircraft in the air once the chemicals are applied. The change has meant some jets need to get doused repeatedly if their take-offs are delayed. One Cathay Pacific Flight bound for Vancouver, British Columbia, was apparently waiting to leave from midnight through to 0930 hrs, today, leaving its passengers trapped. When the airline finally did cancel, it took at least another hour to get a gate. Other airlines that reported problems included South Korean carrier Asiana Airlines, the charter company Miami Air and Royal Air Maroc, the national airline of Morocco. Royal Air Maroc kept one aircraft full of passengers on the tarmac for nearly 14 hours and two Virgin Atlantic flights, one diverted from Boston, also were kept at a standstill for hours. Jetblue cancelled all of its New York flights yesterday, 215 flights Friday (Mar 16) morning and 15 Thursday (Mar 15) evening. All but 20 scheduled to depart or arrive from the three New York airports.

London, Mar 20 — A press report, dated Mar 19, states: A storm that forced US Airways to cancel 1,500 flights hit when 90% of its travellers were headed on spring break. A spokesman for the airline said it had to absorb a backlog of 100,000 passengers because spring-break travellers had booked 90% of its flights, the “Philadelphia Daily News” reported. “The North-east storm impacted Philadelphia the most, since it’s a hub for most of our flights,” US Airways spokesman Phil Gee told the “Daily News”. Travellers could expect more delays tomorrow, he said.

#### Political & Civil Unrest



#### COLOMBIA

London, Mar 16 — A bomb exploded in the pacific port of Buenaventura this morning, killing four people and injuring nine, the national police said.

The explosion occurred as two policemen passed by on patrol in the centre of the city, damaging buildings and stores, said Alberto Cantillo, a spokesman for the police. The blast killed two civilians. Among the nine injured, is a 12-year old boy. The police are offering 50 million pesos (US\$22,700) for information on those responsible for the attack.

## INDIA

London, Mar 16 — A press report, dated yesterday, states: Insurgents triggered a string of explosions today in Assam killing one person and wounding 11 people, besides blowing up a gas pipeline and a power transformer, officials said. A police spokesman said there were four blasts in eastern Assam's Sivasagar district, including one that blew up a natural gas pipeline. "There is a big fire at the gas pipeline and fire fighters were trying to douse the flames. The supply of gas has been stopped from the main source and we expect the fire to be controlled soon," police chief of Sivasagar district Shyamal Saikia said. The pipeline is owned by the state-run Assam Gas Company Ltd., for transporting gas for domestic and industrial use in eastern Assam.

## NIGERIA

Port Harcourt, Mar 16 — Nigerian troops today rescued a French oil worker taken hostage by suspected ransom seekers, after five weeks in captivity, authorities said. The release of the contractor to the French oil company Total means there are now no foreign hostages in the country for the first time this year. A military spokesman in Rivers State, Sagir Musa, said the security agencies received a tip-off about the hostage's whereabouts. "When we cordoned the area to rescue the French national, the gang and the joint task force engaged in a gunfight. We overpowered them, they escaped, but we were able to rescue the French national," he said. A French embassy official confirmed the release. — Reuters.

## PAKISTAN

London, Mar 19 — Suspected tribal insurgents blew up a main gas pipeline, feeding a filtration plant in the Pirkoh district, with explosives on Mar 18. Separately, part of a main railway track was blown-up with explosives in the Spazend area, about 22 kilometres south of Quetta, but there was no disruption to the train service, railway official Mohammad Javed said. Further, a rocket fired by suspected insurgents at troops in the Quetta garrison missed its target and hit a civilian residential building, late on Mar 17, a local police official said. The blast damaged the roof, he said. On the same day, insurgents fired five rockets at a paramilitary troop camp in the Kohlu district, a security official said. One of the rockets hit an electricity transformer in Tratarni village, which disrupted power supply to some villages, he added.

## SOMALIA

London, Mar 16 — An Il-76 aircraft, EW-78826, operated by Transaviaexport Airlines, was chartered to fly Ugandan peace keeping forces and equipment to Somalia. On the final approach to Mogadishu International Airport, 2.5 - three kms from the runway at a height of about 120 metres, the aircraft was struck by a projectile, most likely an RPG at 0835 hrs, Mar 9. The Il-76 was hit on the left hand side of the fuselage near the main landing gear. A fire erupted, causing smoke inside the aircraft, but it landed safely. After coming to a halt, the nine crew members evacuated through the emergency hatch in the flight deck and the UPDF personnel evacuated through the starboard door. It took about one hour for the only fire-fighting truck available at the airport to reach the aircraft as it had no fuel.

London, Mar 19 — A press report, dated Mar 18, states: Unidentified gunmen launched 11 mortars into Mogadishu's main seaport today, hitting parts of the port as well as nearby neighbourhoods, officials and residents said. Two of the mortars hit a crowded market place in the Hamar-Jajab area, wounding at least seven people, according to witness accounts. Two nearby homes were also struck by mortars. Four mortars hit parts of the port but the extent of the damage could not be verified as government forces immediately secured the area. Abdi Ali, a port employee, said that a speedboat, with five men onboard, was used to launch rocket-propelled grenades that hit and damaged a ship docked at the port, moments before mortar attack. Confidential sources said an unconfirmed number of Ethiopian soldiers at the port, also targeted with RPGs from the speedboat, were wounded in the attack. Hundreds of Somali and Ethiopian troops closed off roads leading to the international sea port following the attack.

London, Mar 20 — A press report, dated Mar 19, states: Ugandan and Somali troops had, by yesterday evening, secured Mogadishu port as the first ship carrying equipment for the UPDF contingent anchored safely. "We have taken over the seaport. There was no resistance at all," said spokesman Paddy Ankunda last night. "Our vessel has arrived and no incidents were reported. It is carrying tanks, a field hospital, ambulances, troop carriers, generators and support weapons." Two helicopters circled the port in a bid to boost security around one of the most targeted facilities in the lawless capital. Police searched all vehicles heading towards the port. The UPDF has secured the port only a day after more than a dozen mortar shells missed their target at the port and crashed onto civilian positions nearby, according to AFP, killing one and injuring 11. Ankunda said small boats, sailing up and down the sea, are being fired at, in order to limit the risks of attacks. Hundreds of Somali troops and dozens of Ugandans had deployed around the port for the delivery of the Ugandan goods, arriving by sea from the Kenyan port of Mombasa.

London, Mar 21 — A press report, dated Mar 20, states: Ugandan troops yesterday took control of the Mogadishu seaport to secure military equipment that had arrived on a cargo ship. The troops temporarily halted civilian activities at the port, to move the weaponry. African Union UPDF spokesman in Somalia Paddy Ankunda said the troops were sent to secure a cargo ship carrying military equipment at the port. "We have temporarily taken over control of the port to take away our equipment. The operation will not last long," Captain Ankunda said. He said the AU force was also planning to secure the port for a longer period.

## SRI LANKA

London, Mar 19 — A press report, dated Mar 18, states: Sri Lankan naval ships destroyed and sank two suspected arms-carrying vessels of the Liberation Tigers of Tamil Eelam during the morning and noon hours, of today, off Sri Lanka's Eastern coast. The 70-metre-long arms and ammunition carrying vessels, entering Sri Lanka's Exclusive Economic zone, were destroyed after they fired shots at the Sri Lankan naval vessels. The first one was destroyed about 0900 hrs, after it did not obey when it was ordered to stop for inspection, Navy sources said. The second ship, of the same size, was destroyed around 1245 hrs, the Navy said. This is the first time the LTTE lost two big consignments of arms and ammunition, within 24 hours, with the ships. The same sources said the first vessel was destroyed 190 nautical miles east of Arugam Bay area off the island's East coast. The Navy further said the first LTTE vessel was initially noticed around 0230 hrs, by naval units patrolling the nation's Eastern coast. The Sri Lanka naval vessels intercepted the intruding vessels by Radio Channel 16. The naval units understood the first suspected vessel gave erroneous identification details about themselves and noticed they were then trying to evade the area. Then the naval units, following in pursuit of the vessel and ordered the sailors to stop the vessel for inspection. The navy said then they fired warning shots and ordered them once again to comply. They fired the shots several times over the bows of the vessel. The suspected vessel, sailing without an ensign, then fired its guns at the naval vessels. The Navy said the time when the Navy started retaliating by firing guns was around 0730 hrs. The vessel then was fired at by several naval vessels surrounding it. Spectacular, huge explosions onboard indicated that the vessel was indeed carrying huge amounts of explosives. The vessel exploded and sank around 0909 hrs, the Navy further reported. A search operation was launched around the point the ship was sunk, in order to trace cargo debris. Detailing the destruction of the second LTTE vessel, the Media Centre for National Security said, "Adopting accepted international procedure, naval vessels fired warning shots over the bows of the vessel

ordering it to stop. The suspected vessel retaliated with gunfire around 1245 hrs. Naval gunfire resulted in massive explosions, setting the vessel ablaze, confirming the suspicion that this vessel was also engaged in gun running, carrying explosives and military hardware for the LTTE. The vessel is still ablaze at the time of reporting.”

## Labour Disputes



### AIRBUS EMPLOYEES, EUROPE

London, Mar 19 — A press report, dated today, states: Thousands of Airbus staff in France, Germany, the UK and Spain stopped work in a co-ordinated series of demonstrations against plans to cut 10,000 jobs at the firm. There have been regular stoppages since Airbus revealed its retrenchment plan earlier this month. The company is proposing to sell or close three of its 16 European factories and is looking for new investment partners for a further three sites in a bid to speed up production, and save five billion euros by 2010.

### DENMARK

London, Mar 22 — A press report, dated Mar 21, states: Danish flight attendants at Scandinavian airline SAS stopped work today at Copenhagen's Kastrup international airport in a contract dispute, forcing the cancellation of dozens of flights. “We have 82 domestic and international flights cancelled, both departures and arrivals,” said a spokesman for the airport. Cabin Attendants Union (CAU) leader Verner Lundtoft Jensen said the union had not called a strike. “It’s a wild strike,” he said after rushing to the airport. “I am here to ask them to go back to work.” SAS spokesman Jens Langergaard said the two sides had negotiated through the night and had agreed to meet again this afternoon. “It is not legal,” he said, referring to the strike. “Every minute it lasts, it has more effect on traffic for the rest of the day.” The union represents 1,600 Danish cabin crew and has been locked in a dispute with the airline over a new contract. The old contract expired on Mar 1. The main points of contention are equal pay and pensions for all union members, Jensen said. A mediator has not been able to bring the parties to an agreement.

### FRANCE

London, Mar 16 — A strike by workers at the Marseilles-Fos-Lavera port hub has halted bunker deliveries. A source at Total Marine Fuels said today that it had been unable to continue operations. “The workers are still on strike. They are holding another meeting later today. In the meantime, there is no bunkering,” she said. Total Marine is one of the principal suppliers in the port complex.

Reports say workers belonging to the CGT union have blocked access to the oil and chemical terminals. The blockade has prevented bunker barges reaching their loading terminals.

London, Mar 21 — A press report, dated today, states: The tonnage crisis that pushed up crude oil freight rates for aframax cargoes last week should start to ease, if charterers release early, ships at the blocked Fos-Lavera terminal, where 33 ships are currently waiting to dock. Strike action at Fos-Lavera, which has been ongoing for over a week, left 23 oil tankers, five cargo vessels transporting chemical products, three gas tankers and three barges, blocked from entering the terminal as of yesterday afternoon. Charterers unable to lift cargoes are likely to release ships early. “The strikes are still ongoing, but are not driving up prices any more. The market could see the release of some early ships as they are unable to lift,” a London broker told “Lloyd’s List”. Aframax 80,000 tonne tankers for typical cross-Mediterranean trade started last week on W77.50, but strike action and a backlog at Trieste, jumped rates up to W150 by the end of the week. Protests began on Mar 14, as strikers demanded that only port staff are used to hook up methane cargoes at a Gaz de France terminal, which is under construction.

Marseilles, Mar 21 — Further to a strike from the agents of the PAM, activities have been stopped on the ports of Fos, Port de Bouc and Lavera. Approximately 50 vessels waiting in the roads. — Lloyd’s Agents.

London, Mar 22 — A press report, dated today, states: French unions and the port authority remained locked in negotiations yesterday as a strike continued at the Fos-Lavera oil and gas terminal at Marseille. French union the Confederation Generale du Travail has put a draft proposal to its membership to end the dispute, which has been going on for more than a week, over whether port employed stevedores will be used to unload LNG cargoes at a new Gaz de France terminal due to commence operations later this year. A port authority spokeswoman said that the authority was still awaiting the results of the proposal put to union members. The draft includes an employment charter outlining how port handling will be managed which the port authority hopes will put an end to the strike at the port. The port authority said yesterday that 64 ships were blocked, either at a berth or in harbour including 34 tankers and a barge at the Fos and Lavera terminals, 16 ships at Fos’ cargo terminal, with five ships affected at the Marseille container terminal. Passenger and ro-ro operations from the port were functioning normally, the port authority said. Refiners who are dependent on the Fos-Lavera facility which include Total’s 158,000 barrels per day La Mede refinery, Esso’s 115,000 bpd Fos refinery, Shell’s 126,000 bpd Berre l’Etang refinery and the BP-operated 207,000 bpd Lavera refinery said yesterday that

they had not yet felt the effects of the strike, either because they had sufficient stocks for the moment or, in the case of Shell, were in the process of carrying out routine maintenance. ExxonMobil said however that the blockade of ships at the port was proving expensive.

### ISRAEL

Jerusalem, Mar 21 — Israel’s powerful Histadrut labour union launched a general strike today, stopping international flights and shutting public services, after talks with the government broke down. The open-ended strike began at 0700, UTC, but a labour court was due to convene to discuss a government petition for a restraining order to restore services. — Reuters.

London, Mar 22 — A press report, dated Mar 21, states: A strike by public service workers ended today after just eight hours, when the Israeli government agreed to pay back wages. The open-ended strike was expected to shut down most services, including Israeli airports and seaports, but as the two sides kept in contact, it appeared it would not last long enough to do significant damage. At Israel’s airport, a traditional target of work stoppages, most aircraft took off and landed more or less on schedule as an “exceptions committee” approved many flights. General strikes in Israel encompass a wide array of services and much of the country was paralysed. Government offices were shuttered, and state-run utilities operated on skeleton staffs, carrying out no repairs. A Histadrut spokesman said as many as 150,000 workers throughout the country walked off the job. After marathon talks with the government, the strike was settled. “I am happy to announce that all the salaries will be paid today or tomorrow,” union boss Ofer Eini said. “After all our demands were met, I can announce the end of the general strike in Israel.” Many bankrupt Israeli cities and towns have failed to pay their workers for months. The labour union has threatened strikes several times in the past, backing down after promises from the government to cover the bills.

### NETHERLANDS

London, Mar 19 — A press report, dated today, states: Employees of Rotterdam port’s main tug company resumed a strike yesterday, over pay, that could strand dozens of vessels wanting to use Europe’s largest port, the FNV trade union said. Workers at Smit Harbour Towing, part of maritime service provider Smit International, had returned to work a week ago after a court ordered a temporary end to their strike. The FNV Bondgenoten trade union said the court had allowed workers to strike for five days before they had to work again for at least four days. It said a further strike of up to five days was now permitted under the court ruling, but left open how long the strike would infact last, this time. The lawsuit had been brought by Rotterdam’s oil refineries, who said they would have had to shut down three refineries due to interrupted

supplies of crude oil. Smit workers want higher salaries, an annual bonus and a better pension deal.

London, Mar 20 — A press report, dated Mar 19, states: At 1500 hrs, today, five vessels were waiting outside (Rotterdam) to get in and seven vessels were reported for departure, but are hindered by the strike at Smit Harbour Towage. The actions started at 1000 hrs, Mar 17, for an unknown period, but with a maximum of five days, the Port of Rotterdam Authority reported. On average, 85 vessels are coming into and 85 are leaving the port of Rotterdam every 24 hours. Larger vessels need towage assistance, so in tonnage the hindrance is larger. The port authority hopes that the employer and the employees will come to an arrangement that ends the actions as soon as possible, in order to avoid further direct and indirect (image) damage.

London, Mar 20 — A press report, dated today, states: Towage services provided by SMIT Harbour Towage, in Rotterdam, resumed at 1000 hrs, today.

**UNITED STATES**

London, Mar 16 — A press report, dated Mar 15, states: The strike by workers of Northrop Grumman Ship Systems' Ingalls shipyard in Pascagoula entered its eighth day today. Jim Couch, IBEW 733 business manager, said yesterday he did not know when negotiations between the sides would start. He sent a survey to his members asking how long they would be willing to hold out and 98 percent of his members responded they are willing to stay out "forever," he said. Northrop Grumman spokesman Bill Glenn said the company has not been completely silent with regards to its striking workers. While Northrop officials have not joined union officials at the negotiating table, Glenn said Edmond Hughes, vice president of human resources and administration for the company, mailed letters to workers, once more explaining the contract offered by the company. Hughes' letter to employees also noted that if the work stoppage continues past March 31, health insurance coverage will terminate unless employees assume responsibility for payment and full premium cost at the COBRA rate. He said the amount owed under COBRA, which covers those who lose their jobs and job-related health coverage, is \$810.20 per month. Couch said the union's rank and file are holding steady during the strike. He said 113 workers of all trades crossed the picket lines Tuesday (Mar 13) and yesterday. Couch said most of the workers crossing the picket lines were non-union workers.



**COLORADO, UNITED STATES**

London, Mar 18 — A press report, dated Mar 16, states: Infinity Energy

Resources said that its Wolf Mountain 15-2-7-87 well located in Routt County, Colorado, experienced a fire yesterday morning. No injuries occurred and the local fire department was immediately deployed. The fire was confined to the production equipment within the bermed area on the well pad and was extinguished after approximately four hours. The well and wellhead equipment are not believed to have been damaged. Production at the Infinity Wolf Mountain 15-2-7-87 is estimated at 200 barrels of oil per day and accounted for approximately 20% of the Company's production in 2006. James Tuell, President and Chief Operating Officer of Infinity Energy Resources said: "We are very relieved to report that all individuals working at the Wolf Mountain 15-2-7-87 have been accounted for, and no injuries have been reported. Immediately upon learning of the fire, we implemented all of our prescribed safety procedures for securing the well location and the immediate area around the well. The well is located approximately eight miles from the nearest town. The fire has been extinguished, and we estimate that we will be able to return the well to production within a month." Infinity Energy Resources, Inc., through its wholly-owned subsidiaries Infinity Oil and Gas of Texas, Inc. and Infinity Oil & Gas of Wyoming, Inc., is an independent energy company engaged in the exploration, development and production of natural gas and oil and the operation and acquisition of natural gas and oil properties. The operations of Infinity Oil and Gas of Texas are focused on exploitation of the Barnett Shale formation in the Fort Worth Basin of north-central Texas. The operations of Infinity Oil & Gas of Wyoming are focused on the Wamsutter Arch Pipeline Field in southwest Wyoming and the Sand Wash Basin in northwest Colorado. The Company also has a 1.4 million acre oil and gas concession offshore Nicaragua in the Caribbean Sea.

**REFINERY, TEXAS CITY, TEXAS, UNITED STATES**

Houston, Mar 20 — An unsafe culture that pervaded BP Plc. was behind a deadly explosion at its giant Texas oil refinery in 2005, and the U.S. agency charged with worker safety failed to spot the warning signs, federal investigators said today. The final report from the U.S. Chemical Safety Board was the first to assign a share of blame to the U.S. government for the nation's worst industrial accident in more than a decade, which killed 15 workers and injured 180 others. "Rules already on the books would likely have prevented the tragedy in Texas City," said CSB Chairman Carolyn Merritt. "But if a company is not following those rules, it is ultimately the responsibility of the federal government to enforce good safety practices before more lives are lost." The U.S. Department of Justice is investigating whether BP is criminally responsible in the blast. The CSB report said cost-cutting, worker

fatigue, and a failure by all levels of BP management to address safety issues contributed to the accident. "Process safety programmes to protect the lives of workers and the public deserve the same level of attention, investment, and scrutiny as companies now dedicate to maintaining their financial controls," Merritt said. The CSB approved the report at a public meeting late today in Texas City. In a statement, BP said it disagreed strongly with parts of the CSB report, but would consider its recommendations. "BP is committed to preventing such a tragedy from occurring again," the firm said. BP America President Bob Malone said the process to fix problems at Texas City will take five to seven years. Malone spoke today at a conference in California. The U.S. Occupational Safety and Health Administration, charged with protecting workers on the job, failed to spot warning signs at the refinery and has "insufficient" capability to enforce safety regulations at large petrochemical plants, the CSB said. It recommended OSHA hire or develop inspectors specialised in petrochemical facilities, and conduct deep inspections of plants with the greatest risk of a major catastrophic accident. The report added that beginning in 1999 when BP acquired the refinery in a merger with Amoco, BP had repeated warnings ranging from similar mishaps to internal studies of a possible catastrophic disaster at the Texas City refinery. Six times between 1994-2004, a vapour cloud formed similar to the one that ignited with devastating results in 2005, yet the CSB found "the incidents were not effectively reported or investigated by BP." BP also undertook 25 percent budget cuts in 1999 and 2005 "even though much of the refinery's infrastructure and process equipment were in disrepair," the board said. After the 2005 explosion, OSHA found 301 safety violations in the explosion and fined BP \$21 million, the largest in the agency's history. BP has previously challenged the agency's finding that budget cuts led to poor maintenance and safety problems. CSB lead investigator Don Holmstrom said BP's own documents support the finding that cost-cutting and production pressure led to the refinery's "progressive deterioration of safety." On the day of the explosion, six pieces of equipment on the unit being restarted did not operate, he said. Three of the items were known to be malfunctioning. — Reuters.



**AIRCRAFT MISSING, KASHMIR, INDIA**

Srinagar, Mar 16 — A helicopter carrying three foreign skiers went missing today in the Himalayan region

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of Kashmir, an official said. "The helicopter was on way to Sonamarg area with three foreign skiers. We alerted the Indian air force after it went missing," Farooq Ahmad Shah, director of Kashmir's tourism department, told Reuters. "We are trying to establish the identity of the foreigners." An army helicopter has been sent to the area for the search, he added. Sonamarg, a mountainous area, lies 86 kms north-east of Srinagar. — Reuters.

#### **AIRCRAFT PUT BACK TO CHICAGO, ILLINOIS, UNITED STATES**

London, Mar 16 — A press report, dated Mar 15, states: A United Airlines flight bound for Brazil returned to O'Hare International Airport late today, over fears that a bird had flown into an engine. United Airlines spokeswoman Robin Urbanski said the captain turned the aircraft around shortly after its 2100 hrs, take-off as a precautionary measure. No-one was injured in the incident, and the aircraft was safely back on the ground just after 2200 hrs, she said. Jill McGee, a spokeswoman with the Chicago Department of Aviation, confirmed that the flight left and safely returned to O'Hare tonight. She said the cause of the incident is still being investigated. The captain turned off the engine he believed was hit and returned to O'Hare using the remaining one, Urbanski said. The Sao Paulo-bound flight was cancelled and the aircraft was inspected. Passengers were put up in hotels, and the flight will resume tomorrow morning, Urbanski said.

#### **AIRCRAFT PUT BACK TO PALM BEACH INTERNATIONAL AIRPORT, FLORIDA, UNITED STATES**

London, Mar 18 — A press report, dated today, states: A JetBlue aircraft, taking-off from Palm Beach International Airport and headed for John F. Kennedy Airport in New York early today, lost an engine cover and returned to the airport shortly afterwards. According to PBIA spokesperson Lisa De La Rionda no-one either on the aircraft, Flight 830, or on the ground was reported injured when the metal left engine cowling, several feet long, fell. The 0600 hrs, flight was full, carrying 150 passengers and six crew. "There was some vibration on take-off," De La Rionda said. "The pilot completed the take-off and then returned to the airport." De La Rionda said airport operations and fire rescue personnel recovered refuse from the cowling on airport grounds and then cleared the runway, R27 Right, for more traffic. JetBlue spokesperson Jenny Dervin said the aircraft, an Airbus 320A, had been in the air a total of 18 minutes before landing again. "It landed and made its way back to the gate under its own power," she said. She said the airline was investigating the cause of the mishap. Dervin said as of this morning JetBlue had received no reports that any of the cowling had fallen off airport grounds. She said a replacement aircraft was flown to PBIA

from Fort Lauderdale-Hollywood Airport and took-off at about 1030 hrs.

#### **AIRCRAFT PUTS BACK TO MEMPHIS, TENNESSEE, UNITED STATES**

London, Mar 21 — A press report, dated Mar 20, states: A FedEx flight turned back to the Memphis International Airport this afternoon, after the two pilots smelled smoke while in the cockpit. The aircraft, which was headed to Richmond, Va., landed safely around 1630 hrs, and no-one was injured, FedEx spokesman Sandra Munoz said. Memphis-Shelby Airport Authority head Larry Cox said the incident did not disrupt operations at the airport. The A310 Airbus was being offloaded tonight so that investigators could determine the cause of the smoke smell, Munoz said.

#### **CRASH INTO OCEAN NEAR LINCOLN CITY, OREGON, UNITED STATES**

London, Mar 20 — A press report, dated Mar 19, states: A Silverton man is presumed dead after the single-engine aircraft he rented crashed into the ocean near Lincoln City on Saturday morning (Mar 17). Raymond "Pat" Mullen, 58, was piloting a rented Piper Warrior aircraft. Woodburn resident Larry Underhill, 61, was a passenger. Their bodies had not been recovered by late this afternoon, although debris from the wreck had washed ashore. The aircraft crashed shortly after take-off from the Siletz Bay State Airport. The aircraft was rented from Aero Dynamics Flying Club based in Mulino. Mullen was certified to pilot a single-engine aircraft. Records from the FAA show that Underhill also was a certified pilot and lived in Silverton until 1994. The Coast Guard ended the search for the two men yesterday. Debris from the aircraft washed up on shore near Lincoln City on Saturday and yesterday. According to records from the Federal Aviation Administration, the aircraft was built in 1976. Kite fliers found pieces of the wreckage near the SW 33rd Street beach access, Winn said. Sgt. Jeffery Winn said Lincoln City police will continue checking the shoreline for more debris. The first piece from the plane — part of the landing gear — was found floating in the surf about 1505 hrs, Saturday. Another piece, also part of the landing gear, was found about 1545 hrs, Winn said. Officials with the National Transportation Safety Board plan to release a preliminary report in the next few days. Federal officials are reviewing radar data, local weather reports and witness statements from local police, said Van McKenny, the lead investigator.

#### **CRASH, BAHIA STATE, BRAZIL**

London, Mar 16 — A press report, dated Mar 15, states: Police today reportedly recovered a small part of the cash that disappeared from a small aircraft after it crashed in north-eastern Brazil, local media reported. The twin-engined aircraft was carrying

US\$2.6 million in Brazilian reals when it crashed yesterday afternoon near the city of Salvador, in Bahia state. All four people on board were killed. Police say they suspect locals made off with the bags of cash before rescuers arrived on the scene. However, today, according to the Web sites of "O Globo" and "Estado de S. Paulo" newspapers, a farm worker was found with a bag containing about US\$51,000, while some US\$38,000 was dug up in the backyard of a home. The Websites did not give further details, and Bahia state police would neither confirm nor deny the reports. The aircraft was an air taxi rented by a private security company to transport the money from the city of Petrolina to Salvador, some 280 miles to the north. Authorities were investigating the cause of the crash.

#### **CRASH, BEAR LAKE COUNTY AIRPORT AREA, IDAHO, UNITED STATES**

London, Mar 15 — Piper PA-30, N7169Y, owned by Winging IT Inc, reported loss of engine and diverted. It crashed one mile south of Bear Lake Airport, ID, at 0235 hrs, Mar 14. The aircraft was substantially damaged.

London, Mar 15 — A press report, dated today, states: An aircraft went down near the Bear Lake County Airport around 2100 hrs, last night. The twin engine aircraft was on its way from Portland, Oregon, to Rawlins, Wyoming. The aircraft lost power to one engine and the pilot tried to make an emergency landing, the wreckage was found 1/8th of a mile south of the runway. The pilot, Peter Mckevitz and his son Andrew were transported to Bear Lake Memorial Hospital and later released. The FAA will be investigating at the scene later today.

#### **CRASH, CHACON AREA, MORA, NEW MEXICO, UNITED STATES**

London, Mar 15 — Beech A23A, N4761J, crashed under unknown circumstances near Cimarron, New Mexico at 0000 hrs, Mar 13. The aircraft was destroyed and its sole occupant was killed.

#### **CRASH, LOVE COUNTY, OKLAHOMA, UNITED STATES**

London, Mar 18 — A press report, dated today, states: One person died and two more were injured, after an aircraft crashed onto a landing strip in Love County, yesterday afternoon. Officials said a small, twin-engine aircraft carrying four people was attempting to land south-west of Marietta, near a local restaurant. The investigation has been turned over to the Federal Aviation Administration, as officials work to determine exactly what went wrong. Oklahoma Highway Patrol trooper Ken Duncan said: "From what we can see, the aircraft was attempting to land. It had some type of malfunction and went off the side of the runway and caught fire." It took less than 10 minutes for firefighters to extinguish the flames. Shadydale Fire Chief Jesse Kirk said: "Most of the fuel had already consumed itself by the time we got here. Apparently, the

aircraft didn't have very much fuel onboard, it wasn't near as large a fireball as I would have expected." FAA officials say they don't know where the aircraft was coming from, but it's registered in the Dallas area.

London, Mar 18 — A press report, dated today, states: Authorities say a 50-year-old Texas man is dead and two are hurt after an aircraft crashed and burst into flames near a restaurant in southern Oklahoma. Federal Aviation Administration spokesman Roland Herwig says the twin-engine Beech 58 aircraft went down Saturday afternoon (Mar 18) at the McGeehee Catfish Restaurant airstrip near Marietta, Okla. Investigators believe the aircraft's landing gear failed before it spun off the runway. Herwig says investigators don't know where the aircraft was coming from but it's registered in the Dallas area. The conditions of the two injured survivors weren't immediately known. A fourth person wasn't hurt. Herwig says investigators think the landing gear may have failed as the pilot tried to land and the aircraft then spun off the runway. Investigators from the National Transportation Safety Board in Fort Worth and the FAA in Oklahoma City will try to determine the cause of the crash.

#### **CRASH, OREGON, UNITED STATES**

London, Mar 17 — A press report, dated today, states: Authorities say a pilot survived an aircraft crash Friday night (Mar 16) in Southern Oregon. The Civil Air Patrol says the pilot radioed for help about 2300 hrs, saying he was lost and his Cessna 182 was low on fuel. Search aircraft located the downed aircraft in a snowy ravine west of Diamond Lake. The pilot had survival equipment and a satellite telephone, which he used to call authorities and his wife. Searchers reached the scene around 0330 hrs and the CAP says an Army National Guard helicopter lifted the pilot from the scene around 0800 hrs, today. There was no immediate word on the man's condition. There was no-one else onboard.

#### **CRASH, QUEENSTOWN, SOUTH AFRICA**

London, Mar 17 — A press report, dated today, states: A man was killed in a plane crash in Queenstown today, Eastern Cape police said. Captain Mlumkisi Baku-Baku said eyewitnesses saw the aircraft, which was flying in heavy mist, hit the ground and then catch alight. He said it was not known how many people were in the aircraft as it was burnt beyond recognition. "I only saw one body being removed from the wreckage," he said. Baku-Baku said the cause of the plane crash was not yet known, but that rescue workers and police were at the scene. No further details are yet available.

London, Mar 17 — A press report, dated Mar 16, states: A doctor died in Queenstown this morning when the two-seater Cessna aircraft he was piloting crashed and caught fire,

allegedly due to engine problems. Doctor J.R. van der Merwe was flying from his Bloemfontein Netcare offices to an appointment at a private hospital in Queenstown when the crash occurred, according to police spokesperson, Superintendent Willie Reinecke. According to farm labourers on the scene, the aircraft was flying quite low when the engine cut out and stopped. The aircraft crashed about 25 kms outside of the airstrip at a farm called Cathcart's Gift in Queenstown.

#### **CRASH, ROMA AREA, QUEENSLAND, AUSTRALIA**

London, Mar 18 — A press report, dated today, states: Four people have been injured after an aircraft crash landed in south-west Queensland. The single-engined aircraft came down about three kilometres outside Roma. It is believed the aircraft experienced mechanical problems shortly after take-off and crash-landed about 200 metres from the runway. Those onboard have been taken to Roma hospital, but their injuries are not thought to be life threatening.

#### **CRASH, SAMARA, RUSSIA**

London, Mar 17 — A press report, dated today, states: At least seven people were killed and around 40 seriously injured today when a Russian Tupolev-134, owned by Utair, crash-landed in Samara, officials said. Authorities said that the pilot had brought the aircraft in to land in thick fog. The aircraft had touched down 400 metres from the beginning of the runway and due to damaged landing gear had then slid along the tarmac. The port wing touched the ground and the aircraft then broke up, officials said. Some 57 people were onboard. Original reports put the death toll at five and said 63 people were onboard. Civil defence officials later amended these figures as more information became known, news agency Itar-Tass reported. Investigators from the state general prosecutor's office said pilot error was the apparent cause of the crash. Russian state television however, reported that the pilot had been forced to make an emergency landing due to failure of the landing gear to deploy. The aircraft had set off from the western Siberian city of Surgut and was carrying oil industry workers to Belgorod on the Ukrainian border. It had been scheduled to make a stopover in Samara. The European Commission had at the beginning of this month imposed restrictions on Utair and eight other Russian airlines due to breaches of safety regulations.

London, Mar 17 — Tupolev 134A-3, RA-65021, operated by UTAir, on a flight from Surgut Airport, crashed on landing at Samara Airport at 1140 hrs, today. There were seven crew and 50 passengers onboard. Seven persons were killed. The aircraft was written-off. Weather reported around the accident time: winds 110 degrees, at three metres per second, visibility 150 metres, runway visual range on runway 23 is 200 metres, freezing fog, vertical visibility 300 feet, temperature -1C.

#### **CRASH, YOGYAKARTA AIRPORT, INDONESIA**

London, Mar 16 — A press report, dated today, states: The Garuda Indonesia airliner crash that killed 21 people, was caused by the passenger jet attempting to land at a higher-than-normal speed. The Boeing 737-400 was carrying 140 people when it overshot the runway at Yogyakarta on Mar 7. The chief crash investigator, Mardjono Siswosuwarno, said the aircraft's wing flaps failed to extend for landing, and that might have been caused by the high speed. "This could be a contributing factor, but what is more important is that the aircraft's speed was higher than normal. Why? We don't know yet," said Mr Siswosuwarno, from the National Transport Safety Commission. Survivors of the crash have described how the aircraft approached the runway at a "crazy" speed. Mr Siswosuwarno said experts in the United States had fixed the cockpit voice recorder after it was badly burnt when the aircraft burst into flames. Investigators can download the last 30 minutes of the crew's conversations, he said. Police have questioned the pilots and cabin crew.

#### **EMERGENCY LANDING, DOMODEDOVO AIRPORT, RUSSIA**

London, Mar 16 — A passenger jet has made an emergency landing at a Moscow airport, an emergency service official said yesterday. The twin-engine Tu-204 aircraft, which is capable of carrying 210 people, was en route to the Far East city of Khabarovsk yesterday evening when it had to return to Domodedovo Airport, after an airborne equipment failure, according to preliminary information. The Domodedovo Airport press service cited Dalavia, a Far Eastern airline that owns the jet, as saying there were 142 people on board. "Nobody was injured during the emergency landing," said Viktor Beltsov, the official spokesman for the Ministry of Emergency Situations. He said experts were checking the technical condition of the airliner. "Presumably, its engines were in order, and its equipment issued a false failure signal," Beltsov said. However, the Ministry of Transportation said engine failure was the cause of the emergency landing. "At an altitude of 2,400 metres [7,870 feet], a malfunction of the right engine occurred and the crew decided to burn off fuel and land at Domodedovo Airport," the ministry's press service said. The service said the airliner's design allowed it to make a successful landing even with only one engine working.

#### **EMERGENCY LANDING, JEFFERSON COUNTY, WISCONSIN, UNITED STATES**

London, Mar 18 — A press report, dated Mar 17, states: A single-engine aircraft made an emergency landing shortly after take-off today, crashing into a field and leaving one of the two people onboard with an apparent leg injury. The other person was reportedly unhurt. The aircraft left the Fort

Atkinson Municipal Airport around 1400 hrs headed for Beloit, but experienced what investigators suspected was an engine malfunction. Pilot Richard Baertschi of Orfordville crash-landed just north of the airport, the Jefferson County sheriff's department said in a news release. Baertschi was apparently uninjured but his passenger, his son whose name was not released, suffered what was reported as a possible broken leg. The Federal Aviation Administration was investigating today, the release said.

#### **EMERGENCY LANDING, KOCHI AIRPORT, JAPAN**

London, Mar 16 — A press report, dated Mar 15, states: Bombardier Inc., will hold a press conference in Tokyo at 1030 hrs, tomorrow, following an accident involving one of its aircraft, a DHC-8-Q400 turboprop operated by All Nippon Airways Co, which slid on its nose to a safe landing at Kochi Airport in Japan, two days ago. Bombardier's Todd Young, vice president of customer support and engineering, and spokesman Bert Cruickshank will also travel to Kochi prefecture in the afternoon to inspect the aircraft involved in the accident, according to a release from Sojitz Corp, Bombardier's sales representative in Japan. A missing bolt may have caused the front wheel door on the aircraft to fail on Mar 13, forcing it to land on its nose, according to a government investigation. Shares of Montreal-based Bombardier fell their most in more than six months on the day of the accident, as All Nippon and Japan Airlines Corp., grounded their Bombardier fleets, cancelling at least 80 flights and stranding thousands of passengers. The planes re-entered service today, after maintenance checks triggered by the accident. No-one was injured in the landing.

#### **EMERGENCY LANDING, KUMAMOTO AIRPORT, JAPAN**

London, Mar 21 — A press report, dated today, states: Just one week after a Bombardier DHC8 aircraft made an emergency landing at Kochi airport, another aircraft of the same series experienced a snag with its landing gear Tuesday (Mar 20), forcing the pilot to release it manually before landing safely at Kumamoto airport, the transport ministry said. None of the 18 people on board, 15 passengers and three crew members, was hurt, the Ministry of Land, Infrastructure and Transport said.

#### **EMERGENCY LANDING, LAGOS STATE, NIGERIA**

London, Mar 19 — A South African pilot flying over Nigeria's airspace, aborted his journey and made an emergency landing at Akodo Community High School in Ibeju-Lekki Local Government Area of Lagos State, this weekend. The light aircraft with the registration number 2S RYX and manufacturing number AS 35087 was on its way to Liberia from Port Harcourt. It unexpectedly developed a

mechanical fault and the pilot, sensing danger, decided at once to land at the school. The aircraft belongs to a company that specialises in electromagnetic survey and soil sampling based in Port Harcourt.

#### **EMERGENCY LANDING, PORTLAND INTERNATIONAL JETPORT, MAINE, UNITED STATES**

London, Mar 16 — A press report, dated today, states: An aircraft that left the Bangor International Airport today, has made an emergency landing at the Portland International Jetport. Portland Transportation Director Jeff Monroe said there were 53 people on board US Air flight 3715, which was headed to Philadelphia. Officials said the pilot decided to land in Portland after a smoke detector went off in a bathroom onboard the aircraft. The flight landed without incident, and the passengers made their way into the terminal to be placed on another flight.

#### **FAILURE OF AIR TRAFFIC CONTROL SYSTEM, BRAZIL**

London, Mar 20 — A press report, dated Mar 19, states: Brazil's airlines were trying to make up for lengthy flight delays today after its troubled air traffic control system failed over the weekend (Mar 17-18), stranding travellers just months after a breakdown that enraged thousands of passengers. A control centre in Brasilia that monitors flights through the nation's populous south-east region had suffered a communications equipment failure, Brazil's Defence Ministry said in a statement. Then power went out at the airport in Brasilia, making the problem worse, officials confirmed today. Unusually heavy rains in Sao Paulo put even more strain on the system. Nearly 30% of the flights scheduled for take-off by this afternoon across Latin America's largest nation were delayed, the official Agencia Brasil news service said. President Luiz Inacio Lula da Silva held an emergency meeting with high-level advisers and ordered them to put in place "effective and efficient" back-up systems to put an end to the travel woes. Authorities believe a software problem caused the breakdown, which prompted controllers to take safety measures, extending the amount of time between take-offs and landings at the country's busiest airports. Authorities first predicted Brazilian flight departures would return to normal by today but later extended their estimate to tomorrow afternoon.

#### **INCIDENT AT MOGADISHU INTERNATIONAL AIRPORT, SOMALIA**

See "Somalia under "Political & Civil Unrest".

#### **INCIDENT, FORT LAUDERDALE- HOLLYWOOD INTERNATIONAL AIRPORT, UNITED STATES**

London, Mar 21 — A press report, dated Mar 20, states: A Piaggio P-180 flying from New York caused a runway

to be shut down at Fort Lauderdale-Hollywood International Airport. As the aircraft taxied on runway 9R around 1036 hrs, the left landing gear collapsed, according to police. Neither of the two crew members was injured, but the aircraft leaked a small amount of fuel and BSO Fire Rescue was standing by to foam down the spill, police said. Runway 9R was closed until the disabled aircraft was safely removed from the runway, according to officials.

#### **INCIDENT, NEWARK LIBERTY INTERNATIONAL AIRPORT, NEW JERSEY, UNITED STATES**

London, Mar 21 — A press report, dated today, states: Traffic at Newark Liberty International Airport was disrupted yesterday afternoon after the right engine of a Continental Airlines Boeing 777 shattered during an aborted take-off, sending debris flying across one of the airport's runways, officials said. Airport officials briefly closed the runway after Continental Flight 84 aborted its take-off when the engine malfunction occurred. The aircraft was carrying 260 passengers and 16 crew members, and was headed to Tel Aviv, said Mary Clark, an airline spokeswoman. The accident occurred at 1710 hrs, while the aircraft was still on the ground, Clark said. There were no injuries. A spokesman for the Port Authority of New York and New Jersey, Pasquale DiFulco, said the runway reopened after workers removed all the debris. The episode caused only minor delays, DiFulco said. Clark said the airline was investigating the exact cause of the accident. The passengers and crew were moved to a different aircraft which took off for Tel Aviv last night.

#### **INCIDENT, WESTCHESTER COUNTY AIRPORT, NEW YORK, UNITED STATES**

London, Mar 16 — A press report, dated today, states: After a private jet skidded off the taxiway this morning at Westchester County Airport, closing the airport's main runway, flight delays and cancellations from the incident and the slippery mix of snow and sleet, snowballed. Returning from Bermuda, the Gulfstream 200 Galaxy, with six passengers and two pilots onboard, had already made a safe landing, airport manager Peter Scherer said, when the pilot missed a turn and slipped off the taxiway. No-one was injured. The aircraft is managed by NetJets, the industry leader in fractional jet ownership. "He was taxiing over to customs and the tower asked him to expedite his taxiing," Scherer said. "He must have gotten a little disoriented and missed the turn. He slid a little too far and got stuck in the mud." The airport suspended flights after the 0948 hrs, incident, and re-opened the runway to arrivals and departures at 1325 hrs. To free the stuck aircraft, two tow truck operators, using two different vehicles, wrapped straps around the aircraft's wheels and then carefully pulled it out of the mud.

## Port Conditions

**AUSTRALIA**

London, Mar 15 — The Australian Competition and Consumer Commission (ACCC) has given interim approval for a queue management system (QMS) to be re-applied for coal shipments from the port of Newcastle (NSW). The ACCC said advice suggested that it could take until July 2007 for the system to cut the present queue of about 64 vessels down to a working size. The port of Newcastle had maintained a working queue of 15-20 vessels until late August 2006. That queue grew at the same time as the QMS was removed in September 2006. The ACCC said the return to the QMS could help save the coal industry from a Aus\$460m demurrage bill in 2007. The decision is only interim authorisation for the coal chain players to immediately return to the QMS or 'capacity balancing system' that the coal producers elected to scrap in September last year. Port Waratah Coal Services (PWCS) can now begin operating under the rationing system, but the system remains subject to final ACCC approval and the watchdog is still considering a substantive application for authorisation.

London, Mar 21 — The queue of vessels waiting to load coal at Newcastle, Australia, the world's biggest coal-export harbour, fell for a second week, after mining companies using the port voted to re-introduce export quotas. Sixty-one vessels were waiting outside the port in New South Wales state, as of early Mar 19, down from 64 a week earlier, Newcastle Port Corp. said on its Website. Coal vessels last week waited an average of 22.2 days to load, 0.3 of a day less than a week earlier, compared with 1.4 days for general cargo vessels. Newcastle, used by coal producers in the Hunter Valley such as Rio Tinto Group and Xstrata Plc, last year failed to increase shipments as planned, due to lower volumes of the fuel received from miners and port maintenance work. The number of vessels waiting outside the port to load coal rose to a record 69 earlier this month. Newcastle accounts for about a third of Australia's coal export capacity. The mining companies last month voted to re-introduce an

export quota system at Newcastle, to better match available capacity with demand, with the aim of cutting waiting times and reducing costs. The vessel queue is still more than double the average of 23 for the whole of 2006. Australia's competition regulator last week gave interim approval to resume the quota system. The plan should prevent coal producers having to pay demurrage costs as high as A\$460 million (\$369 million) in 2007, said Graeme Samuel, Australian Competition and Consumer Commission chairman.

**CANADA**

See "Canada" under "Weather & Navigation."

**KENYA**

London, Mar 20 — A press report, dated today, states: The pile-up of Uganda bound rail cargo at the Kenyan port of Mombasa has reached crisis levels, threatening to paralyse the operations of several manufacturing companies in Uganda. Rift Valley Railways (RVR), the company that was last year given the rights to run the Kenya-Uganda railways is apparently taking time to settle down, raising doubts as to whether the privatisation of the service was justified in the first place. "Right now, we have 150 containers that have spent 60 days at Mombasa," said Busingye Rwabwogo, deputy operations manager at Mukwano Industries, a plastics and soap making firm in Kampala. "And we are told the pile-up is due to lack of wagons." Importers of heavy raw materials told "The EastAfrican" that they cannot fall back on the shorter and easier route through Kisumu to Port Bell on Lake Victoria, as this has been rendered dysfunctional by the removal from service of two ferries that were involved in a mid-lake collision that sank one of them. This route is now serviced by just one vessel delivering only 22 containers per week. While it takes up to a month for goods to get to Kampala by rail, the Port Bell route offered a faster option, as it took a day to deliver goods from Nakuru to Kisumu and another two days from Kisumu to Port Bell. Resorting to road transport is not a very encouraging option either. The leading freight companies charge \$3,500 to transport a 20-foot container from Mombasa to Kampala by road, which is almost twice what the railways option would cost. RVR Uganda chief executive officer Robert Mortensen said he was not at

liberty to discuss the cargo pile-up until he had obtained sufficient information from his Nairobi counterpart, Roy Puffet. RVR took over the Kenya-Uganda Railways concession in November last year but has since come under criticism over delays in improving the service on the railway line. There is also a dispute among the company's sponsors that is pending in the Commercial Court in Kampala. The company inherited a crumbling marine section now operating at 75 per cent below capacity with only one vessel, *Umoja of Tanzania*, plying various routes on Lake Victoria. The marine section, a loss-making division of the former Uganda Railways Corporation, was running three ships that plied the Lake Victoria routes of Port Bell-Mwanza-Kisumu, taking considerable weight off the main Mombasa-Kampala railway line. However, following the sinking of *Kabalega* in 2005, the other two ferries; *Kaawa* and *Pamba*, were grounded, rendering the section dysfunctional. In addition, the marine section feeds off Tanzania Railways, which, being in a worse state than RVR, compounds the problems on the route. Over the past decade, TRC has been grappling with problems of its own. They range from shortage of wagons to worn-out rails. These supply-side constraints have been illuminated further by the growth in demand for quick transportation of goods to the emerging markets in the Great Lakes region, particularly in eastern Democratic Republic of Congo, Rwanda, Burundi, and Southern Sudan. An official at the Kenya Ports Authority offices in Kampala told "The EastAfrican" that on the evidence of their performance in the first three months, RVR has rendered a "worse service" than the former Kenya and Uganda Railways. The pile-up has already begun to hit Ugandan consumers with oil industry executives blaming the increase in the pump price of petroleum products, by as much as Ush150 (\$0.08) per litre in the last fortnight, on delays in the delivery of oil products from Kenya. Various oil companies have wagons awaiting collection at the port, and are facing an even more serious concern as they cannot use trucks from Mombasa. Total Uganda managing director Jacques Christopher said the Kenya Ports Authority forbids trucks from picking up oil products from the port, leaving oil companies to wait for the wagons to be delivered to various Kenyan towns from where the trucks take over.

## Port Delays

### Information received from BIMCO, Denmark and the Indian Ports Association

Country/Port	Date of report	No. of vessels waiting and/or days delay
<b>Australia</b>		
Abbot Point	22-Mar-2007	Coal: Three vessels arrived; 14 vessels due by 20/4; 4-10 days delay expected.
Brisbane	22-Mar-2007	Coal: Fisherman Island coal berth; Six vessels due by 14/4.
Dalrymple Bay	22-Mar-2007	Coal: One vessel loading at berth; 40 vessels arrived; 32 vessels due by 12/4; 15-20 days delay expected..
Dampier	22-Mar-2007	Coal: Parker Point: Two vessels loading at berth; 15 vessels arrived; 9 vessels due by 31/3; East Intercourse Island: 1 vessel loading at berth; 8 vessels arrived; 6 vessels due by 27/3; 8-12 days delay expected at Dampier.
Esperance	22-Mar-2007	Iron ore: Three vessels due by 4/4.
Geelong	22-Mar-2007	No. 3 bulk grain pier: 4 vessels due 30/4, all to load wood-chips; no delays expected.
Geraldton	22-Mar-2007	Grain: 1 vessel due 15/3 to load unknown grain cargo.
Gladstone	22-Mar-2007	Coal: 14-16 days delay expected; R.G. Tanna coal terminal: Three vessels at berth, 18 vessels arrived; 40 vessels due by 11/5; Barney Point: 22 vessels due by 10/5.
Hay Point	22-Mar-2007	Coal: Two vessels loading at berth; 21 vessels arrived; 8 vessels due by 6/4; 15-20 days delay expected.
Newcastle	22-Mar-2007	Coal: 21-27 days delay expected; Kooragang 4, 5 and 6: Three vessels loading at berth; 44 vessels arrived; 32 vessels due by 8/4; Dykes 4+5: 1 vessel loading at berth; 19 vessels arrived; 22 vessels due by 9/4.
Port Hedland	22-Mar-2007	Iron ore: BHP Iron Ore Pty. Ltd., Mt. Newman (Nelson Point), "A" berth: One vessel loading at berth; 7 vessels arrived; 6 vessels due by 27/3; "B" berth: 1 vessel loading at berth; 6 vessels arrived; 5 vessels due by 24/3; BHP Iron Ore Pty. Ltd., Goldsworthy (Finucane Island "C" berth): berth closed for refurbishment; (Finucane Island "D" berth): 2 vessels arrived; 10 vessels due by 26/3; Cockatoo Island: 1 vessel due 29/3; 4-7 days delay expected at Port Hedland.
Port Kembla	22-Mar-2007	Coal: One vessel loading at berth; 12 vessels due by 15/4; up to 1 day's delay expected.
Whyalla	22-Mar-2007	Iron ore: Four vessels loading at anchor; 6 vessels due by 28/4.
<b>Colombia</b>		
Barranquilla	21-Mar-2007	Max. permissible draft: 9.14 m fw; shore cranes operational; Four vessels berthed (2 containers, 1 general cargo, 1 coal), none anchored; 12 vessels due (3 containers, 2 general cargo, 3 bulkers, 1 tanker, 3 coal), with no delays expected.
Buenaventura	21-Mar-2007	Shore cranes operational; Eight vessels berthed (3 containers, 1 general cargo, 4 bulkers); 2 bulk cargo vessels anchored; 25 vessels due (18 containers, 2 bulkers, 1 tanker, 4 PCC vessels), with 2 days delay for bulkers and PCC vessels expected.
Cartagena	21-Mar-2007	SPRCTG: Shore cranes operational; One container vessel berthed, no vessels anchored; 22 container vessels due, with no delays expected; MEB: shore crane operational; 1 general cargo vessel at anchor; 6 vessels due (2 containers, 2 general cargo, 2 bulkers), with no delays expected; Contecar: shore crane operational; 1 general cargo vessel berthed, no vessels anchored; 5 vessels due (2 containers, 3 general cargo), with no delays expected.
Santa Marta	21-Mar-2007	Shore cranes operational; Three vessels berthed (1 general cargo, 1 bulker, 1 tanker), no vessels at anchor; 13 vessels due (5 containers, 3 general cargo, 1 banana vessel, 3 tankers, 1 coal), with no delays expected.
<b>India</b>		
Kolkata	26-Mar-2007	5 vessels operating at berth of which 2 vessels loading General Cargo, 3 vessels discharging (Containers-2, Pulse); 2 vessels working at midstream discharging ( Pules, Logs);3 vessels under repair; 2 vessels under dry docked; 1 vessel under arrest; 1 vessel waiting to sail.
Haldia	26-Mar-2007	14 vessels operating at berth of which 2 vessels loading ( Iron Ore, POL), 10 vessels discharging (Crude, POL, Coke, Met Coke, General Cargo, Noke, Soya, Pacd, Palm), 1 vessel loading and discharging Containers, 1 vessel waiting to load Iron Ore; 2 vessels waiting berth at anchorage to load; 5 vessels due ( Crude, POL, Met Coke, Containers, Coke).
Paradip	26-Mar-2007	11 vessels operating at berth of which 5 vessels loading ( Thermal Coal-2, Coking Coal, Cr. Con., Fe. Cr. ), 6 vessels discharging ( Coking Coal-2, H. Coke-2, Ammonia, Lime Stone); 3 vessels awaiting berth at anchorage to load, 3 vessels waiting berth at anchorage ( 2 to discharge, 1 to load); 26 vessels due.

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## Port Conditions

Visakhapatnam	26-Mar-2007	11 vessels operating at berth of which 5 vessels loading ( Iron Ore-2, GGB F Slag, Food Grains, Granite), 6 vessels discharging (Crude Tankers-2, Steam Coal, Coking Coal, Alumina, Bauxite); 8 vessels not ready to work and waiting at anchorage ( 6 to discharge, 2 to load); 1 vessel under arrest; 34 vessels due ( Iron Ore-7, Steel Cargo-3, Soya, Granite, B F Slag, Crude Trap & Product Tankers-5, L. Ammonia, Rock Phosphate-2, Sulphur, Molten Sulphur, Coking Coal-4, Styrene, Containers, Crude & Product Tanker-5).
Chennai	26-Mar-2007	13 vessels operating at berth of which 4 vessels loading (Cars, Granite Block, IOL, Iron Ore), 4 vessels discharging ( Vegetable Oil, Steam Coal-2, Urea), 5 vessels loading and discharging ( Containers-3, Project/Granite Blocks-2); 1 vessel not ready to work and waiting at anchorage to load ; 4 vessels due ( Iron Ore, Naptha, Containers, Granite Blocks).
Tuticorin	26-Mar-2007	5 vessels operating at berth of which 3 vessels discharging (Coal, Thermal Coal-2), 1 vessel waiting to load and discharging Tug & Barge, 1 vessel repair works ( bunkering); 2 vessels awaiting berth at anchorage ( 1 to load, 1 to bunkering); 1 vessel not ready to work at anchorage to load; 1 vessel under dry docked; 1 vessels under arrest.
Cochin	26-Mar-2007	2 vessels operating at berth of which 1 vessel discharging Soda Ash, 1 vessel loading and discharging Containers; 33 vessels due ( Crude-2, Chemicals-3, Phosphoric Acid, Domestic Passenger-5, International Cruise-6, Containers-9, POL-2, Sponge Iron, Break Bulk, Zinc, Iron Scrap, British Naval Vessel).
New Mangalore	26-Mar-2007	4 vessels operating at berth of which 3 vessels loading ( Iron Ore Fines-2, POL Product), 1 vessel discharging POL Crude; 2 vessels waiting at anchorage to discharge; 16 vessels due (Crude Palm Oil, POL Product-4, Fertiliser-2, Iron Ore Fines-2, Iron Ore (P), Timber, POL Crude-2, Lime Stone, LPG, Wood Pulp).
Mormugao	26-Mar-2007	2 vessels operating at berth of which 1 vessel loading Iron Ore, 1 vessel discharging Furnace Oil; 6 vessels working at midstream loading Iron Ore; 2 vessel under dry docked; 3 vessels awaiting berth at anchorage ( 2 to load, 1 to discharge), 2 vessels waiting berth at anchorage to load; 2 vessel under dry docked; 7 vessels due (Soft Coking Steel Coils, Coking Coal, Iron Ore-4).
Mumbai	26-Mar-2007	21 vessels operating at berth of which 7 vessels loading (Mach/Steel Pipe/General Cargo-2), 7 vessels discharging ( Rock Phosphate, HR Coils/Steel Pipes/Steel Cargo-3, POL), 7 vessels loading and discharging (Containers, Vehicles, Steel, General Cargo, Rice, Containers, Project Cargo); 1 vessel not ready to work and waiting at anchorage to load, 3 vessels awaiting order at anchorage to discharge, 1 vessel working at anchorage to load; 9 vessels under repairs/dry docked; 7 vessels under arrest; 1 vessel under laid up ( Berths not required for cargo operations); 37 vessels due (Containers-2, General Cargo-35).
J.N.P.T.	26-Mar-2007	8 vessels operating at berth of which 1 vessel loading Naptha, 1 vessel discharging Cement, 7 vessels loading and discharging Containers; 3 vessel awaiting berth at anchorage to load and discharge; 3 vessels due Containers.
Kandla	26-Mar-2007	14 vessels operating at berth of which 8 vessels loading (Agriculture Product-5, Cement-2, Granite Blocks), 4 vessels discharging ( Timber Logs, MOP, High Speed Diesel), 2 vessels loading and discharging Containers; 2 vessels awaiting berth at anchorage to load, 12 vessels not ready to work at anchorage ( 5 to load, 6 to discharge, 1 to load & discharge).
Ennore	26-Mar-2007	1 vessel working at inner anchorage to load Iron Ore, 3 vessels due (MV Tamil Anna (Coal), MV Good Season (Coal), MV Apj Sridevi (Coal)).

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